

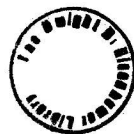
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**UNCLASSIFIED**

Draft

June 15, 1959

BERLIN CONTINGENCY PLANNING

STATEMENT\*



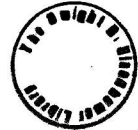
(To be made by the United States, the United Kingdom, and France if and when the Soviet Union announces the imminent turning over to the GDR of the checkpoints for Allied access to Berlin.)

The Government of the Soviet Union has announced its intention of handing over its responsibilities in the Soviet Zone of Germany to the East German authorities. The Governments of France, the United Kingdom and the United States wish to state that this in no way affects their rights and responsibilities in or relating to Berlin, which they are determined to maintain. They derive these rights and responsibilities from the defeat of Nazi Germany in 1945 and the assumption by the Allied Powers of supreme authority with respect to Germany. Since that time they have continued to administer their sectors of the city, and have kept a small force of troops there as a guarantee that the inhabitants will be able to continue the way of life that they themselves prefer. The Soviet leaders have stated on a number of occasions that they have no wish to interfere with this way of life. There is no doubt that the inhabitants of West Berlin themselves regard the Western garrisons as a safeguard and wish them to stay.

2. As part of their rights relating to Berlin, the three Governments enjoy the right of unrestricted access to the city. Certain arrangements have been made in the past with the Soviet Union to ensure the orderly progress of Allied traffic on land and in the air. They provide that the commanders of allied trains and road convoys and vehicles should present papers to the Russian check-points which identify them as allied traffic which is not subject to the customs and other administrative checks imposed on ordinary commercial traffic. As regards air traffic, the British, French and United States Controllers inform the Soviet Controller in the quadripartite "Berlin Air Safety Centre" in advance of the flights made by allied aircraft to and from Berlin, so that the Soviet Controller is able to ensure that other aircraft operating in East Germany keep clear of them.

\* This draft combines the British draft dated June 1959 and the French draft dated June 10, 1959.

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E.O. 12356, SEC. 3.4 (b)	
MR 89-167#3	
BY <u>JLS</u>	DATE <u>2/10/94</u>



3. If the Soviet Union would clearly recognize its continuing obligations to the Three Powers with regard to the question of access to Berlin and would make it clear that East German personnel utilized for traffic control purposes at the rail and highway checkpoints were serving in the capacity of agents for the Soviet Union, the Three Powers would accept the substitution of such personnel. The Soviet Union has, however, not made a proposal of this kind. The Three Powers therefore declare that they will continue to hold the Soviet Union responsible for the carrying out of the responsibilities which it undertook toward them with respect to Berlin and their rights of access to that city.

4. If the Soviet Government decides to withdraw Soviet personnel from the ground check-points and the Berlin Air Safety Centre the three Governments must assume that the Soviet Government no longer considers the administrative procedures previously followed to be necessary. They will continue to use the same access routes as at present (i.e. the autobahn from Helmstedt to Berlin, the railway from Helmsedt to Berlin and the three air corridors leading to Hamburg, Hannover, Frankfurt.) They will take the following measures to inform the East German authorities of their movements so that the orderly progress of traffic may be assured.

## GROUND ACCESS

5. The three Governments recognize that the mixture of their traffic and ordinary commercial traffic on the same routes makes it reasonable to follow some uniform procedure whereby Allied traffic can be readily identified. Believing that all reasonable identification requirements will thereby be fully met, they have agreed to proceed as follows. They will prepare a special movement order for each train, road convoy or road vehicle certifying that the vehicles, travellers and goods concerned constitute official allied traffic proceeding to or from Berlin in connexion with the occupation of Berlin. Each movement order will be stamped by an allied officer beforehand to show the date and time at which the train, convoy or vehicle entered East Germany.

6. A copy of this movement order will be handed to the East German check-point personnel at the autobahn checkpoints at Marienborn and Nowawes or the train check-point at Marienborn. The three Governments look to the East German authorities to afford the allied train, convoy or vehicle free passage on receipt of this information.



AIR ACCESS

(1st alternative for use if "Course I" is adopted):

7. The three Governments will continue to exchange flight safety information among one another in the Berlin Air Safety Centre and assume that the Soviet Government has decided that it can and will, without the benefit of exchange of flight information in the centre, maintain absolute separation of Soviet aircraft and all other aircraft operating in the Soviet Zone from the aircraft of the three Powers flying in the Berlin corridors and the Berlin control zone. In this connexion the three Governments desire to reiterate that the Four-Power Agreements do not fix any altitude limits for the Berlin air corridor.

(2nd alternative for use if "Course II" is adopted):

7. The three Governments assume that the Soviets by their withdrawal have given blanket assurance of safety to all the three-power aircraft in the Berlin corridors and the Berlin control zone. The British, French and United States controllers will continue to exchange flight safety information among one another in the Berlin Safety Centre, and will pass allied flight plans in advance, via the existing teleprinter line from Tempelhof Airport, to the Deutsche-Lufthansa (East) Office in East Berlin. They look to the East German authorities to ensure that these flight plans are passed to the appropriate air traffic controls so that other aircraft operating in East Germany can keep clear. In this connexion, the three Governments desire to reiterate that the Four-Power Agreements did not fix any altitude for the Berlin air corridors.

8. The U.S., the U.K., and France declare that all attempts of the German authorities of the Soviet Zone to submit Allied traffic to other formalities or to any control whatsoever would be considered by them as inadmissible interference with their right of free access to Berlin.

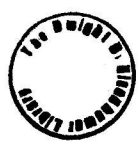
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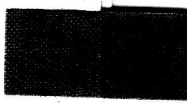


US, UK, French Tripartite Planning Group  
Berlin Contingency Planning  
Washington, D. C.

Draft Public Statement

The attached draft public statement, to be used in the event of the withdrawal of Soviet personnel from the check-points for Allied access to Berlin, is circulated for your information.

*Superseded by  
BERCON-TRID-1a  
(IA7)*



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