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Withdrawer

KDB 12/22/2015

File Folder USSR (6/14/83) (1)

FOIA

F03-002/5

Box Number 24

SKINNER

330

ID	Doc Type	Document Description	No of Pages	Doc Date	Restrictions
171624	MEMO	W. CLARK TO REAGAN RE RENEWAL OF US-USSR AGREEMENT ON COOPERATION IN THE FIELD OF TRANSPORTATION (W/ADDED NOTE)	2	6/16/1983	B1
171625	MEMO	J. MATLOCK TO W. CLARK RE RENEWAL OF US-USSR AGREEMENT ON COOPERATION IN THE FIELD OF TRANSPORTATION	2	6/15/1983	B1
171626	MEMO	C. HILL TO W. CLARK RE RENEWAL OF US-USSR AGREEMENT ON COOPERATION IN THE FIELD OF TRANSPORTATION	3	6/14/1983	B1
171627	REPORT	EUR/IG REPORT ON THE EXTENSION OF THE US-USSR AGREEMENT ON COOPERATION IN THE FIELD OF TRANSPORTATION	5	ND	B1

Freedom of Information Act - [5 U.S.C. 552(b)]

B-1 National security classified information [(b)(1) of the FOIA]

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171628	MEMO	COPY OF DOC #171625, W/ADDED NOTE (J. MATLOCK TO W. CLARK RE RENEWAL OF US-USSR AGREEMENT ON COOPERATION IN THE FIELD OF TRANSPORTATION)	1	6/15/1983	B1

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OF CLASSIFIED ~~UNCLASSIFIED~~ RECEIVED 15 JUN 83 08

12/22/15 CDB

TO

CLARK

FROM HILL, C

DOCDATE 14 JUN 83

URGENT

KEYWORDS USSR

SUBJECT: RENEWAL OF US USSR AGREEMENT ON COOPERATION IN THE FIELD OF
TRANSPORTATION

ACTION: PREPARE MEMO FOR CLARK

DUE: 15 JUN 83 STATUS S FILES

FOR ACTION

FOR CONCURRENCE

FOR INFO

MATLOCK

RAYMOND

BAILEY

LENCZOWSKI

COMMENTS ** URGENT ACTION -- MEMO FOR CLARK NEEDED BY 2 PM TODAY 6/15

PER R. KIMMITT

REF# 8318181

LOG

NSCIFID

(V /)

ACTION OFFICER (S) ASSIGNED ACTION REQUIRED DUE COPIES TO

Clark	x	6/15	Find to Pres for decision 6/15	
Pres		P JUN 1 7 1983	for decision	
		C JUN 1 7 1983	Pres approved both	2M, W.P., KTS

DISPATCH

W/ATTCH FILE

PA (c) *[initials]***URGENT**

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171624 MEMO

2 6/16/1983 B1

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National Security Council
The White House

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Package # 4110

33 JUN 15 P 2: 52

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John Poindexter		<i>[Signature]</i>	
Bud McFarlane	<u>1</u>	<i>HAS SEEN SEPARATE COPY</i>	<i>A</i>
Jacque Hill	<u>2</u>		
Judge Clark	<u>3</u>	<i>[Signature]</i>	
John Poindexter	<u>4</u>	<i>[Signature]</i>	
Staff Secretary	<u>5</u>		<i>D</i>
Sit Room			

I-Information A-Action R-Retain D-Dispatch N-No further Action

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cc: VP Meese Baker Deaver Other *[Signature]*

COMMENTS

*John: done and
paper - being sent
into briefing to be seen
[Signature]*

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171625 MEMO

2 6/15/1983 B1

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171626 MEMO	C. HILL TO W. CLARK RE RENEWAL OF US-USSR AGREEMENT ON COOPERATION IN THE FIELD OF TRANSPORTATION	3	6/14/1983	B1

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**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

MAR 15 1983

Mr. Byron Morton
Deputy Director for Exchanges
Office of Soviet Union Affairs
U.S. Department of State
Washington, D. C. 20520

Dear Byron:

Enclosed is the Department of Transportation's Position Paper on Renewal of the US-USSR Transportation Agreement as requested in your memorandum of December 20, 1982.

Sincerely,

A handwritten signature in dark ink, appearing to read "Bernard A. Ramundo", written over a horizontal line.

Bernard A. Ramundo, Chief
International Cooperation Division
and Secretariat
Office of International Policy
and Programs

Enclosure

16
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U.S. Department of Transportation
Position Paper

ISSUE

Renewal of the U.S.-U.S.S.R. Agreement on Cooperation in the Field of Transportation (the Agreement) which expires on June 19, 1983.

SUMMARY

Based upon the technical benefits already realized; the importance of Soviet (and with it, Eastern Bloc) support in the International Civil Aviation Organization for the standardization of U.S.-developed air navigational, safety-related equipment; the capability of keeping abreast of Soviet technological developments; and the potential for showcasing U.S. transportation technology for export, the renewal of the Agreement is recommended as being fully compatible with the Administration's criteria for program continuation: technical benefit or humanitarian purpose.

The suggested negotiating position is that the Agreement be renewed for (a) continuation of cooperation in the civil aviation and automobile transport (highway safety) areas, (b) expansion of cooperation on sea and air navigation systems, and (c) cancellation of cooperation in the areas of hazardous material transport and the magnetic levitation portion of transport of the future activities. Cooperation in the transport construction, urban research and development, and rail transport areas would be subject to technical-level determination concerning the desirability of resumption. As for term, we anticipate that five years will be needed to complete the work in the civil aviation area. If deemed desirable from the negotiating or monitoring of performance points of view, we could accept a two-year, automatic three-year renewal formula.

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HISTORY

Cooperation in transportation between the United States and the Soviet Union, which began in 1968 with exploratory exchanges of technical delegations in the areas of bridge construction and tunneling, high-speed rail and containerization, and urban transport and the environment, was formalized by the conclusion on June 19, 1973, of the five-year U.S.-U.S.S.R. Agreement on Cooperation in the Field of Transportation which was renewed on June 19, 1978, for two years and automatically extended in June 1980 for three years (until June 1983).

The U.S. Department of Transportation (DOT) and the U.S.S.R. State Committee for Science and Technology (SCST) were designated as the Executive Agents for the respective parties. The Agreement established a U.S.-U.S.S.R. Joint Committee (JC) to oversee its implementation by meeting annually, alternating between Moscow and Washington. The Assistant Secretary of Transportation for Policy and International Affairs has, ex officio, served as the Chairman of the U.S. Section of the JC. The Deputy Chairman of the SCST, G.V. Aleksenko, who retired early in 1981 and since died, served as Chairman of the Soviet Section of the JC. His successor has not been named. During 1974-1979, the JC met five times and established Working Groups in technical areas of mutual interest, reviewed cooperative results, and approved annual programs.

Early in February 1978, the U.S. side cancelled all work in the Marine Transport Working Group because of continued Soviet recalcitrance in sharing ice transiting technology. After a program review carried out in late 1978 and early 1979, the JC, at its fifth meeting in Moscow in June 1979, agreed to curtail further cooperation in

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accordance with U.S. proposals; i.e., to continue work only as need arose in the Civil Aviation subgroup areas of airworthiness, general aviation, security, and medical factors and discontinue the Facilitation (Cargo Documentation) and the Urban (Policy) Transport Working Groups. It was also agreed to expand the Transport of the Future Working Group to include urban research and development (R&D) topics. As a result, there are currently six Working Groups under the Agreement, as follows:

- Transport of the Future (Magnetic Levitation and Urban R&D Topics)

- Transport Construction (Bridge Construction and Tunneling)

- Railroad Transport

- Civil Aviation - with five subgroups:

 - Air Traffic Control (ATC)

 - Microwave Landing System (MLS)

 - Accident Investigation

 - Training and Education

 - Environmental Factors

- Automobile Transport (Highway Safety)

- Hazardous Materials Transport

After the Soviet invasion of Afghanistan in December 1979, the Interagency Coordinating Committee for U.S.-Soviet Affairs (ICCUSA) adopted the policy of not scheduling any senior-level meetings with the Soviets, although agencies were requested to maintain technical cooperation beneficial to the United States, humanitarian activities, and participation with Soviet counterparts in multilateral cooperative forums. This policy was reinforced by the imposition of sanctions following the declaration of martial law in Poland in December 1981.

DOT implementation of the above policy resulted in suspension of JC or senior-level meetings during CYs 1980-82 and a 75% reduction in technical-level cooperative activity. Since January 1980, all meetings and activities with Soviets on subjects under the Agreement have been in the Civil Aviation Air Traffic Control and Microwave Landing System areas, which were continued under the guidance then in effect. Additional meetings and activities on these topics are planned for 1983 and 1984. Cooperative activities in all other Working Group areas were halted for a variety of problems, some performance and others Afghanistan-related, which could not be resolved because of the suspension of senior-level meetings. The Soviet side did propose a Third Symposium on Highway Safety in the U.S.S.R. in late 1981 or early 1982, but DOT had to decline due to lack of foreign travel funds.

Outside the Agreement, the U.S. Coast Guard hosted a Soviet Delegation in December 1980 for discussions on the compatibility of each country's sea navigation (communication) systems. In certain situations, signals of these systems interfere with each other, rendering them inoperable. Good progress was made during the 1980 meeting on gaining technical knowledge of each country's systems. As the Soviet representatives and U.S. Coast Guard officials considered it important to continue this dialogue in the interests of humanitarian and economic aspects of sea navigation safety, it was agreed that a follow-on meeting in the Soviet Union would be scheduled during 1981. While the senior Soviet representative has indicated in discussions with U.S. officials at various international meetings that an invitation for a meeting on this subject would be forthcoming, no official word concerning it has been received. The U.S. Coast Guard recommends that this important area be included as a major activity under the Agreement to benefit from support at the government level.

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Beneficial cooperative activities in the area of welding technology of special interest to DOT highway specialists were being carried out under Project 01.0307 of the U.S.-U.S.S.R. Joint Working Group on Electrometallurgy and Materials, chaired on the U.S. side by the National Science Foundation (NSF), under the U.S.-U.S.S.R. Science and Technology (S&T) Agreement. DOT was unable to bring cooperative work in this area of acknowledged Soviet excellence under the program of the Transport Construction Working Group because of jurisdictional problems on the Soviet side (i.e., the Paton Institute was not subordinated to the Ministry of Transport Construction, the Soviet counterpart of the DOT Federal Highway Administration (FHWA) in the Working Group). FHWA, however, supported the work under the S&T Agreement by furnishing technical expertise and, later, supplying welded specimens in exchange for specially developed fluxes from the Paton Institute for joint testing and sharing of results. As this work is now halted due to the expiration of the U.S.-U.S.S.R. S&T Agreement, DOT believes it would be worthwhile to pursue it under the Transportation Agreement and that SCST should be able to resolve the jurisdictional issue. NSF officials support the transfer of this activity.

ASSESSMENT OF BENEFITS

General

DOT specialists agree that cooperation with the Soviets has been, on the whole, technically beneficial and has contributed in varying degrees to the improvement of U.S. transportation systems. Although exchanges in the rail, tunneling, bridge construction, urban transport, and driver training areas were beneficial, the results of collaboration on perfecting the design and operation of civil aviation navigational

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systems far outweigh benefits in other areas. DOT believes that as international air travel increases and systems are designed to support that expansion, it is important for humanitarian and economic reasons to cooperate with other major civil aviation countries to ensure that such systems the U.S. desires to use are not only compatible worldwide but accepted by competent international organizations as technically superior, best state-of-the-art, world standard equipment. In recognition of the above, cooperation in avionic systems has prospered and, in the case of one critical air traffic control system, has expanded to include close collaboration with United Kingdom (U.K.) specialists, giving this work an important trilateral character. (See details under Specific Benefits.)

The Agreement has also provided a vehicle to keep abreast of Soviet technological developments in transportation and has contributed to the promotion of sales of U.S. transportation technology and equipment. As a result of exposure to U.S. industry facilities under Agreement activities, the Soviets purchased rail-related equipment from Cardwell Westinghouse Company of Chicago, several large tunnel boring machines from the Robbins Manufacturing Company of Seattle, and have negotiated with many other companies for purchases of transportation equipment.

While problems associated with the compartmentalized Soviet bureaucracy have hampered cooperation at various times and frustrated efforts to maintain momentum in completing some of the planned activities, DOT specialists have learned to cope and, when deemed necessary, to recommend termination of nonproductive cooperative activity. Areas in which the Soviets have been apparently unwilling to share technology are: ice transiting technology, rail freight movement statistics, and magnetic levitation technology.

Specific Benefits - Policy Issues - Civil Aviation

Exceptional technical benefit and international support were derived from the activities of the Civil Aviation Microwave Landing System (MLS) and Air Traffic Control (ATC) Subgroups. While the MLS subgroup activities concentrate on a specific system, the ATC subgroup embodies a wide range of navigation, surveillance, and communications subjects. Established under the auspices of the ATC Subgroup is the above-mentioned trilateral U.S.-U.S.S.R.-U.K. Special Working Group focusing on Mode S development (improved secondary surveillance radar).

Currently, the Distance Measuring Equipment portion of the MLS and Mode S signal formats are undergoing the International Civil Aviation Organization (ICAO) international standardization process. The United States has a substantial investment interest in these areas and benefits from Soviet technical input and voting support for the standardization of this equipment in ICAO. Other ATC activities consist mostly of technical information exchanges, generally beneficial to both parties, covering areas such as primary and secondary radar, the OMEGA navigation system, collision avoidance, human factors, and weather. Future exchanges could also include the use of satellites for civil aviation navigation which the Soviet side has expressed a willingness to discuss. This could provide useful information concerning their GLONASS satellite system.

Microwave Landing System (MLS)

The international acceptance of the signal format proposed by the United States and Australia for microwave landing system angle guidance was achieved with Soviet support at ICAO in 1978 after a difficult competition with the United Kingdom. The

Soviet bloc representatives accounted for 15% of the votes in support of the U.S. proposal. Without this support, the U.S.-Australian-designed system might not have been chosen, jeopardizing a U.S. research and development investment of over \$100 million but, more importantly, resulting in the choice of a technically inferior system. Cooperation with the Soviet Union in this area is still required to achieve U.S. goals for:

1. the standardization of the Precision Distance Measuring Equipment signal format associated with the MLS,
2. MLS operational procedures,
3. the acceptance of a transition plan from the current Instrument Landing System (ILS) to the new MLS, and
4. the determination of an ILS protection date favorable to the United States.

Some of the above subjects are still contentious and could substantially penalize U.S. aviation industry interests if adverse decisions were taken in ICAO.

Within the next two years, tests of Soviet and U.S. MLS receivers are planned at the DOT Federal Aviation Administration (FAA) Technical Center (using U.S. ground equipment) and in Leningrad (using Soviet ground equipment). Besides demonstrating to the international civil aviation community the universal compatibility of MLS, these tests will promote an exchange of design concepts and related technologies which could improve the U.S. and U.S.S.R. systems and enhance the potential for U.S. manufacturers.

Air Traffic Control (ATC)

Mode S (Improved Secondary Surveillance Radar)

Discussions with Soviets were instrumental in achieving a common view for the Mode S signal format. The Soviet Union is represented on the Secondary Surveillance

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Radar (SSR) Improvement and Collision Avoidance Systems (SICAS) panel of ICAO, which is scheduled to meet for the first time in May 1983. The SICAS panel will then initiate the standardization process of Mode S and of the Traffic Alert Collision Avoidance System (TCAS), a key element of the FAA's National Airspace Plan. Delaying tactics from country members not yet willing to invest in Mode S equipment are anticipated in this panel. Soviet support will help to counter these delaying efforts and ensure that the U.S. Mode S equipment, scheduled for operational use within the next few years, will be covered by accepted international standards.

In September 1981, a Soviet Mode S transponder was installed on FAA aircraft and successfully tested at the FAA Technical Center. At the May 1982 meeting, the U.S. and U.S.S.R. agreed to jointly test their Mode S transponders in Leningrad in 1984 in order to demonstrate Mode S compatibility and capability to the ICAO community, the success of which would enhance the U.S. technical position in ICAO. The technical exchange generated by this joint engineering effort will promote a better understanding of Soviet concepts and techniques, which could find application in the U.S. Mode S system and enhance the export potential for U.S. manufacturers. Several possible applications of the Mode S Data Link will also be ready to test at that time. (The Data Link is a means to provide useful information to the pilot, such as weather conditions, clearance information, certain types of alarms, and other useful functions.) The international civil aviation community has not yet indicated which applications it prefers. The tests would demonstrate, in an international context, the desirability of specific applications of interest to the United States, and significantly encourage their

international acceptance. The Soviet technical input would also be significant because development work could be coordinated to supplement our own programs, thereby reducing research costs.

The U.S. candidate for a collision avoidance system, TCAS, is dependent on the Mode S Data Link. TCAS will be discussed at the SICAS panel meeting. Although the Soviet Union has expressed little interest in this type of system for domestic use, cooperation on Mode S will almost certainly result in Soviet support for TCAS and will be useful to offset any possible opposition from other members of the panel.

Other ATC Activities

- a. Discussions on ATC-related subjects (control center configurations, weather data processing, Data Link applications, and training of controllers) provided an opportunity to examine and evaluate Soviet technical progress in these areas. The new Moscow ATC center uses techniques not yet applied in U.S. centers, which indicates that equipment at least as advanced as U.S. systems will be used at their major centers. This kind of information is useful in assessing and adjusting FAA programs.
- b. The Soviet Union is cooperating with the United States in evaluating the air signal reliability of the OMEGA navigation system. This is a system used by pilots to determine their in-flight positions, and signal strength variations (with respect to time of day and location) need to be known in order to assure the accuracy of the position. The Soviets have installed two U.S.-provided recorders on their aircraft for this purpose and are to provide OMEGA signal recordings obtained over areas unavailable to the Western World. They have

also provided useful papers describing OMEGA signal behavior over the Polar area bordering the Soviet Union. Cooperation in this field is productive and ought to be continued.

- c. The use of satellites for civil aviation navigation is a subject which is now ready for discussion with the Soviet Union. Discussions of this topic within the ATC Subgroup could provide information on Soviet techniques and procedures, such as might be embodied in GLONASS and other Soviet navigation satellites. Such discussions could also provide a foundation for an approach to the international use of a satellite-generated signal by the world civil aviation community. This is a complex problem, involving difficult control techniques and procedures, soon to be discussed in ICAO. The potential for avoiding preemptive unilateral action by the Soviet Union in this area would be enhanced by a bilateral cooperative effort.

DOT believes that much, if not all, of the ongoing work in the above areas, importantly related to the safety of air travel and the investment involved in the development of these new systems, would be seriously jeopardized if the Agreement is not renewed.

RECOMMENDED NEGOTIATING POSITION

1. The Department of Transportation recommends that the Agreement be renewed, with modifications, for a period of five years. If deemed desirable from the negotiating or monitoring of performance points of view, we could accept a two-year, automatic three-year renewal formula along the lines of the one adopted in 1978.

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2. If the Agreement is approved for renewal, the Department would like to make the following modifications:
- establishment of a working group on sea navigation systems.
 - bring cooperation in welding technology under the Transport Construction Working Group, which work was formerly carried out under the U.S.-U.S.S.R. Science and Technology Agreement and supported by DOT research funds.
 - cancellation of cooperation in the area of hazardous material transport (as duplicative of exchanges with Soviet specialists in multilateral organizations) and the magnetic levitation portion of the Transport of the Future Working Group activities (because the Soviets have not been forthcoming in sharing their work in this field).
 - cooperation in the transport construction, bridge construction and tunneling, urban R&D, and rail transport areas would not be deleted until a U.S.-Soviet technical-level determination is made concerning the desirability of resumption.

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COOPERATION IN TRANSPORTATION

Agreement Between the
UNITED STATES OF AMERICA
and the UNION OF
SOVIET SOCIALIST REPUBLICS

Signed at Washington June 19, 1973



29

UNION OF SOVIET SOCIALIST REPUBLICS

Cooperation in Transportation

*Agreement signed at Washington June 19, 1973;
Entered into force June 19, 1973.*

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AGREEMENT BETWEEN
THE GOVERNMENT OF THE UNITED STATES OF AMERICA AND
THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST REPUBLICS
ON COOPERATION IN THE FIELD OF TRANSPORTATION

The Government of the United States of America and the
Government of the Union of Soviet Socialist Republics;

Recognizing the important role played by safe and efficient
transportation systems in the development of all countries;

Considering that the improvement of existing transportation
systems and techniques can benefit both of their peoples;

Believing that the combined efforts of the two countries in
this field can contribute to more rapid and efficient solutions of
transportation problems than would be possible through separate,
parallel national efforts;

Desiring to promote the establishment of long-term and
productive relationships between transportation specialists and
institutions of both countries;

In pursuance and further development of the Agreement between
the Government of the United States of America and the Government of
the Union of Soviet Socialist Republics on Cooperation in the Fields
of Science and Technology of May 24, 1972,^[1] and in accordance with
the Agreement on Exchanges and Cooperation in Scientific, Technical,
Educational, Cultural and Other Fields of April 11, 1972,^[2] and in
accordance with the Agreement on Cooperation in the Field of
Environmental Protection of May 23, 1972;^[3]

Have agreed as follows:

¹ TIAS 7346; 23 UST 856.

² TIAS 7343; 23 UST 790.

³ TIAS 7845; 23 UST 845.

ARTICLE 1

The Parties will develop and carry out cooperation in the field of transportation on the basis of mutual benefit, equality and reciprocity.

ARTICLE 2

This cooperation will be directed to the investigation and solution of specific problems of mutual interest in the field of transportation. Initially, cooperation will be implemented in the following areas:

- a. Construction of bridges and tunnels, including problems of control of structure stress and fracture, and special construction procedures under cold climatic conditions.
 - b. Railway transport, including problems of rolling stock, track and roadbed, high speed traffic, automation, and cold weather operation.
 - c. Civil aviation, including problems of increasing efficiency and safety.
 - d. Marine transport, including technology of maritime shipping and cargo handling in seaports.
 - e. Automobile transport, including problems of traffic safety.
- Other areas of cooperation may be added by mutual agreement.

ARTICLE 3

Cooperation provided for in the preceding Articles may take the following forms:

- a. Exchange of scientists and specialists;
- b. Exchange of scientific and technical information and documentation;
- c. Convening of joint conferences, meetings and seminars; and
- d. Joint planning, development and implementation of research programs and projects.

Other forms of cooperation may be added by mutual agreement.

ARTICLE 4

In furtherance of the aims of this Agreement, the Parties will, as appropriate, encourage, facilitate and monitor the development of cooperation and direct contacts between agencies, organizations and firms of the two countries, including the conclusion, as appropriate, of implementing agreements for carrying out specific projects and programs under this Agreement.

ARTICLE 5

1. For the implementation of this Agreement, there shall be established a US-USSR Joint Committee on Cooperation in Transportation. This Committee shall meet, as a rule, once a year, alternately in the United States and the Soviet Union, unless otherwise mutually agreed.

2. The Joint Committee shall take such action as is necessary for effective implementation of this Agreement including, but not limited to, approval of specific projects and programs of cooperation; designation of appropriate agencies and organizations to be responsible for carrying out cooperative activities; and making recommendations, as appropriate, to the Parties.

3. Each Party shall designate its Executive Agent which will be responsible for carrying out this Agreement. During the period between meetings of the Joint Committee, the Executive Agents shall maintain contact with each other, keep each other informed of activities and progress in implementing this Agreement, and coordinate and supervise the development and implementation of cooperative activities conducted under this Agreement.

ARTICLE 6

Nothing in this Agreement shall be interpreted to prejudice other agreements between the Parties or their respective rights and obligations under such other agreements.

ARTICLE 7

1. This Agreement shall enter into force upon signature and shall remain in force for five years. It may be modified or extended by mutual agreement of the Parties.

2. The termination of this Agreement shall not affect the validity of implementing agreements concluded under this Agreement between interested agencies, organizations and firms of the two countries.

DONE at Washington, this 19th day of June, 1973,
in duplicate, in the English and Russian languages, both texts
being equally authentic.

FOR THE GOVERNMENT OF THE
UNITED STATES OF AMERICA:

FOR THE GOVERNMENT OF THE UNION
OF SOVIET SOCIALIST REPUBLICS:

William P. Rogers ^[1] *A. Gromyko* ^[2]

¹ William P. Rogers
² A. Gromyko

COOPERATION IN TRANSPORTATION

**Agreement Between the
UNITED STATES OF AMERICA
and the UNION OF SOVIET
SOCIALIST REPUBLICS**

**Amending and Extending the
Agreement of June 19, 1973**

**Effected by Exchange of Notes
Dated at Washington June 19, 1978**



NOTE BY THE DEPARTMENT OF STATE

Pursuant to Public Law 89-497, approved July 8, 1966 (80 Stat. 271; 1 U.S.C. 113)—

" . . . the Treaties and Other International Acts Series issued under the authority of the Secretary of State shall be competent evidence . . . of the treaties, international agreements other than treaties, and proclamations by the President of such treaties and international agreements other than treaties, as the case may be, therein contained, in all the courts of law and equity and of maritime jurisdiction, and in all the tribunals and public offices of the United States, and of the several States, without any further proof or authentication thereof."

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UNION OF SOVIET SOCIALIST REPUBLICS

Cooperation in Transportation

*Agreement amending and extending the agreement of
June 19, 1973.*

Effectuated by exchange of notes

Dated at Washington June 19, 1978;

Entered into force June 19, 1978.

The Department of State to the Soviet Embassy

The Department of State presents its compliments to the Embassy of the Union of Soviet Socialist Republics and has the honor to propose the following:

With reference to the Agreement between the United States of America and the Union of Soviet Socialist Republics on Cooperation in Transportation,^[1] which expires on June 18, 1978, the Department, acting pursuant to Article 7, proposes that the Agreement be extended until June 19, 1980 with the following modifications:

The Preamble to read as follows:

The Government of the United States of America and the Government of the Union of Soviet Socialist Republics;
Noting that the Agreement between the Government of the United States of America and the Government of the Union of Soviet Socialist Republics on Cooperation in the Field of Transportation, signed in Washington on June 19, 1973, has a term of five years;

Recognizing the important role played by safe and efficient transportation systems in the development of all countries and that the improvement of existing transportation systems and techniques can benefit both of their peoples;

Believing that the combined efforts of the two countries

¹ TIAS 7652; 24 UST 1463.

in this field can contribute to more rapid and efficient solutions of transportation problems than would be possible through separate, parallel national efforts; Desiring to continue to promote the establishment of long-term and productive relationships between transportation specialists and institutions of both countries; In pursuance and further development of the Agreement between the Government of the United States of America and the Government of the Union of Soviet Socialist Republics on Cooperation in the fields of Science and Technology of May 24, 1972, as extended;^[1] and in accordance with the Agreement on Exchanges and Cooperation in Scientific, Technical, Educational, Cultural and other fields of June 19, 1973;^[2] and in accordance with the Agreement on Cooperation in the Field of Environmental Protection of May 23, 1972,^[3] as extended;

Have agreed as follows:

Article 2 to read as follows:

This cooperation will be directed to the investigation and solution of specific problems of mutual interest in the Field of Transportation. The specific problems will be established by mutual agreement.

Article 4 to read as follows:

In furtherance of the aims of this agreement, the Parties will, as appropriate, encourage, facilitate and monitor the development of cooperation and direct contacts between agencies, organizations and firms of the two countries, including the facilitation of national participation across organizational lines and the conclusion, as appropriate, of implementing agreements for carrying out specific

¹ TIAS 7346; 8619; 23 UST 856; 28 UST 5191.

² TIAS 7649; 24 UST 1395.

³ TIAS 7345; 23 UST 845.

projects and programs under this Agreement. The Parties will also ensure that, in accordance with agreed cooperative activity, access to technology, institutes, organizations, and individuals participating in joint cooperative activity, and to scientific and technical data will be made available on an equal, reciprocal and mutually beneficial basis.

Article 5, paragraph 3 to read as follows:

Each Party shall designate its Executive Agent which will be responsible for carrying out this Agreement. During the period between meetings of the Joint Committee, the Executive Agents shall maintain contact with each other, including appropriate mid-year reviews; keep each other informed of activities and progress in implementing this Agreement; and coordinate and supervise the development and implementation of cooperative activities conducted under this Agreement.

Article 7, paragraph 1 to read as follows:

This Agreement as modified and extended shall remain in force until June 19, 1980. The Agreement will be extended for an additional three year period unless one party notifies the other of the termination thereof not less than thirty days prior to June 19, 1980.

If the foregoing proposal is acceptable to the Soviet side, it is proposed that this note and the Embassy's reply to that effect shall constitute an agreement between the Parties.

Department of State,

Washington, June 19, 1978.

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171628 MEMO

1 6/15/1983 B1

COPY OF DOC #171625, W/ADDED NOTE (J.
MATLOCK TO W. CLARK RE RENEWAL OF US-
USSR AGREEMENT ON COOPERATION IN THE
FIELD OF TRANSPORTATION)

Freedom of Information Act - [5 U.S.C. 552(b)]

B-1 National security classified information [(b)(1) of the FOIA]

B-2 Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]

B-3 Release would violate a Federal statute [(b)(3) of the FOIA]

B-4 Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]

B-6 Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]

B-7 Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]

B-8 Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]

B-9 Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

C. Closed in accordance with restrictions contained in donor's deed of gift.