

areas by naval forces, many of these measures build on the provisions of the 1982 Convention on the Law of the Sea;

- technology constraint measures, that seek to limit or restrict the application of specified technologies to maritime operations, in this respect the destructive capability of modern naval weapon systems may make it more useful for NCBM negotiations to focus on the technology fitted in ships, submarines and aircraft rather than on the number of those platforms.
- (3) Tacit Measures, which can be described as elements of the existing regime of maritime law, agreements and codes of conduct that routinely govern the operation of ships, including numerous traditional, unwritten and written rules of conduct observed by mariners worldwide. Many of the historical practices have been codified by international conventions, such as the International Rules for the Prevention of Collisions at Sea and The 1982 Convention on the Law of the Sea.

NCBMs IN A REGIONAL CONTEXT

Applying the broad theory of NCBMs to the Middle East region requires the application of many factors. The absence of precedents in most cases does not simplify the task of determining whether a particular measure or group of measures has any prospect for acceptance or success. Hence, this analysis must be largely subjective.

The process used in this study to examine the prospects for NCBMs is systematic whereby each sub-category of the three general areas (information and communication; constraint; and