

PROJECT AGREEMENT

US/GERMAN COOPERATION ON THE SAFETY AND RELIABILITY OF
AUTOMATED GUIDEWAY TRANSIT (AGT) SYSTEMS

- (1) Authority. This Project Agreement (hereinafter referred to as the Agreement) is entered into pursuant to the Memorandum of Understanding between the Department of Transportation of the United States of America and the Federal Minister for Research and Technology and the Federal Minister of Transport of the Federal Republic of Germany signed on June 12, 1973.

- (2) Purpose. This Agreement is intended to establish a program of research cooperation between the Urban Mass Transportation Administration of the Department of Transportation and the Minister for Research and Technology in the field of automated guideway transit (AGT) systems, i.e., urban transit systems utilizing automatically controlled vehicles operated on exclusive guideways. The general objective of the parties is to avoid unnecessary duplication of research efforts and, on the principle of mutual benefit, to reduce the costs of such research efforts for both parties. The particular objective is the cooperative technical analysis of existing safety and reliability requirements for AGT systems, and the exchange of information needed for development of further requirements (e.g., standards, specifications) and guidelines appropriate for such systems.

- (3) Scope of Work. The scope of work to be accomplished by the parties, individually and jointly, is set out in detail in Annex A.

- (4) Project Officers.
 - A. Designation. Within thirty days of the signature of this Agreement, each of the parties will designate Project Officers.
 - B. Responsibilities. Project Officers will be responsible for the accomplishment of the tasks and objectives set out in this Agreement, and will be the principal points of contact between the parties for the detailed arrangements and exchanges described in Annex A.

- (5) Funding.
 - A. The participation of each party is subject to the availability of funds.
 - B. Each party shall bear the direct costs (e.g., salary, travel, subsistence) associated with participation in the project by its own personnel, as well as the costs of any language translation services it may require.
 - C. Transfers of funds between the parties are not envisaged in connection with the Agreement, except as may be agreed in supplementary arrangements.

- (6) Liability. Each party will exercise its best efforts to ensure the accuracy of all data transmitted to the other party pursuant to this Agreement, but the accuracy of such data is not guaranteed, and neither party will hold the other party responsible in the event of claims arising from its use.
- (7) Contractors. In the event that either party employs a contractor and/or consultant to conduct or participate on its behalf in exchanges pursuant to this Agreement, the name of the contractor and/or consultant and the scope of his assignment and authority shall be notified to the other party.
- (8) Duration. This Agreement shall enter into effect upon signature. It shall remain in effect, subject to the continuation in force of the Memorandum of Understanding referred to in paragraph 1 above, for a period of three years, provided that it may be terminated by either party upon 60 days' written notification to the other party.
- (9) Amendments. This Agreement may be amended at any time by mutual agreement.

(10) Berlin-Clause. This Project Agreement shall also apply to Land Berlin, provided that the Government of the Federal Republic of Germany does not make a contrary declaration to the Government of the United States of America within three months of the date of entry into force of this Project Agreement.

Done at Bonn on May 29, 1978

For the United States
Department of Transportation

For the Federal Minister for
Research and Technology of the
Federal Republic of Germany



Vbyce J. Mack, Deputy Director
Office of International
Transportation Programs



Dietmar J. Frenzel
Head of Section
Advanced Ground Transportation
Systems

ANNEX A
SCOPE OF WORK

1. Cooperative Procedures. The Urban Mass Transportation Administration (UMTA) and the Federal Minister for Research and Technology (MORT/BMFT) will utilize the following procedures, as feasible, to achieve the purposes of this Agreement.
 - a. Regular exchanges of reports, studies and software packages;
 - b. Joint meetings at technical level;
 - c. Reciprocal invitations to workshops and conferences;
 - d. Reciprocal visits to technical facilities and observation of development tests; and
 - e. Exchange of technical personnel to participate in research projects over extended periods up to one year;as relevant to the specific areas of cooperation set forth below.

2. Areas of Cooperation in AGT Safety and Reliability.
 - a. Technical analysis of existing AGT safety and reliability requirements;
 - b. Exchange of information needed for development of further requirements (e.g., standards, specifications) appropriate for AGT systems; including attention to design, fabrication procedures, system trade-offs and operating policies;

- c. Developmental testing of AGT systems, subsystems and components and system software;
- d. AGT system and subsystem technology, including longitudinal and lateral control, enhanced maintainability and switching;
- e. AGT system hardware and service availability;
- f. Improved AGT operating strategies, including vehicle, passenger and failure management; and
- g. Operating and assessment data with respect to current and potential AGT demonstrations and deployments.

3. Initial schedule of Activities. In addition to regular exchanges and controls to be arranged by the Project Officers, UMTA and MORT(BMFT) envisage the following initial schedule of specific activities:

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| a. First joint meeting | February 1978 |
| b. AGTT workshop, Cambridge, Mass. | February 1978 |
| c. Development of project schedule for the joint study on AGT hardware safety and reliability requirements by parties and/or surrogates | April 1978 |
| d. Second joint meeting | June 1978 |
| e. Visit to MORT(BMFT)-sponsored test facilities | June 1978 |

- f. Commence work under c, above August 1978
- g. AGT longitudinal and lateral control
test facility visit, Denver, Colorado October 1978
- h. Third joint meeting February 1979
- i. AGTT workshop, Cambridge, Mass. February 1979

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US-GERMAN COOPERATION IN AUTOMATED GUIDEWAY
TRANSIT (AGT) ASSESSMENTS

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