An Empirical Study of the Atomic-bomb Survivors’ Trauma and the “Vehicles” for Recollection

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Abstract

This empirical, cross-disciplinary study examined possible triggers of traumatic memories in the two sets of atomic-bomb survivors’ testimonies that were collected in 1985 and in 2005. When the survivors recall the “scenes of hell”, a specific type of vehicle is often used to express an emotional response to their traumatic experience which they lived immediately after the bombings of Hiroshima and Nagasaki. Various patterns relative to a strong conceptual association between a particular type of vehicle and a specific kind of traumatic experience, persisted in the two datasets despite the twenty-year gap between them. However, in the latter set of testimonies, linguistic intensity in describing death and physical injuries were somewhat attenuated when the memories are associated with a specific type of vehicle, even though the contents and the
1. 研究の背景と目的〜トラウマと記憶を形成する対象物

本研究は、未来へ向けた被爆体験の記憶継承のあり方を探るプロジェクトの一環である。原爆による被害は、75年を経てもなお社会、経済的な研究成果、被爆者の健康・生活状況を調査した。この「昭和40年度原爆被爆者実態調査」の実施に関わった経験から、石田忠は、「人が人として生きる権利を奪う」原爆による被害の反人間性を訴えた。そして、被爆に関する物理的、身体的、および社会経済的な側面のみならず、心理的なもの、たとえば被爆者の心への長期的影響は、未だ全体像の解明が待たれている。

トラウマに関する初期の代表的な参加研究に、精神科医のリフトンが著した1968年発行の『死の内の生命』 Survivors of Hiroshimaがある。リフトンは1962年の広島滞在中、被爆者を対象に綿密な聞き取り調査を行い、被爆の精神面への影響を、エリクソンのアイデンティティ理論の枠組みで解明することを試みた。前後して、日本では1965年の当時の厚生労働省の人権局総務課が行なった「原子爆弾被爆者実態調査」の調査票の最終ページには自由記述欄があり、被爆者の思いや考えを問うているが、テキストのデータは公開されていない。

この視点を受け継いで、原爆被害を人間に対する影響の視点から調査する試みがあった。1985年の11月から1986年の3月にかけて被団協が実施した全国的アンケート調査「原爆被害者調査」である。

5. 分析

5-1. 分析対象の特定と仮説

被爆者の自由回答（証言、以下文書と記述）において、...
The Civil Engineers’ Unfinished Business: Japan’s Commitment to the Development of the Cambodian Prek Thnot Project

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Abstract
Between the 1950s and 1960s, a comprehensive development plan existed concerning the Lower Mekong River Basin. Questions revolved around who devised what concept for the development of the Lower Mekong River, and how these concepts were implemented. In this article, we first analyzed the processes leading to Japan’s participation in the comprehensive development plan. Next, as part of the tributary development plan for this initiative, we analyzed the processes of the formation and subsequent development of the catchment area’s development plan for the Kingdom of Cambodia’s Prek Thnot River by multilateral development assistance as led by Japan. The development of the Prek Thnot River Power and Irrigation Project stopped as a result of the 1970 Cambodian Civil War and remains incomplete. Therefore, we analyzed the planning potential of the Prek Thnot River’s development plan from current viewpoints. What is made clear from the analyses is that both the basic philosophy and design philosophy behind the Mekong River Basin’s development initiative is relevant to today, and the development should not be conducted as a domestic matter, but should be conducted in continuation of its conceptual framework of international significance, as it concerns the suburb countries of the Mekong River.
1. Introduction

In the post-WWII era, the Lower Mekong River Development was not only a consequence of the attempts by major Japanese construction companies and engineers to tap into a new market, but also proof of the cooperative spirit that the Japanese engineers tried to show toward their neighboring countries in Asia. Yet how did Japan conceptualize the development of the Lower Mekong River, and how was it carried out? By examining the evolution of the Japanese commitment to the creation of the comprehensive development plan for the Mekong River Basin in the first half of this article, we shed light on the Prek Thnot River Power and Irrigation Project in Cambodia (hereinafter the Prek Thnot Project) in the latter half.

The Prek Thnot Project was the hallmark of Japan’s involvement in the Mekong River Basin project in the 1950s and 1960s (which involved a development plan using multilateral development assistance), with Japan taking initiative as the largest donor country. As the initiators of the construction work, the Japanese companies evaluated the feasibility and then began the work. Yet the project was indefinitely suspended because of the Cambodian Civil War in the 1970s. After the conflict ended in the 1990s, a revitalization of the project was proposed several times, but was not completed until today.

While our forthcoming article focuses on the diplomatic interactions and negotiations on the Prek Thnot Project in conjunction with the dynamics of the regional and global politics during the Cold War, this article examines how the Japanese engineers designed a development plan and struggled to implement it. Sections two and three describe the geographical contour of the Mekong River Basin and its use under French colonial rule. Section four discusses the initial international attempts to explore the potential demand and growth in the Lower Mekong River after WWII. Section five and six examine the evolutionary process of the Lower Mekong River's development concept. Sections seven to nine consider how the Prek Thnot Project, as a tributary development, was incorporated into the entire development concept of the Mekong River Basin. The final section assesses the achievements of the Prek Thnot Project and considers the challenges for Japan in using this historical legacy as an asset to reinvigorate its commitment to the related regions.

2. Geographical Features of the Mekong River Basin

The Mekong River flows from the Tibetan Plateau through to Yunnan Province, passes
through the continental part of Southeast Asia, and feeds into the South China Sea. According to the most recent estimation by the Mekong River Commission, the River is 810,000 square kilometers and has a total length of 4,763 kilometers. The Mekong River is usually divided between its upstream and downstream regions near to Chang Sen, and changes from the Myanmar/Laos border to the Thai/Laos border. Its upstream basin countries border China and Myanmar, and its downstream catchment area borders Laos, Thailand, Cambodia, and Vietnam...

...This was the crux of the integrated development concept that the Japanese team conceived of, and Kubota, as the leader of the Japanese team, expounded his views on the development concept of the River as follows:

There is a great necessity for what you call "multipurpose development" that could improve ship transportation, build dykes, develop hydropower, and control floods in the Mekong River. Since it seems almost impossible to increase the water depth by dredging a long waterway in such a large river, you should instead think about adjusting the annual flow rate as much as possible and improving the water depth in the dry season so that the deep-draft ships can pass through smoothly. For this purpose, let's say we can consider detecting appropriate spots in the flow path, installing some weirs, submerging the shallow areas to increase the water depth, and discharging the adjusted water downstream in the drought seasons. At the dykes, we shall construct some hydropower stations as well as sluice gates to let vessels go upstream and downstream. Fortunately, because the average river gradient is moderate, even [average sized] dykes can store a large volume of water; the flow volume control and power generation are tremendously effective because the backwater can reach distant locations. In conjunction with the development of agriculture, forest industry, and mineral resources promoted by ship transport, we can make the best use of generated electric power for industrialization along with an easier supply of raw materials and delivery of products in the related areas.

Footnotes: