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VERSAILLES ECONOMIC SUMMIT : ATTITUDES TO THE FALKLANDS OF OTHER SUMMIT COUNTRIES

## GERMANY

- 1. The Federal Government have made it clear that they will support us over the Falklands 'as long as the conflict lasts' (Schmidt with Mitterrand, 15 May) and have agreed to extend Community sanctions indefinitely They also made valiant efforts to keep the Italians on board over sanctions. But German support, which wobbled greatly after the sinking of the Belgrano, has become reluctant since the first UN negotiations broke down and our landing took place. The Chancellor repeated last week in public that German support is not a 'blank cheque' for Britain, and indeed gives Germany a 'moral duty' to impress on Britain the need for 'proportionality' in her reactions. Members of the Chancellor's office have told us of the Chancellor's deep concern over our present stance on negotiations. Herr Genscher has been staunch in his support for our rights and principles, but told the Cabinet on 26 May, we understand, that he had agreed to extend sanctions only on the understanding that the UK as well as Argentina would do everything possible to achieve a political solution.
- 2. The German Government condemn Argentina's aggression and the breach of international law involved. They were impressed by our efforts to find a peaceful solution, embodied in our draft interim agreeemnt of 17 May, but felt that we abandoned the attempt too quickly.
- 3. Behind this attitude lies the emotional German aversion to war. Two other worries have loomed larger in the past ten days. One is the possibility of damage to Europe's and (especially) the US's relations with Latin America, from which they believe only the USSR stand to gain. The other is the possible effect in both short and long term on our NATO contribution and our forces in the FRG.
- 4. The German interest in trade with Argentina is very substantial. They took 28% of all the European Community's imports from Argentina

5. German firms have a contract to build four frigates for Argentina. The first of these is one for delivery at the end of this year, but sea trials have been delayed partly as a result of the withdrawal of Rolls Royce engineers. Completion of the subsquent three vessels will be at five monthly intervals after the first. The value of the contract is £430 million of which contracts awarded to UK companies are in excess of £35 million. The value of progress payments is not known but can be assumed to be about a third.