

3. *The Demilitarized Zone*

(a) For a number of years, controls of the D.Z. by the Commission's Mobile Team 76 located at Gio Linh have been severely restricted and amount to conducted tours down a few selected roads, all within 10 to 12 kilometres of the coast. By far the largest part of the D.Z. has not been controlled by the Commission's teams in over five years in spite of the responsibility and right to do so having been clearly established in the Geneva agreement.

(b) Since 1959, many complaints have been received from both Parties of the establishment by the other of Military bases and installations in the vicinity of A-Choc in the far western part of the D.Z., near the Laotian border. Eventually a reconnaissance of the area was arranged with the concurrence of both Parties. However, this fell through owing to the non-appearance of the Northern Liaison Officer at the appointed time and place and the control was called off. It is of interest to note that all facilities to reach this virtually inaccessible area, were made available by the South.

(c) Since that time, all efforts on our part to have a control carried out to the area have been frustrated in the International Commission. The most that we have been able to accomplish is a further letter to the PAVN pointing out that their oft-repeated excuses for not co-operating have been answered by the Commission and requesting them once again to assist in carrying out a control by the Commission's team to the A-Choc area.

(d) As a secondary attack we were successful in having placed on the Agenda for the recent IC meetings in Hanoi a consideration of the whole question of means of carrying out controls in the D.Z. by Mobile Team 76 with particular reference to the present instructions to this team which read in part:

“The Team will carry out patrols to any point in the Demilitarized Zone.”

(e) In our presentation on this item we stressed the need, the responsibility and right to carry out immediate and periodic controls throughout the whole D.Z., citing the Geneva Agreement extensively and the more than fifty letters received since 1 Jan 61 from both Parties complaining of violations of the D.Z.

(f) The Commission decided to refer the whole matter to the Operations Committee for examination and recommendations and it is our intention to press in that Committee for the establishment of immediate and periodic controls throughout the D.Z. in accordance with the responsibility and rights of the Commission set forth in the Geneva Agreement. Alternatively, it would appear logical to establish another MT in the Western section of the D.Z.

4. *Gia Lam Airport*

(a) At the time of the drawing up of the Geneva Agreement in 1954, Haiphong, the principal seaport for Hanoi, was designated as a port of entry and Commission Fixed Team was established there. However, Gia Lam, the airport at Hanoi, was not designated as a port of entry. In the South, of course, Saigon, being a seaport, was designated as a port of entry and a team established here with daily controls to both the port *and* the airfield.

(b) In the meantime, it has become increasingly evident that Gia Lam Airport at Hanoi is an international airport and has been used extensively by the USSR to bring in equipment for the PAVN and the Pathet Lao. During the visit of the IC to Hanoi 1 - 8 Aug 61, some 30 USSR transport aircraft were seen on the airfield. Although quarterly controls of Gia Lam are mandatory under present IC instructions, no official control of the airport has been carried out since January, 1959.

(c) It is our intention at a forthcoming Commission meeting to press for daily control of Gia Lam International Airport as the principal airport of entry for the North, in the same way as the Saigon airport is controlled daily in the South.