

**§ 2371. Modification or cancellation of certain license agreements granted Government during World War II**

Notwithstanding any other provision of law, the head of any department or other agency in the executive branch of the Government which subsequent to September 9, 1939, entered into any contract or agreement with the holder of any privately owned patent or any right thereunder whereby such holder granted to the United States, without payment of royalty or with reduction or limitation of royalty, any license under such patent or right, is authorized, upon application of the grantor of such license, to enter into such supplemental contract or agreement for the cancellation of the contract or agreement by which such license was granted as the head of such department or agency shall deem to be warranted by equities existing by reason of changes in circumstances occurring since the granting of such license.

(Aug. 16, 1950, ch. 716, 64 Stat. 448.)

**CODIFICATION**

Section was formerly classified to section 119 of former Title 35, Patents, prior to the general revision and enactment of Title 35, Patents, by act July 19, 1952, ch. 950, §1, 66 Stat. 792.

**EMERGENCY SHIP REPAIR PROGRAM**

ACT AUG. 20, 1954, CH. 777, 68 STAT. 754

**§§ 2391 to 2394. Repealed. Pub. L. 101-225, title III, § 307(16), Dec. 12, 1989, 103 Stat. 1925**

Section 2391, act Aug. 20, 1954, ch. 777, § 2, 68 Stat. 754, set out purpose of Act as providing for the immediate improvement of merchant vessels in reserve fleet under jurisdiction of Secretary of Commerce, thereby stimulating shipbuilding and ship repair industries of Nation.

Section 2392, act Aug. 20, 1954, ch. 777, § 3, 68 Stat. 754, directed Secretary of Commerce, after consultation with Secretary of Defense, to formulate and carry out a modernization program for merchant vessels in national defense reserve under jurisdiction of Secretary of Commerce.

Section 2393, acts Aug. 20, 1954, ch. 777, § 4, 68 Stat. 754; Aug. 6, 1956, ch. 1012, 70 Stat. 1067, directed Secretary of Commerce to contract before July 1, 1958, for repair and modernization of vessels after inviting single bids or split bids or both and specified that expenditures not exceed \$25,000,000, that contracts be with private shipbuilding or ship repair yards in the United States, and that contracts conform to the Federal Property and Administrative Services Act of 1949 (see chapters 1 to 11 of Title 40, Public Buildings, Property, and Works, and division C (except sections 3302, 3307(e), 3501(b), 3509, 3906, 4710, and 4711) of subtitle I of Title 41, Public Contracts).

Section 2394, act Aug. 20, 1954, ch. 777, § 5, 68 Stat. 755, authorized appropriations not in excess of \$25,000,000 to carry out this Act.

**EXPORT REGULATION**

PUB. L. 96-72, SEPT. 29, 1979, 93 STAT. 503

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**§ 2401. Congressional findings**

The Congress makes the following findings:

(1) The ability of United States citizens to engage in international commerce is a fundamental concern of United States policy.

(2) Exports contribute significantly to the economic well-being of the United States and the stability of the world economy by increasing employment and production in the United States, and by earning foreign exchange, thereby contributing favorably to the trade balance. The restriction of exports from the United States can have serious adverse effects on the balance of payments and on domestic employment, particularly when restrictions applied by the United States are more extensive than those imposed by other countries.

(3) It is important for the national interest of the United States that both the private sector and the Federal Government place a high priority on exports, consistent with the economic, security, and foreign policy objectives of the United States.

(4) The availability of certain materials at home and abroad varies so that the quantity and composition of United States exports and their distribution among importing countries may affect the welfare of the domestic economy and may have an important bearing upon fulfillment of the foreign policy of the United States.

(5) Exports of goods or technology without regard to whether they make a significant contribution to the military potential of individual countries or combinations of countries may adversely affect the national security of the United States.

(6) Uncertainty of export control policy can inhibit the efforts of United States business and work to the detriment of the overall attempt to improve the trade balance of the United States.

(7) Unreasonable restrictions on access to world supplies can cause worldwide political and economic instability, interfere with free international trade, and retard the growth and development of nations.

(8) It is important that the administration of export controls imposed for national security purposes give special emphasis to the need to