

CSC 1196:6 PT. 38

SECRET
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RETURN BY HAND TO: ROOM 4444 A BLDG- FILE NUMBER: CSC 1196:6

CHAIRMAN, CHIEFS OF STAFF

VOL.38

Department of National Defence

NATO INFRASTRUCTURE P.O.L. PROGRAM

DEAD

FROM 29/APRIL /1964 TO 29 June 1964

SECRETARIAT OR REGISTRY POINT	INTERNAL ROUTING	FOR REMARKS	DATE OF PASS	INITIALS	DATE OF P.A.	INITIALS	DATE OF B.F.	CENTRAL REGISTRY	IN- SPECTED IN C.R. BY
So/Log		M-1 - 4	28/4/64	R	24/6/64	cur			R
So/Log		M-6	4-5-64			cur			EF
So/Log		M-14	8-5-64		8 May 64	cur			EF
So/Log	Placed in TD-130	M-15	11-5-64						
CCOS									
So/Log		Ret 2	10/6/64		10 June 64	cur			EF
So/Log		M-37-41	17-6-64		18 June 64	cur			EF
So/Log		M-42-43	19/6/64	R	19 June 64	cur			EF
So/Log		M-44	20/6/64	R	26 June 64	cur			EF
So/Log		M-48-49-50	26/6/64	R	29 June 64	cur			EF
So/Log		moved to 1196-1-15 M-53	29/6/64	R	29/6/64	R			EF
So/Log		Reg	14/10/64		14 Oct 64	cur			EF
ASec/Sec		Pres	16/10/64		16 Oct 64	cur			EF
DDOP		Pres	21 Oct		21 Oct	cur			EF
DDOP		Pres	21/10/64		21/10/64	cur			EF
DDOP/2B1			22 Oct		22 Oct	cur			EF
DDOP			26 Oct 64		26 Oct 64	cur			EF
DDOP		Returned	28 Oct		28 Oct	cur			EF
Sec By Staff			28 Oct 64		28 Oct 64	cur			EF

26 5 8 5

CSC 1196:6 VOL.38

NATO INFRASTRUCTURE P.O.L. PROGRAMME

FILE
NUMBER

CROSS REFERENCES

FILE NO.	SUBJECT
	MC 89 on TD 130

Folios - 34, 35, 36 placed in S 2305-6 TD 4288
14/10/64

**"B.F." — DO NOT HOLD — THIS FILE WHEN
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CSC 1155:8 VOL.38

FILE
No.

NATO INFRASTRUCTURE
P.O.L. PROGRAMME

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TO	PER	DATE	BY	DATE	FILED BY
So/Leg	m	29 4 64	R	29 4 64	R
So/Leg	m	4 5 64	R	7 5 64	R
So/Leg	m	8 5 64	R	8 5 64	R
So/Leg	m	11 5 64	R	16 6 64	R
So/Thap	m	17 6 64	R	19 6 64	R
So/Leg	m	19 6 64	R	19 6 64	R
So/Leg	m	25 6 64	R	26 6 64	R
So/Leg	m	26 6 64	R	29 6 64	R
So/Leg	m	29 6 64	R	30 6 64	R
So/Thap	R	6 7 64	R	6 7 64	R
So/Leg	Reg	14 10 64	R	15 10 64	R
Director	Reg	16 10 64	R		
DRG/L201	P	23 10 64	R	30 10 64	R

READ

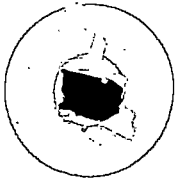
No.

NAIO INFRASTRUCTURE P.O.L. PROGRAMME

RETURNED



HQ 2-815-CR-18

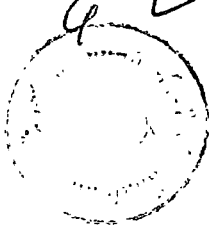


FILE NO. CSC/1196-6

VOLUME NO. 38

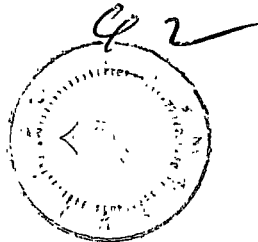
D E A D

21 JUL 64 PM



OFFICE OF THE
DOOP

26 JUL 64 AM



OFFICE OF THE
DOOP

1234

FROM 29 April 1964
TO 29 June 1964

NO FURTHER CORRESPONDENCE TO BE PLACED ON THIS FILE

D E A D

MAIL FILE No. CSC 1196-6 T.D. No. 132

DEPARTMENT OF NATIONAL DEFENCE

CHIEFS OF STAFF COMMITTEE - OTTAWA

**RESTRICTED
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NATO
TEMPORARY DOCKET

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INSTRUCTIONS

1. Temporary Dockets are to deal WITH ONE CASE ONLY.
2. T.D. info. Central Registry
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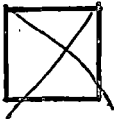
Attachment Classified
RESTRICTED

OFFICE OF CHIEF OF THE AIR STAFF

NATO/NORAD REGISTRY

Date: JUN 12 1964

To: Cmat / NATO ~~co-ord~~ ~~ack~~



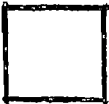
For your information ~~return to CAS/EA.~~



For amendment



For retention



Request that appropriate action be taken



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Referenced correspondence _____ File _____

Shawson
(F Watson)W/C
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2-6175

000008

11 JUN '64 PM

Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.



OFFICE OF THE QM
DOOP

FILE: CSC 1196-6 TD 132 (SO/LOG)

DOCUMENT
CLASSIFICATION: NATO
RESTRICTED

DATE: 10 JUN 64

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION: DOCUMENT AC/120-D/361 DATED 19 MAY 64

1. The attached document is referred to:

CGS }
CAS } - file
JUN 29 1964
JUN 12 '64

2.



CHIEF OF THE AIR STAFF

3. Copies distributed by:

A E WISKING LT COL
ADST (SUPPLIES)
for DST
12 JUN 1964

(R.L. Purves)
Brigadier

for Chairman, Chiefs of Staff

WMA/20465/dh

DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./A. KROEGER/ia

~~Secret~~
~~Confidential~~
~~NATO Restricted~~ ←
Unclassified

To:

✓ Ottawa, June 8, 1964

Chairman, Chiefs of Staff 1 copy No. 4
DM/National Defence
DM/Finance
DM/Trade and Commerce
DM/Defence Production
DM/Transport
Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
Chairman, Defence Research Board
National Energy Board
DND/Judge Advocate General
Director, Emergency Measures Organization

USSEA
U.S.A. Division
Commonwealth Division
DL(1) Division
DL(2) Division
Economic Division
European Division
Far Eastern Division
Finance Division
Information Division
Legal Division
African and Middle Eastern Division
United Nations Division
Disarmament Division
Press and Liaison Division

*Chs
CAS
on TD*

JUN 10 1964
CSC/JS
10 43 AM '64
REFERRED TO
FILE
1/26/64
80/249
80/249
80/249

TD-132

Attached for your information:

NATO DOCUMENT: AC/120-D/361 of May 19, 1964 ✓

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

CSC/JS

JUN 10 10 43 AM '64
80/609-3352
1196-6
REFERRED TO
FILEEXEMPLAIRE N° 4
COPYORIGINAL: ENGLISH/FRENCH
19th May, 1964FILE COPY
MAY 29 1964NATO RESTRICTED
DOCUMENT
AC/120-D/361CENTRAL EUROPE PIPELINE POLICY COMMITTEETHIRD SUPPLEMENTARY BUDGET 1964 FOR THE FRENCH DIVISIONSNote by the General Manager CEOA

The following matters are submitted for consideration by your Committee:

- A - The Third Supplementary Budget 1964 for the French Divisions, amounting to FF 260,500
- B - A Report on the Manpower Situation in Division 1, at Fos-sur-Mer - Marseilles district.

A - Third Supplementary Budget 1964 for the French Divisions

Maintenance of access roads to installations.

It was recalled in the 1964 Budget, page (II), point IV, chapter 07 - Maintenance, that a French Regulation No. 58.115 of 7th January, 1959 lays down that whenever a local road is used by heavy vehicles, the firms causing this traffic can be charged for a share in the maintenance costs of the road, proportional to the wear caused.

The item was marked "pour mémoire" because of the Committees' decision, at the time of the approval of the 1963 Budgets, to block the requested credits until it had been decided who was responsible for paying maintenance costs for certain categories of road.

The request at Annex A concerns the two categories mentioned in working paper OAO(62)2245 of 17th December, 1962, which are:

Category B - access roads, only for the installations and constructed by the host nation.

Category C - local public roads.

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AO/120-D/361

-2-

Certain of these roads are category B but most belong entirely, or partly, to category C and therefore come under the local authorities who, on the strength of the above-mentioned regulation, have drawn the attention of the Divisional authorities in question to the need to share in the cost of repair of these roads. If they are not repaired there is a risk that they will have to be closed to traffic, in view of their condition.

B - Manpower Situation at Fos-sur-Mer

In the introduction to the Budget 1964 for the French Divisions, page I, under "Organization and Establishment" paragraph 3, the Committees were informed that if it proved to be impossible to avoid unloading tankers at Fos-sur-Mer between Friday evenings and Monday mornings, additional personnel might be required.

Service National des Oléoducs Interalliés has sent to CEOA a supplementary request for the inclusion of 2 posts of supervisor and 11 posts of operator.

The situation is set out in Annex B, where it is requested that, preferably, measures may be taken to avoid having to recruit additional staff.

(Signed) O. HARTEON

OTAN/NATO,
Paris, XVIe.

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CENTRAL EUROPE OPERATING AGENCY

ORIGINAL: FRENCH
11th May 1964

ANNEX A to AC/120-D/361

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DOCUMENT
OAF(64)D/317

THIRD SUPPLEMENTARY BUDGET 1964 FOR THE FRENCH DIVISIONS

Fr. Francs

I. SUMMARY

OPERATIONAL EXPENSES

07 Maintenance

07-1 Maintenance by contractor 260.500

II. JUSTIFICATIONS

07-1-3c Site maintenance 260.500

Division 1

Langres	200.000
Magny-sur-Tille	5.000
Fos-sur-Mer	5.000
	<u>210.000</u>

Division 2

Châlons-sur-Marne	<u>19.000</u>
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Division 3

Mirecourt	15.500
Phalsbourg	7.500
Vilcey-sur-Trey	8.500
	<u>31.500</u>

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Division 1

LANGRES

FF 200.000

Departmental road running between Neuilley-le-Grand to Rivière-le-Bois and serving as access to station 2 and also to depot 2 truck-loading point.

Use: Departmental traffic and NATO traffic
Surface: Macadam
Condition of surface: Very deteriorated
Length to be repaired: 3000 m
Cost of repair: FF 250.000 (Tender by Ponts & Chaussées)
Category: C

This road, which belongs to the Department of Haute-Marne, is mostly used, as far as concerns heavy traffic, for the requirements of the NATO installation and the truck-loading. The fact that it belongs to the departmental road system makes it liable for the application of the contributions foreseen in the French regulation of 7th January 1959, No. 59.115. The Préfecture is now envisaging the application of these rules.

The assessment of the share which might be charged to the System and its users would be in the order of Frs. 200.000.

If a sum of this size were made available in the budget under "operating costs", SNOI would be able to undertake negotiations with the Préfecture of the Haute-Marne in order to arrive at an amicable agreement.

The Service des Ponts & Chaussées, which is responsible for this access road, has contacted the user of the System (SEA) in order to get them to share in the cost of repairs. At the same time the Ponts & Chaussées have said that it may be necessary to forbid the movement of heavy vehicles on this road until repairs have been made.

(2)

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OAF(64)D/317

MAGNY-sur-TILLE

FF 5.000

Village road running from the village of Magny-sur-Tille to the pumping station.

<u>Use:</u>	Village traffic and NATO traffic
<u>Surface:</u>	Asphalt
<u>Condition of surface:</u>	Many potholes
<u>Length to be repaired:</u>	200 m
<u>Cost of repair:</u>	FF 5.000 (estimate by the Division)
<u>Category:</u>	C

Although this road belongs to the commune of Magny-sur-Tille, it is principally used for the requirements of the NATO installation and only a very little by farmers. Consequently it comes under the same conditions of use as Category B roads. Belonging to the village road system makes it liable for the application of the contributions foreseen in the French regulation of 7th January 1959 No. 59.115. Verbal negotiations have already been begun along these lines by the Mayor of Magny-sur-Tille.

(3)

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OAF(64)D/317

FOS-sur-MER

FF 5.000

Access road to the depot built for NATO requirements but not belonging to NATO.

Use: NATO traffic

Surface: Asphalt

Condition of surface: Many holes and large potholes; about 300 m2 in poor condition

Length to be repaired: 500 m

Cost of repairs: FF 5.000 (tender by a firm)

Category: B

The road was made for NATO needs, and is used only for them. The present state of this road is such that its use results in abnormal wear on vehicles which travel on it.

(4)

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(5)

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OAF(64)D/317

Division 2

CHALONS-sur-MARNE

FF 19.000

Access road to Park No.2, of which a small length (160 m) existed in the past, but was improved at the time of the construction of the NATO installations, and of which the remainder (1200 m) was made at the same time as the installations.

<u>Use:</u>	Village and NATO traffic
<u>Surface:</u>	Asphalt
<u>Condition of surface:</u>	Overall wear
<u>Length to be repaired:</u>	1360 m
<u>Cost of repairs:</u>	FF 19.000 (estimate by the Division)
<u>Category:</u>	B and C

The road which was almost entirely constructed (1200 m out of 1360 m) for NATO use, is practically only used by NATO vehicles, the movement of farmers on it being very rare and limited to a very short distance (150 m). It should be noted that this little bit of the road was improved at the time of the construction of the NATO installations, the then existing roadway being considered as insufficient.

(5)

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(6)

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Division 3

MIRECOURT

FF 15.500

Road, partly belonging to villages, giving access to Station 1, to the Park and to the truck-loading point.

Use: Village and NATO traffic
Surface: Asphalt
Condition of surface: Holes and potholes
Length to be repaired: 850 m
Cost of repairs: FF 15.500 (estimate by the Division)
Category: B and C

The requirements of the various installations requires the use of the road of which part (about 100 m) was made at the time of the construction of the NATO installations, and a longer section (about 750 m) belongs to the village road system.

The application of French Regulation No.59.115 of 7th January 1959 is possible, and the village council of one of the villages in the area where the installations are situated has contacted the Préfet on the matter.

The authorities under the Préfet have already contacted SNOI twice on this question, indicating that the village of Blemerey has considered forbidding the movement of heavy vehicles on their part of the village road system.

(6)

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(7)

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OAF(64)D/317

PHALSBURG

FF 7.500

Access road to Station and Park.

<u>Use:</u>	NATO traffic only
<u>Surface:</u>	Asphalt
<u>Condition of surface:</u>	Deformed
<u>Length to be repaired:</u>	3.500 m
<u>Cost of repairs:</u>	FF 7.500 (estimate by the Division)
<u>Category:</u>	B

This access road was made when the installations were constructed and is used only for the needs of NATO.

(7)

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(8)

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OAF(64)D/317

VILCEY

FF 8.500

Access road, partly belonging to the village, to Station 1 and the Park.

Use: For about half its length: NATO and village traffic. For the other half: NATO traffic only.

Surface: Asphalt

Condition of surface: Holes and potholes

Length to be repaired: 800 m.

Cost of repairs: FF 8.500 (estimate by the Division)

Category: B and C

This road is made up of two approximately equal lengths, one belonging to the village of Vilcey-sur-Trey, and the other made at the time of the construction of the NATO installations.

The only heavy vehicles which use this road are NATO vehicles. The rare village traffic is that of a few farmers.

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CENTRAL EUROPE OPERATING AGENCY

ORIGINAL: FRENCH
12th May 1964

ANNEX B to AC/120-D/361
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ANNEX A to
OAF(64)D/317

MANPOWER SITUATION AT FOS-SUR-MER,
MARSEILLES DISTRICT DIVISION 1

During 1963 a large number of little coasters transported military product from the three refineries in the Marseilles area to the manifold of the chamber of commerce at Lavera; only one refinery was connected to this manifold by pipeline.

Unfortunately 40% of these coasters arrived during the last two days of the week, or on public holidays, which caused grave difficulties with the personnel of Division 1 which was unable to comply with French Labour Legislation because this Division was obliged to insist on work being done at unusual times. Furthermore the work had to be paid for at a much higher rate on non-working days.

The S.N.O.I. drew the attention of CEOA to this state of affairs, and talks took place between the Etat-Major des Armées, the S.E.A., S.N.O.I. and CEOA. It would appear that the limitations imposed on the coaster firms, as a result of these negotiations, have been observed because since 1st January 1964, no coaster has arrived during the weekend.

However, this improved situation remains precarious, and two solutions to achieve a permanent arrangement would seem to be worth considering:

- either forbid resupplies on Saturdays, Sundays and holidays. This would be a serious restriction to include in the General Clauses and Conditions;
- or increase the establishment of Fos-sur-Mer in order to have personnel available 7 days a week. This involves expenditure for additional personnel who would be practically unoccupied except when tankers arrive.

In fact, the best solution will result from a recent request from the refineries of SHELL-BERRE and the Compagnie Française de Raffinage who wish to connect their installations to the System, by a pipeline ending at the Lavera boosting station: the work involved in making this connection should be finished in May.

The only products which would require transport by ship would be those of the SOCONY refinery at Frontignan. These ought preferably be routed through the L'Espiguette sea-line which would have to be operated, and which, incidentally, is nearer Frontignan than Lavera.

In conclusion, the attention of the supply services should be drawn to the fact that the resupplies of product from refineries and from tankers can only be effected normally on working-days, in order to avoid the cost of working time in the entry depots.

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MESSAGE FORM

FOR COMMCEN/SIGNALS USE

NUMBER

CSC 1196-6 (SO/LOG)

64

JOINT STAFF
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PRECEDENCE - ACTION	PRECEDENCE - INFO	DATE - TIME GROUP	MESSAGE INSTRUCTIONS
PRIORITY	DEFERRED	29 Z JUN 64	
FROM CHAIRMAN CHIEFS OF STAFF			PREFIX GR
TO CDN NMR SHAPE			SECURITY CLASSIFICATION SECRET
			ORIGINATOR'S NUMBER JS 737

INFO

SUBJECT: POL LOGISTIC PROPOSALS IN SUPPORT OF FORWARD DEFENCE(.)

PARA ONE: REYOURLET CNMR 6240 DATED 28 MAY 64 AND ATTACHED
CINCENT DOCUMENT 6100.02/CE-LOG/POL/262/64 DATED 21 MAY 64(.)

PARA TWO: WE HAVE NO COMMENTS TO OFFER ON THE REFERENCED
DOCUMENT(.)

c.c. CGS
CAS

PAGE OF PAGES		REFERS TO MESSAGE		DRAFTER'S NAME		OFFICE		TEL	
				(WM Arnold) Lt Col		SO/LOG		20465	
CLASSIFIED		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>							
FOR DPR'S USE	R	DATE	SYSTEM	OPERATOR	DATE	TIME	SYSTEM	OPERATOR	RELEASING OFFICER'S SIGNATURE
				D					(R.L. Purves) Brig for CCOS



DEPARTMENT OF NATIONAL DEFENCE

JUN 26 12 00 PM '64
CANADIAN AIR FORCE

REFERRED TO
FILE 1196-6
CH'D TO

Ottawa, Ont
26 Jun 64

Ref (a) CSC 1196-6 (SO/LOG) 16 Jun
(b) AFCEM Document 6100.02/CE-LOG/POL/262/64 dated 21 May 64

Chairman
Chiefs of Staff
Ottawa, Ontario

POL Logistic Proposals in Support of Forward Defence

1 Reference (b) and Annex 3 thereto deal primarily with the provision of POL for land forces; and as such the RCAF is not in a position to offer any comments.

2 Supply of POL for RCAF bases in Air Division is arranged by the US Petroleum Distribution Command (PDC) under the RCAF/USAF Logistic Support Agreement. PDC also provides off-base storage for Air Division JP4 reserves. Two of our three bases (Marville and Zweibrücken) are connected directly to the CEPs. The airfield at Soellingen is not connected to the pipeline and PDC effects POL deliveries to this base by rail. These arrangements are adequate to support Air Division's wartime role.

C.R. Dunlap
(C.R. Dunlap)
Air Marshal
Chief of the Air Staff

The attached documents have been received from the Department of External Affairs, whose distribution is shown as follows:

Minister of National Defence	()
DM National Defence	(1)
ACM F.R. Miller	()
DM Defence Production	()
DM Finance	()
DM Trade and Commerce	()
DM Health and Welfare	()
DM Mines and Tech. Surveys	()
DM Agriculture	()
Sec. Cabinet	(000024
Bank of Canada	(,

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCILCSC/JS
JUN 26 10 28 AM '64
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FILE
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N° 8

ORIGINAL: ENGLISH
16th June, 1964NATO RESTRICTED
NOTICE
AC/4(PP)N/1028INFRASTRUCTURE PAYMENTS AND PROGRESS COMMITTEETURKEY - POL - REVISED SCHEME FOR POL SIGNALSNote by the Acting Secretary

Reference: AC/4(PP)R/562, Item VI(b)

The attached letter was discussed by the Infrastructure Payments and Progress Committee at its meeting on 28th May, 1964.

2. The Committee agreed to the Turkish request, on the usual terms.

3. This note is circulated for information only.

(Signed) A.J.G. HOPE

OTAN/NATO,
Paris, XVIe.NATO RESTRICTED

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AC/L(PP)N/1028

-2-

REFINANCING OF THE INSTALLATION OF OPEN-WIRE LINE
AND UNDERGROUND CABLE FOR POL COMMUNICATIONS IN TURKEY

Note by the Turkish Delegation

2116/E-1404
23rd May, 1964

1. For the completion of POL communications in Turkey a revised project is now being finalised. During the meeting held in Ankara, Turkey, during 10th - 12th May, 1964, SHAPE and the International Staff Representatives have agreed on the new plan. In this revised project, the basic concepts of the originally approved project have been maintained.

2. Certain modifications on the original plan are required for the following reasons:

- (a) length of cables and open-wire lines previously indicated are now different as the result of accurate site survey;
- (b) some of the previously agreed open-wire lines will be now implemented as underground cables for technical reasons;
- (c) existing HF emergency radio equipments will be utilised to realise a certain number of links.

3. Cable and open-wire line material already procured is in sufficient quantity to realise a good percentage of the links. Additional equipment is to be procured and installed immediately to complete the project.

4. It is requested that Turkey be authorised to start immediately the construction of the above lines, with the understanding that the revised project will be subject as soon as possible to a regular screening and authorisation procedures. It is expected that details of the new quantities of cables and open-wire lines will be available at the time when the project is presented to the Committee.

(Signed) E. BARIAS
Colonel

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CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

CSC/JS
JUN 26 10 28 AM '64
80/159
REFERRED TO
FILE 1196-6
PHOTO TO

EXEMPLAIRE
COPY

N°

8

ORIGINAL: ENGLISH
8th June, 1964

NATO RESTRICTED
NOTICE
AC/4(PP)N/1023

INFRASTRUCTURE PAYMENTS AND PROGRESS
COMMITTEE

GERMANY - POL - FACILITIES FOR ANTI-ICING ADDITIVE

Note by the Acting Secretary

Reference: AC/4(PP)R/561 Item VI(a)

The attached letter was discussed by the Infrastructure Payments and Progress Committee at its meeting on 21st May, 1964.

2. The Committee agreed to the German request, on the usual terms.
3. This note is circulated for information only.

(Signed) A.J.G. HOPE

OTAN/NATO,
Paris, XVIe.

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AC/4(PF)N/1023

-2-

REQUEST FOR AUTHORISATION TO START INSTALLATION
OF ANTI-ICING ADDITIVE FACILITIES AT POL STORAGES
BITBURG AND ZWEIBRUCKEN

Note by the German Delegation

10th March, 1964
V 62-12-1/Tankl.

References: AC/4(PF)DS/544, Item VI
INFRA/B&A/64/270

1. The United States Air Force has stated that an urgent requirement exists for procurement and installation of anti-icing additive facilities at POL storages Bitburg and Zweibrucken for protection against loss of life and aircraft caused by ice forming in fuel.

2. The German Delegation therefore asks for authorisation to start procurement (one injection pump for each storage) and installation of this work prior to the authorisation to commit funds on the understanding that when the fund request is dealt with by the Infrastructure Payments and Progress Committee the works shall not be considered to be existing facilities nor the request to be an "a posteriori" financing.

3. The Federal Republic of Germany will bear the financial risk which may arise from signing the contract and starting work before funds have been authorised on the understanding that the Federal Republic of Germany will be reimbursed if and when the above-mentioned works will have been included in the Slice XV or a subsequent Slice of the Infrastructure.

4. Exemption from international competitive bidding is requested since the work will be carried out by the FBG (Fernleitungs-Betriebsgesellschaft) under supervision of Central Europe Operating Agency (CEOA).

(Signed) H. OSTERHELD

NATO RESTRICTED

MAIN FILE No. CSC 1196-6 T.D. No. 134

DEPARTMENT OF NATIONAL DEFENCE

CHIEFS OF STAFF COMMITTEE - OTTAWA

SECRET

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SECRET

TEMPORARY DOCKET

Please Return By Hand To Room 4444 "A" Bldg.

[illegible]

INSTRUCTIONS

1. Temporary Dockets are to deal WITH ONE CASE ONLY.
2. T.D's. NOT to be placed on main file UNLESS Central Registry informed.
3. T.D. ADDRESSEES WILL be noted on all correspondence.
4. T.D's. PLEASE NOTIFY JOINT STAFF CENTRAL REGISTRY.
5. Action (LOCAL 2-2068) EACH TIME that main file is taken within 48 hours THIS T.D. IS PASSED.
6. T.D's. to be placed in main files in manner as directed.

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Attachment Classified

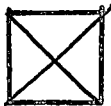
SECRET

OFFICE OF CHIEF OF THE AIR STAFF

NATO/NORAD REGISTRY

Date: JUN 19 1964

To: C Mat / NATO Co-ord ~~AK~~



For your information

~~+ return to CAS/EA~~



For amendment



For retention



Request that appropriate action be taken



Copies passed for information)
action) to:
retention)

Referenced correspondence _____ File _____

Watson
(F Watson) W/C
CAS/EA
2-6175

000030

Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)
TD 134

DOCUMENT
CLASSIFICATION: NATO SECRET

DATE: 18 Jun 64

JOINT STAFF MEMORANDUM

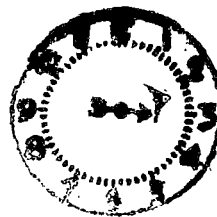
SUBJECT: STORAGE PLAN FOR THE 3RD QUARTER 1964

DESCRIPTION: DOCUMENT OAO(64)674 DATED 20 MAY 64

1. The attached document is referred to: CAS Copy No. 009
CGS - 1

2.

3. Copies distributed by:



CHIEF OF THE AIR STAFF

A handwritten signature in dark ink, appearing to read "R. Purves".

(R.L. Purves)
Brigadier

for Chairman, Chiefs of Staff

WMA/2-0465/meb

DEPARTMENT OF EXTERNAL AFFAIRS

NATO-~~Secret~~
Confidential
Restricted
Unclassified

DL(1) Div./ J.I. CHAGNON/id

To:

Ottawa, June 11, 1964

Chairman, Chiefs of Staff 2 copies Nos. 9 & 10
DM/National Defence 1 copy No. 11
DM/Finance 1 copy No. 12
DM/Trade and Commerce
DM/Defence Production
DM/Transport
Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
Chairman, Defence Research Board
National Energy Board
DND/Judge Advocate General
Director, Emergency Measures Organization

USSEA
U.S.A. Division
Commonwealth Division
DL(1) Division
DL(2) Division
Economic Division
European Division
Far Eastern Division
Finance Division
Information Division
Legal Division
African and Middle Eastern Division
United Nations Division
Disarmament Division
Press and Liaison Division

CHS-1 ONTD
CHS

JUN 17 3 23 PM '64
CSC/JS
1196-6
Soikey 12/34

Attached for your information:

NATO DOCUMENT: OAO(64)674 of May 20, 1964

STORAGE PLAN FOR THE 3rd QUARTER 1964

009

CENTRAL EUROPE OPERATING AGENCY

Address for classified documents:
c/o NATO Central Registry
Place du Maréchal-de-Lattre-de-Tassigny
Paris, XVIIe.

CSC/JS
11, rue du Général-Pershing
Versailles (S. & 323 PM 64)

Tel: 950 78 880 TO

CHG'D TO

NATO SECRET

OAO(64)674

20th May 1964

To : The Chairman
Central Europe Pipeline Office

Subject : Storage plan for the 3rd quarter 1964

I have pleasure in forwarding you herewith the storage plan for the 3rd quarter 1964 which has been drawn up within the framework of allocated capacities approved by CEPO and based on the actual request of the Users for the 3rd quarter 1964.

The following changes have been foreseen:

- (a) Netherlands forces will increase their allocation from 21.000 m3 Mogas to 29.000 m3; and reduce their allocation of JP4 from 32.000 m3 to 22.000 m3.
- (b) a capacity of 25.000 m3 has been allocated to the German forces as from 1st August 1964 for the storage of diesel oil (F.54);
- (c) with effect from 1st September a capacity of 20.000 m3 of diesel oil will be allocated to the French forces. In exchange their reserve stocks of JP4 will be progressively reduced from 89.000 m3 to 69.000 m3.

With the reduction of stocks of JP4 (France and Netherlands) increased capacities will be available for diesel oil. The total firm requests for stockage of diesel-oil (45.000 m3) exceed the capacities at present allocated for this product. Consequently we propose to allocate for diesel-oil a third tank at L'ESPIQUETTE and a third tank at LANGRES, which will bring present diesel-oil capacities to 50.000 m3.

O. Hartéon
General Manager

Enc.

Distribution

Eng. Fr.

Chairman, CEPO	-	1
Secretary, CEPO	100	59

NATO SECRET

000033

NATO SECRET
ANNEXE à
0AO(64)674

PLAN DE STOCKAGE DU 3ème TRIMESTRE 1964
STORAGE PLAN 3rd QUARTER 1964

NATIONS	Pourcentage Percentage	Volumes calculés d'après les pour- centages attribués Capacities accor- ding to the per- centage allocated by CEPO	Demandes effectives pour le 3ème trimestre 1964 Actual requirements for 3rd quarter 1964				Capacités effectivement utilisées par les nations Capacities actually used by the nations								
							Juillet July			Août August			Septembre September		
			Total	F 40	F 46/47	F 54	F 40	F 46/47	F 54	F 40	F 46/47	F 54	F 40	F 46/47	F 54
Belgique Belgium	18%	63.600	61.000	34.000	27.000	-	34.000	27.000	-	34.000	27.000	-	34.000	27.000	-
Canada	2,4%	19.080	-	-	-	-	-	-	-	-	-	-	-	-	-
France	16%	127.200	157.500	69.000	68.500	20.000	89.000	68.500	-	79.000	68.500	-	69.000	68.500	20.000
Allemagne Germany	26%	206.700	229.000	84.000	120.000	25.000	84.000	120.000	-	84.000	120.000	25.000	84.000	120.000	25.000
Luxembourg	0,1%	795	300	-	300	-	-	300	-	-	300	-	-	300	-
Pays-Bas Netherlands	8%	63.600	51.000	22.000	29.000	-	22.000	21.000	-	22.000	29.000	-	22.000	29.000	-
Royaume-Uni United Kingdom	8%	63.600	34.000	30.000	4.000	-	30.000	4.000	-	30.000	4.000	-	30.000	4.000	-
Etats-Unis United States	31,5%	250.425	240.000	160.000	80.000	-	160.000	80.000	-	160.000	80.000	-	160.000	80.000	-
TOTAL	100%		772.800	399.000	328.800	45.000	419.000	320.800	-	409.000	328.800	25.000	399.000	328.800	45.000
TOTAL		795.000	772.800				739.800			762.800			772.800		

NATO SECRET

MAIN FILE No. CSC 1196-6 T.D. No. 133

DEPARTMENT OF NATIONAL DEFENCE

CHIEFS OF STAFF COMMITTEE - OTTAWA

RESTRICTED

TEMPORARY DOCKET

133
T.D. No. 133
MAIN FILE No. CSC 1196-6

NATO

Please return by hand to Room 4444 "Bldg"

REFERRED	REMARKS	DATE OF PASS	INITIALS	DATE OF P.A.	INITIALS	DATE OF B.F.	CENTRAL REGISTRY	INSPECTED IN C.R. BY
C.S.S.	Forwarded	18/6/64	CM					
DCOP	"	18 Jun 64	S					
DST	"	18 Jun 64	KE					
CSS	Returned	24 Jun 64	ORC					
CAS								
CSS	"	25 Jun 64	L					
So/Koy	Ret'd	25/6/64	Ex	25/6/64	ur			ck

INSTRUCTIONS

1. Temporary Dockets are to deal WITH ONE CASE ONLY.
2. T.D's. inform ADDRESSEES WILL Central Registry
3. T.D. N. corres PLEASE NOTIFY JOINT ted on all
4. T.D's STAFF CENTRAL REGISTRY
5. Action file m (LOCAL 2-2068) EACH TIME that main
48 hr THIS T.D. IS PASSED. sen within
6. T.D's to be passed, P.A'd, B. F'd, etc. in the same manner as main files.

18 JUN '64 PM



OFFICE OF THE QMS
DQOP

Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)

DOCUMENT TD 133

CLASSIFICATION:

NATO
RESTRICTED

DATE: 18 JUN 64

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPEAN PIPELINE - MOVEMENT OF CIVIL PRODUCT
REQUESTED BY THE NETHERLANDS

DESCRIPTION: NATO DOCUMENT 6100.013/CE/PO - 36/10 DTD 21 MAY 64

1. The attached document is referred to:

CGS - on T.D.

CAS - 1

AE WISKING LT COL
ADST (SUPPLIES)

24 JUN 1964

2.

3. Copies distributed by:

WMA/20465/dh

(R.L. Purves)
Brigadier
for Chairman, Chiefs of Staff

DEPARTMENT OF EXTERNAL AFFAIRS

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Unclassified

(1) Div./ J.I. CHA NON/10

To:

Ottawa, June 11, 1964

Chairman, Chiefs of Staff 2 copies Unn
DM/National Defence 1 copy Unn
DM/Finance 1 copy Unn
DM/Trade and Commerce
DM/Defence Production
DM/Transport
Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
Chairman, Defence Research Board
National Energy Board
DND/Judge Advocate General
Director, Emergency Measures Organization

USSEA
U.S.A. Division
Commonwealth Division
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United Nations Division
Disarmament Division
Press and Liaison Division

FILE
REFERRED TO
JUN 17 11 36 AM '64
CSC/JS
1964-65
JUN 17 11 36 AM '64
JUN 17 11 36 AM '64

CGS-en TD
CAS-1

Attached for your information:

NATO DOCUMENT: 6100.013/CE/PO - 36/10 of May 21, 1964

MOVEMENT OF CIVIL PRODUCT REQUESTED BY THE NETHERLANDS

ALLIED

FOR

ELSA 36 80/10/1196-6

CENTRAL

EUROPE

Central Europe Pipeline Office

Cour Henri IV, Fontainebleau, (S&M) France

6100.013/CE/PO - 36/10

21 May 1964.

Subject : Movement of Civil Product Requested by the Netherlands.

Distribution: CEPO list "A"

1. The attached document will be considered at the CEPO meeting on 4 June 1964.
2. This letter, when detached, may be downgraded to NATO UNCLASSIFIED.

E.D. Wardleworth
E.D. WARDLEWORTH
Lt. Col. U.K.A.
Secretary CEPO.

NATO RESTRICTED

CENTRAL EUROPE OPERATING AGENCY

Address for classified documents
c/o NATO Central Registry,
Place du Maréchal-de-Lattre-de-Tassigny,
Paris, XVIe.

11, rue du Général-Pershing
Versailles (S.&O.)

Tel: 950 78-80

NATO RESTRICTED

0A0(64)764

15th May 1964

To : The Chairman
Central Europe Pipeline Office

The Chairman
Central Europe Pipeline Policy Committee

Subject: Transport of civilian products requested by the Netherlands Authorities

The Central Europe Operating Agency has been approached with a request that a preliminary study, from a technical point of view only, should be made of the conditions under which the following two transport operations might be carried out:

- 150.000 m³ per year from the refineries at FERNIS to the civilian depot of JUTPHAAS (UTRECHT)
- 360.000 m³ per year from the refineries at FERNIS to a civilian depot situated at GELEEN (north of MAASTRICHT)

Bearing in mind that the civilian companies concerned must undertake some very considerable works as far as the GELEEN depot is concerned (about 20 Km. length of 10" pipeline), they have earnestly requested that the study of their request should be given a certain degree of urgency. For this reason the details regarding these transport operations are herewith brought without delay to the attention of your Committees.

(Signé) O. Hartéon

Enc. Annex to AC/120-D/368

<u>Distribution:</u>		<u>Eng.</u>	<u>Fr.</u>
The Chairman	CEPO	-	1
The Secretary	CEPO	100	59
The Chairman	CEPPC	1	-
The Secretary	CEPPC	1	1 (with full distribution of the Annex)

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CENTRAL EUROPE OPERATING AGENCY

ORIGINAL: FRENCH
20th May 1964

ANNEX TO AC/120-D/368

NATO RESTRICTED
DOCUMENT
0A0(64)D/319

I. MOVEMENT PERNIS - JUTPHAAS

1. The service requested involves the annual movement of 150.000 m³ from PERNIS (SHELL refinery) to JUTPHAAS depot, already connected to the system at a point situated 9 km east of KLAPHEK on the KLAPHEK-MARKELO line.

The necessary product and contamination storage tanks, as well as volu-meters, are available at the JUTPHAAS depot.

The products to be transported are as follows:

- Diesel oil with characteristics similar to military product F.54
- Ordinary M.T. fuel)
- Premium grade M.T. fuel) both acceptable as substitutes for military Mogas fuel
- Kerosene

120.000 m³ of the annual total of 150.000 m³ will consist of diesel oil and premium grade M.T. fuel. These movements could start in 1964 (approximately 50.000 m³ of diesel oil and premium grade M.T. fuel).

2. The movement concerns the following NATO installations:

- 10" pipeline PERNIS refinery - PERNIS depot
- 8" pipeline PERNIS - KLAPHEK
- 8" pipeline KLAPHEK - MARKELO as far as JUTPHAAS
- PERNIS pump station

3. Military and civil movements - Line activity

(a) Line PERNIS refinery - PERNIS depot

Military product	340.000 m ³
Movement of kerosene ANTWERP-PERNIS	180.000 m ³
Movement of naphtha (see Part II)	360.000 m ³
Movement PERNIS-JUTPHAAS	<u>150.000 m³</u>
	1.030.000 m ³

(1)

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(2)

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0A0(64)D/319

The average throughput on this line is:

320 m ³ /hr for military product	1.060 hr
250 m ³ /hr for civil product	<u>2.760 hr</u>
	3.820 hr per year

based on a theoretically available time of 8.000 hours.

(b) Line PERNIS-KLAPHEK

Military product	105.000 m ³
Movement PERNIS-JUTPHAAS	<u>150.000 m³</u>
	255.000 m ³

The throughput capacity on this line is 250 m³/hr; the movement therefore represents a work load amounting to 1.020 hours per year, which leaves a considerable safety margin for military movements and further civil movements.

(c) Line KLAPHEK-MARKELO

Military product	71.000 m ³
Movement PERNIS-JUTPHAAS	<u>150.000 m³</u>
	221.000 m ³

With a throughput of 250 m³/hr, this line will be in use for 900 hours per year, which leaves a considerable safety margin for military movements routed to MARKELO-BRAMSCHE.

4. Effects on Personnel and Fuel Consumption - Capital Expenses

The movement will entail an increase of about FF . 40.000 per year in personnel expenditure. The corresponding expenditure for fuel and lubricating oil consumption would be about FF . 23.850 per year for an effective pumping output of 918 H.P. per pumping hour.

It is probable that a capital expenditure of H.fl. 90.000 will be necessary to improve the operational conditions, to ensure a maximum safeguard of the quality of military products and to establish the necessary telecommunication links.

5. Tariffs

Due to the fact that the PERNIS-JUTPHAAS route runs parallel to the river Rhine and that the PERNIS refineries as well as the JUTPHAAS depot can use barge loading and unloading facilities, the tariff to be applied to this movement should be competitive with the corresponding rates for inland water transport.

(2)

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(3)

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0A0(64)D/319

A calculation, based on the same assumptions used for previous civil movements under rather similar circumstances would result in the following tariffs:

FF. 1,55 per m³ for the first 120.000 m³ per year

FF. 1,24 per m³ above this limit

i.e. an average tariff amounting to FF. 1,48 per m³ for the total movement requested. We were informed that the petroleum company would accept a tariff in the order of FF. 1,34 per m³. However, the company has not yet studied in detail the effect on the tariffs of the capital costs, which it must commit, due to modifications within the refinery.

(4)

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0AO(64)D/319

II - Movement PERNIS - GELEEN

1. The request involves an annual movement of 300.000 m3 of NAPHTA (straightrun gasoline) from PERNIS refineries (Company's name not given) to a Chemical plant North of MAASTRICHT (Netherlands Limburg) owned by the "Staats mijnen". The annual quantity to be moved might later be increased to 450.000 m3.

The plant would have to be connected to the system through a 10" pipeline branched to the 10" line GLONS-WURSELEN on Netherlands territory. The construction of this pipeline necessitates a prompt decision of principle. If pipeline transportation prices were not attractive to the company, the latter would obtain barges of 1.350 ton.

NAPHTA presents no characteristics liable to affect the quality of military product transported (JP4, Mogas, Diesel).

2. The NATO installations concerned in the movement are:

- 10" line PERNIS REFINERY - PERNIS DEPOT
- 8" line PERNIS - WOENSDRECHT
- 8" line WOENSDRECHT - SCHOTEN
- 10" line SCHOTEN - GHENT - CAMBRAI
- 12" line CAMBRAI - CHIEVRES - BEAUVECHAIN - GLONS
- 10" line GLONS - WURSELEN as far as GELEEN junction.
- Pump stations at: PERNIS
WOENSDRECHT
SCHOTEN or BAASRODE
GHENT (if necessary)
CAMBRAI
GLONS

3. Military and civil movements - Line activity

Calculations are based on a 250 m3 per hour throughput for 8" lines, it being understood that this throughput will be increased whenever possible and necessary during the transportation.

(a) Line PERNIS REFINERY - PERNIS DEPOT

see Part I : 3.820 hrs per year.

(b) Line PERNIS - WOENSDRECHT

Military product	267.000 m3
Kerosene ANTWERP-PERNIS	180.000 m3
NAPHTA average	<u>360.000 m3</u>
	807.000 m3

With an average throughput of 250 m3 per hour this line would have an annual activity of 3.200 hours.

(c) Line WOENSDRECHT - SCHOTEN

Military product	200.000 m3
Kerosene ANTWERP-PERNIS	180.000 m3
NAPHTA	<u>360.000 m3</u>
	740.000 m3

i.e. an annual activity of 3.000 hours.

(d) Line SCHOTEN - CAMBRAI

Military product	300.000 m3
NAPHTA	<u>360.000 m3</u>
	660.000 m3

i.e. an annual activity of 2.600 hours.

(4)

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(5)

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CAO(64)D/319

(e) Line CAMBRAI - GLONS

Military product	360.000 m3
NAPHTA	360.000 m3
	<u>720.000 m3</u>

i.e. an annual activity of 2.400 hours with throughputs of 250 - 350 m3 per hour.

(f) Line GLONS - WURSELEN

Military product	140.000 m3
NAPHTA	360.000 m3
	<u>500.000 m3</u>

with an average throughput of 300 m3/hr.

i.e. an annual activity of 1.660 hours.

Traffic will then not exceed 50% of the total working capacity with the same average throughputs on any of these lines (which for the 10" and 12" lines are well below their maximum throughputs).

4. Effects on personnel, fuel consumption and constructional modifications

Supplementary Personnel

Anticipated annual expenses amount to - F 310.000

Fuel and lubricating oil

Necessary hourly output - 5.135 H.P. per hour of pumping.

Fuel and lubricating oil expenditure - F 368.000 per year.

Constructional Modification

It is probable that a capital expenditure of about H.fl. 13.000 will be necessary to complete the installation at WOENSRECHT and the telecommunication links.

Moreover, it would perhaps be useful for the military authorities to consider undertaking certain modifications to the SCHOTEN pump station in order to adjust it to normal pumping conditions for a 10" line (throughput approximately 400 m3 per hour). This throughput could be achieved by a series/parallel connection of the existing pumping units.

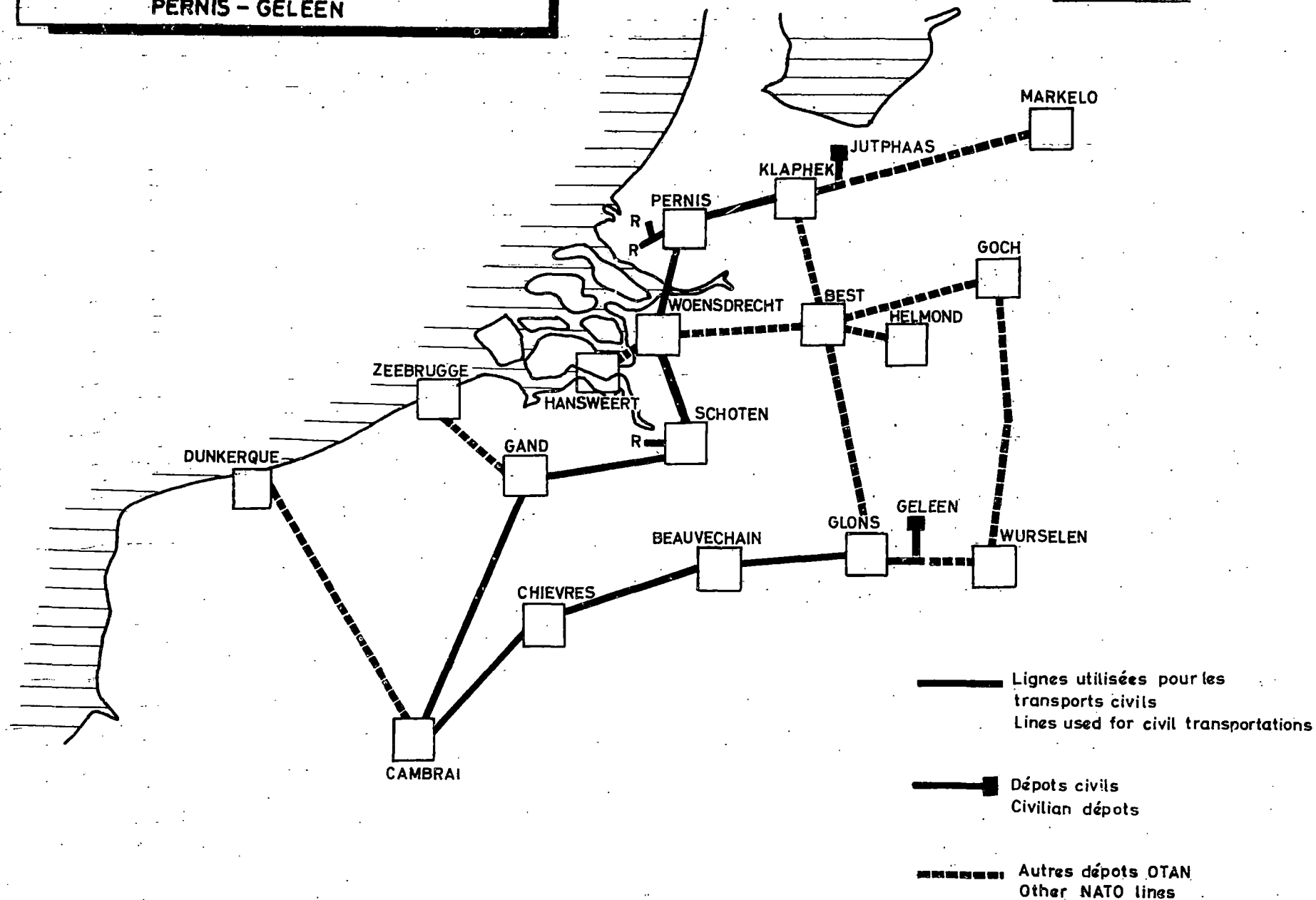
5. Tariffs.

The "Staats mijnen" are prepared to pay a movement tariff of H.fl. 5,50 per ton. The conversion of this rate into F per m3 depends largely on the precise specific gravity of the product to be moved. However taking into consideration the specific gravity range of similar products, this tariff seems acceptable when compared with other tariffs applied to movements carried out under similar circumstances and taking into account the shortest possible pipeline route as for military movements (the detour through CAMBRAI represents an operational requirement).

However, the "Staats mijnen" will have to lay 25 km of 10" pipeline which could raise a rather large amortisation problem with repercussions on the above mentioned tariff.

TRANSPORTS DE PRODUITS CIVILS
PERNIS - JUTPHAAS
PERNIS - GELEEN

Nato Diffusion Restreinte
Annexe Aa
0AO (64) D/319



CSC/JS **SECRET**

JUN 25 3 44 PM '64

REFERRED TO MEMORANDUM

FILE 1196-6

CHG'D TO See Ref

HQS 1235-13 (DQOP Q2B)

OTTAWA, 25 Jun 64

Chairman
Chiefs of Staff

POL Logistic Proposals in Support of Forward Defence

1. Reference is made to the CINCENT document attached to CSC 1196-6 (SO/LOG) of 16 Jun 64.
2. The Canadian Army does not have any comments on the CINCENT paper because:
 - a. Canadian POL needs in Europe are met by the British Army. The Canadian Army is therefore not directly involved in the Central European Pipeline System.
 - b. There are no Canadian specialist POL storage and transportation units in Europe now and there are no plans to send units of these types to Europe in the future.
 - c. No matter what NATO proposals are made, all Canadian needs for the storage and transportation of POL, in rear of the brigade group, must continue to be met by the British in accordance with such proposals.

(G Walsh)

Lieutenant-General *Brig*
Chief of the General Staff

SECRET

000046

Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: GSC 1196-6 (90/LOG)

DOCUMENT
CLASSIFICATION: NATO
RESTRICTED

DATE: 26 JUN 64

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION: SUMMARY RECORD AC/120-R/104 DATED 9 JUN 64

1. The attached document is referred to: CCS

CAS
.
.
.
.

2.

3. Copies distributed by:



(R.L. Purves)
Brigadier
for Chairman, Chiefs of Staff

WMA/204,65/dh



DL 1468

DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./J.I. CHAGNON/id

Secret
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Unclassified

To:

✓ Chairman, Chiefs of Staff
DM/National Defence
DM/Finance
DM/Trade and Commerce
DM/Defence Production
DM/Transport
Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
Chairman, Defence Research Board
National Energy Board
DND/Judge Advocate General
Director, Emergency Measures Organization

✓ Ottawa, June 23, 1964
4 copies Nos. 7 to 10
1 copy No. 11
1 copy No. 12

USSEA
U.S.A. Division
Commonwealth Division
DL(1) Division
DL(2) Division
Economic Division
European Division
Far Eastern Division
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United Nations Division
Disarmament Division
Press and Liaison Division

CBS
CHS

JUN 25 9 30 AM '64
CSC/JS
RECEIVED TO
FILE
1196-6

Attached for your information:

NATO DOCUMENT: AC/120-R/104 of June 9, 1964 ✓

CENTRAL EUROPEX PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

CSC/JS

JUN 25 9 30 AM '64

REFERRED TO

FILE

C-10170

1196-6

EXEMPLAIRE

COPY

N°

7

ORIGINAL: ENGLISH
9th June, 1964

NATO RESTRICTED
SUMMARY RECORD
AC/120-R/104

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Summary record of a meeting held at the Permanent Headquarters,
Paris, XVIe., on Thursday, 28th and Friday, 29th May, 1964

PRESENT

Chairman: Mr. A.S. Duncan (Canada)

BELGIUM

Mr. H. Pauwels

CANADA

Lt.Colonel W.C. Leonard

FRANCE

Mr. M. Dugas

Mr. P. Gentilhomme

GERMANY

Mr. F. Troll

Mr. J.M. Weiss

NETHERLANDS

Mr. P.W.A.G. Cort van der Linden

Mr. C.J.L.A. den Turk

Major J.H. van der Maal

UNITED KINGDOM

Lt.Colonel D.N. Kann

UNITED STATES

Lt.Colonel F.J. Aerni

Lt.Colonel D.C. Howell

INTERNATIONAL STAFF

Liaison Officer:
CEOA:

Mr. J.C. Stone
General O. Harteon
Mr. P. Hayward
Dr. H.O. Seydel

Office of Administration
and Personnel:

Mr. G. Toulmin (Item XVII only)

Secretary:

Mr. R. Lagasse de Loch

ALSO PRESENT

CEPO:

General P. Aubry (Vice-Chairman)
Lt.Colonel E.D. Wardleworth
(Secretary)
Major Venaille (Assistant
Secretary)

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AC/120-R/104

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I. SUMMARY RECORDS OF PREVIOUS MEETINGS

Documents: AC/120-R/100
AC/120-R/102
AC/120-R/103

1. The COMMITTEE:

- (1) approved summary records AC/120-R/100 and AC/120-R/102, subject to a number of amendments to be circulated in the form of a Corrigendum;
- (2) deferred consideration of summary record AC/120-R/103, which had not yet been distributed;
- (3) agreed that any proposed amendments to future summary records should be submitted to the Secretary in writing.

II. CEOA FIRST 1963 SUPPLEMENTARY BUDGET: CONFIRMATION BY FRANCE

References: AC/120-R/89, Item III
AC/120-D/254

Document: AC/120-D/359

2. The COMMITTEE:

noted that France had confirmed its agreement to expenditures being made under the First 1963 Supplementary Budget for CEOA and that this confirmation was made retroactive to 1963.

III. SUPPLEMENTARY BUDGET FOR INTRODUCTION OF DIESEL INTO THE CEPS

References: AC/120-D/352
AC/120-D/355
AC/120-R/103, Item IV, paragraph 23(1)

3. The UNITED STATES REPRESENTATIVE confirmed that the United States had lifted its reservation on this Item.

4. The FRENCH REPRESENTATIVE said he would submit in writing a proposal to the effect that the decision taken at the last meeting of the Committee should include approval of three 1964 Supplementary Budget Proposals, i.e. one for the three French Divisions, one for the two German Divisions and one for the Belgian Division, rather than approval of one 1964 Supplementary Budget Proposal for CEOA. He asked that an amendment should be circulated in the form of a Corrigendum.

5. The COMMITTEE:

took note of the above statements.

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IV. SECOND 1963 SUPPLEMENTARY BUDGET FOR THE GERMAN DIVISIONS
(ITEM 05.1: ENTERTAINMENT)

Reference: AC/120-R/96, paragraph 19(2)

Document: AC/120-D/356

6. The GENERAL MANAGER, commenting on document AC/120-D/356, said that the substantial number of meetings and receptions financed by the German Division had been occasioned by the need to regularise several incidents which had occurred in connection with the emergency civil transportation of gas oil and he felt that the per capita entertainment expenses incurred were reasonable.

7. The CHAIRMAN, supported by the United States Representative, said it was his opinion that the German Division had been too extravagant in their entertainment, in connection both with the negotiations preceding the civil transportation and with determination and remedying of damages.

8. The COMMITTEE:

took note of document AC/120-D/356.

V. THIRD 1964 SUPPLEMENTARY BUDGET FOR THE BELGIAN DIVISION

Document: AC/120-D/358

9. The COMMITTEE:

approved the Third 1964 Supplementary Budget Proposal for the Belgian Division, as set out in Annex to AC/120-D/358, in the amount of B.fr. 413,065.

VI. SECOND 1964 SUPPLEMENTARY BUDGET FOR THE GERMAN DIVISIONS

Document: AC/120-D/362

10. The COMMITTEE:

approved the Second 1964 Supplementary Budget Proposal for the German Divisions, as set out in Annex to AC/120-D/362, in the amount of DM. 91,025.

VII. THIRD 1964 SUPPLEMENTARY BUDGET FOR THE FRENCH DIVISIONS

Document: AC/120-D/361

11. Referring to the request for funds for the maintenance of access roads and public highways, as set out in AC/120-D/361, the CHAIRMAN considered that the eight user nations were responsible for contributing towards the maintenance

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of access roads, pointing out that this was a normal expenditure borne by the military budgets. With regard to the maintenance of public highways, however, he felt that the Committee should consider this as a question of principle.

12. The FRENCH REPRESENTATIVE said that the French Regulation referred to by the General Manager in AC/120-D/361 provided for cases of abnormal deterioration of local public roads caused by heavy traffic which had not been foreseen during the original construction of the roads. Authorisation for abnormal traffic to use these roads was dependent on the payment of industrial subsidies and any failure to contribute would lead to the prohibition of traffic on these roads. He emphasised that no exceptions were made among those liable to contribute, all private transporters as well as all public services being obliged to participate.

13. Citing precedents for similar contributions he mentioned that the Infrastructure Committee had agreed, in connection with fire protection, that national legislation could be applied to infrastructure projects. Similarly, in connection with NATO construction of airfields in France, the Infrastructure Committee had provided funds for the maintenance of heavily-used public roads when the improved standard of maintenance allowed the airfield constructor to reduce the price of construction.

14. The UNITED KINGDOM REPRESENTATIVE mentioned that the Military Budget Committee provided funds for the payment of local rates in the United Kingdom, part of which was devoted to the maintenance of public highways.

15. The CHAIRMAN said that the Military Budget Committee had refused to participate in the improvement of a national road at SHAPE. On the other hand, the Military Budget Committee had agreed to share the cost of snow-removal on certain remote public highways in Turkey, so as to assure access to forward scatter stations in that region.

16. The NETHERLANDS REPRESENTATIVE questioned the liability of the CEPS to contribute to the maintenance of public highways in France. The real users of the highway to get to CEPS depots and storage facilities to obtain petroleum products were national military forces. These, he suggested, should make the contribution to the maintenance of the highways. One way this might be done would be by a revision of existing tariff rates.

17. The FRENCH REPRESENTATIVE said it was hoped that if a contribution was now made towards the repair of the highways, no further call for contributions would be necessary for several years and that the repairs to be effected might permit the level of classification of the highways to be upgraded.

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18. He went on to stress that failure to contribute towards the repairs of the local highways at Langres in particular would lead to the closure of the road by the local authorities and might even necessitate closure of the NATO depot, which, in view of the importance of this depot, would have grave consequences on military use of the system and on revenue from civil use.

19. The UNITED KINGDOM REPRESENTATIVE proposed that the justification of the need for repairs to the local public highway at Langres should be examined by CEOA in consultation with the French local authorities and a report be made to the Committee.

20. With regard to the manpower situation in Division 1 at Fos-sur-Mer, as set out in Annex B to AC/120-D/361, the GENERAL MANAGER said that the manpower problems that had arisen during 1963 as a result of a concentration of coaster arrivals at Fos-sur-Mer at the end of the week had now been brought under control by requesting the coasters to time their arrivals earlier in the week. However, the National Agency desired the problem to be brought before the two Committees, in view of the personnel difficulties that might be created by any enforced observance of the rule that the system should be in operation at all times.

21. The COMMITTEE:

- (1) subject to confirmation by Germany, the Netherlands, the United Kingdom and United States, approved an amount of F.Fr. 31,500 towards the maintenance of access roads at Fos-sur-Mer, Phalsbourg and Châlons-sur-Marne (for the latter the access road section), as requested in the Third 1964 Supplementary Budget Proposal for the French Divisions;
- (2) requested in CEOA to carry out an investigation, in full consultation with the French National Agency and the French Military Services and to report back to the Committee on the state of the local public highway at Langres, the origin of the deterioration and the nature and cost-sharing of the repair work to be effected;
- (3) took note of the manpower situation at Fos-sur-Mer, as set out in Annex B to AC/120-D/361, and agreed to refer this question to CEPO.

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VIII. SECOND CALL FOR 1964 CONTRIBUTIONS TO CEOA AND DIVISIONS

Document: AC/120-D/363

22. The GENERAL MANAGER said that the somewhat pessimistic financial situation outlined in document AC/120-D/363 was due to the fact that the 1964 CEOA and Divisional Budget Proposals had provided for income of F.Fr. 4,500,000 from civil transportation over the system, but this amount of income was now unlikely to be realised since civil use of the system during the winter of 1963-64 had fallen short of expectations. There was, however, some hope that this situation could be improved by the end of 1964.

23. The BELGIAN REPRESENTATIVE, pointing out that calls for contributions to CEOA and Divisions were still based on the old cost-sharing formula, said that his Authorities were anxious that the Committee should arrive at an early solution regarding a new cost-sharing formula and he therefore requested the United States to submit its new proposals in this respect as soon as possible.

24. The UNITED STATES REPRESENTATIVE indicated that the proposals of the United States Delegation would soon be submitted for consideration by the United States Government, but he did not believe that the Committee's approval of the new call for contributions should be related to a solution of the question of a new cost-sharing formula.

25. The COMMITTEE:

- (1) authorised CEOA to make a second call for 1964 contributions to CEOA and Divisions, as set out in Annex to AC/120-D/363, in the amount of F.Fr. 4,000,000;
- (2) agreed that the cost-sharing formula should be put on the Agenda of its next meeting.

IX. GENERAL CLAUSES AND CONDITIONS GOVERNING SERVICES, MOVEMENTS AND STORAGES IN THE CENTRAL EUROPE PIPELINE SYSTEM IN PEACETIME: TIME ALLOWED FOR PAYMENT OF INVOICES (Article 25)

Document: AC/120-D/354

26. The BELGIAN REPRESENTATIVE, commenting on the letter which he had sent to the Chairman set out in Annex to AC/120-D/354, said that Belgium was obliged to submit a proposal for the extension from thirty to forty-five days of the time allowed for the payment of invoices, since the existing thirty-day time-limit was insufficient for the

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Belgian Administration to effect its normal clearance procedure for the expenditures of the Belgian Division. While recognising that the Belgian Proposal would present considerable inconvenience for CEOA, he said his Authorities would make every attempt to reduce as much as possible the administrative delays in effecting payment of invoices.

27. The GENERAL MANAGER said that CEOA had originally sent a reminder to nations whose payments were in arrears beyond the thirty-day time-limit; believing that this reminder had been effective, the Agency did not consider justified any modification to Article 25 of the General Clauses and Conditions to increase the time-limit for payment of invoices from thirty to forty-five days.

28. The CHAIRMAN emphasised that if nations were permitted a greater delay for the payment of invoices, this would cause a strain on the funds available to CEOA and would involve the Agency in some loss of interest.

29. The COMMITTEE:

took note of the Belgian Proposal set out in Annex to AC/120-D/354, but agreed not to amend Article 25 of the General Clauses and Conditions;

X. RESALE OF VEHICLES OF THE NETHERLANDS DIVISION

Document: AC/120-WP/151

30. The COMMITTEE:

approved the write-off of five vehicles in the Netherlands Division, as proposed in AC/120-WP/151, and agreed that the receipts should be credited to the Netherlands Division.

XI. AMENDMENT TO FINANCIAL REGULATIONS CONCERNING BONDING OF DIVISIONAL OFFICIALS

References: AC/120-D/234(Final)
AC/120-R/102, Item V

Document: AC/120-D/364

31. The GENERAL MANAGER said that in view of the decision taken by the Committee in paragraph 11 of AC/120-R/102 that CEOA officials should not be bonded and that the Financial Regulations for the Divisions should be amended accordingly, the Committee was now asked to give formal approval to the deletion of Article 32.214 of the Financial Regulations for Divisions set out in Annex A to AC/120-D/234(Final).

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32. The BELGIAN REPRESENTATIVE proposed that Article 32.214 of the Financial Regulations should remain unaltered, with its present note "to be determined later", in view of the fact that most of the officials to be covered by this Article were governed by national regulations, which the Committee could not contravene.

33. The NETHERLANDS REPRESENTATIVE suggested that since the bonding of divisional officials was a national responsibility, the text of Article 32.214 should state that bonding of divisional officials was not a CEPS requirement.

34. The COMMITTEE:

- (1) agreed to delete paragraph 11(2) of AC/120-R/102 and requested the Secretary to circulate a Corrigendum to this effect;
- (2) noted that the request contained in Annex to AC/120-D/364 was accordingly cancelled.

XII. MODIFICATION OF THE CONTRACT BETWEEN CEOA AND SEM
CONCERNING MODIFICATIONS TO ADN ENGINES IN THE GREEK
AND TURKISH REGIONAL PIPELINE SYSTEMS

References: AC/120-D/343
AC/120-R/102, Item VI

Document: AC/120-D/343(Revised)

35. The COMMITTEE:

approved the Revised Agreement on the supply of labour between CEOA and SEM, as set out in Annex to AC/120-D/343(Revised), as being in line with requests of the Committee at its 102nd meeting to have revisions of the agreement made.

XIII. DAMAGE AT KEHL

Reference: AC/120-D/347

Document: AC/120-R/103, Item VIII

36. The COMMITTEE:

noted that Germany could accept reimbursement in the amount of DM. 40,000 for expenditure incurred by Germany in connection with damage at Kehl-Auenheim.

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XIV. INSURANCE COVERING THIRD PARTY CLAIMS

Reference: AC/120-D/353

Documents: AC/120-D/366
AC/120-R/103, Item V

37. The CANADIAN REPRESENTATIVE said his Authorities could now accept the principle of an insurance policy for the system covering the claims of third parties, and that this policy should include coverage for absolute liability.

38. The COMMITTEE:

- (1) approved the draft Terms of Reference for the Insurance Working Group, as proposed by GEOA in Annex to AC/120-D/366;
- (2) noted that Belgium, France, Germany and the Netherlands would provide experts to participate in this Working Group under the chairmanship of GEOA;
- (3) invited the General Manager to convene this Working Group.

XV. PEACETIME NON-MILITARY USE: REICHSTETT-KEHL

References: AC/120-D/337(Revised) and Corrigenda
AC/120-R/103, Item IX

Document: AC/120-D/367

39. The GENERAL MANAGER informed the Committee that the movement of gas oil between Reichstett and Kehl had been completed by the end of April 1964, and it had not been necessary to make use of the extension of the deadline agreed by the French and German Authorities in Annex to AC/120-D/367. He stated that the total revenue accruing to the system amounted to F.Fr. 54,000, from which should be deducted F.Fr. 1,300 for taxes and F.Fr. 11,600 for capital and operational expenditures.

40. The COMMITTEE:

took note of document AC/120-D/367 and of the statement of the General Manager.

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XVI. REQUEST BY THE NETHERLANDS AUTHORITIES FOR PEACETIME
USE OF A PART OF THE SYSTEM FOR OTHER THAN NATO
MILITARY PURPOSES

Document: AC/120-D/368

41. The NETHERLANDS REPRESENTATIVE emphasised the necessity for the Committee to reach a rapid decision regarding one of the two proposals for peacetime use - that for movement of product between Pernis and Geleen, the details of which were set out in Annex to AC/120-D/368, in view of the fact that the industrial company concerned had indicated that unless it received a reply by mid-June, it would consider other means of transportation.

42. The GENERAL MANAGER said that although the exact tariffs to be applied to the movements had not yet been agreed with the Netherlands Authorities, it was calculated that a gross revenue of approximately F.Fr. 220,000 per month would accrue from the Pernis-Jutphaas movement and approximately F.Fr. 1,500,000 per month from the Pernis-Geleen movement. The transport operation between Pernis and Jutphaas would take place solely over Netherlands territory; that between Pernis and Geleen could most practically be effected via the Netherlands, Belgian and French territory, but if this presented too great difficulties, the operation could be carried out exclusively over the Netherlands territory.

43. The FRENCH REPRESENTATIVE felt that since no general doctrine had been established by the Committee regarding permanent non-military usage of the system, his Authorities might be reluctant to take a decision on a specific case before a decision had been taken with regard to the general doctrine. However, in the interests of reaching a rapid decision, he proposed that the Netherlands Authorities provide to the French and Belgian Authorities as quickly as possible information on the political, legal and economic characteristics of the movement so that earlier consideration could be given to the proposals. He said that his Authorities would desire to be informed by the Netherlands Authorities of the reasons justifying the civil movement between Pernis and Geleen via Belgium and France and its repercussions on the civil structure of petroleum transport.

44. General AUBRY said that CEPO would consider both proposed operations at its next meeting. It did not appear from discussions to date that the Pernis-Jutphaas operation would present any problems; but if difficulties were encountered in adopting the routing via the Netherlands, Belgium and France for the Pernis-Geleen operation, he was uncertain whether at its next meeting CEPO would have sufficient information to be able to study alternate solutions.

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45. The FRENCH and GERMAN REPRESENTATIVES, who were without instructions on either movement, said they would inform the Netherlands Delegation of their position as soon as possible. The BELGIAN REPRESENTATIVE said he was also without instructions, but did not foresee any difficulties on the part of his Authorities.

46. The CANADIAN, UNITED KINGDOM, and UNITED STATES REPRESENTATIVES said that they could agree in principle to the two proposed movements.

47. The COMMITTEE:

- (1) took note of the proposed movements of civilian products between Pernis and Jutphaas and between Pernis and Geleen, as set out in Annex to AC/120-D/368;
- (2) agreed to hold a special meeting on the afternoon of 17th June under the chairmanship of the Vice-Chairman to discuss this question further;
- (3) meanwhile, invited the Belgian, French and Netherlands Authorities to determine the best means of expediting the movement between Pernis and Geleen.

XVII. CEOA's LIABILITY FOR SERVICES RENDERED BY THE
INTERNATIONAL SECRETARIAT TO THE CEPPC

Document: AC/120-D/365

48. The GENERAL MANAGER said that CEOA had recently received from the International Staff a request to pay F.Fr. 176 for reproduction of CEPPC documents carried out by NATO in November and December 1963, and had been informed that CEOA would be charged for all such work in future. Having taken no commitments for this purpose on the 1963 credits approved by the Committee, and since no corresponding credits had been included in the CEOA 1964 Budget, apart from an amount of F.Fr. 2,000 which had been approved for specialised outside printing expenses, he asked whether the Committee could authorise CEOA to meet the payment of the invoice concerning services rendered in November and December 1963 from the approved credits of Item 09-9-3 of the 1964 Budget and to submit a supplementary budget, if necessary, to cover further invoices for services rendered during 1964.

49. Mr. TOULMIN (Office of Administration and Personnel) said that the decision of the Civil Budget Committee taken in November 1963 provided that any clearly identifiable additional expenditure incurred by the International Staff for services

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rendered to other NATO bodies would be charged by the International Staff to the user nations. This decision meant that when special interpreters had to be engaged for meetings or when overtime had to be worked in connection with reproduction services to meet a deadline for a special project, the organization in question would be charged.

50. The BELGIAN REPRESENTATIVE said that provided the payments requested remained within the framework of the decision taken by the Civil Budget Committee, he could agree to authorise credits of F.Fr. 176 to CEOA for November and December 1963 and of F.Fr. 4,000 for 1964 to cover such expenses.

51. The FRENCH and UNITED STATES REPRESENTATIVES stated that they wished to consult their Authorities before agreeing to such an authorisation.

52. The COMMITTEE:

agreed to defer a decision on this question to the next meeting.

XVIII. PEACETIME NON-MILITARY USE: LAVERA-REICHSTETT

53. The FRENCH REPRESENTATIVE said that the French Authorities had received a request for civil use of the system to transport gas oil between the refineries of Lavera and Reichstett starting at the earliest in mid-July 1964. This movement would concern between 60,000 and 120,000 cu.m. of product and would consist of a very simple pumping operation of minimum duration on a line which had experienced similar operations in the past.

54. In reply to questions, he said that this movement could not be considered as being covered by the previous convention, since the time-limit of this convention had now expired and a new contract would have to be signed, since the industrial company concerned was not the same. However, similar procedures regarding the drawing-up of a convention and contract could be adopted in the present instance.

55. The COMMITTEE:

- (1) took note of the request for civil use of the system between Lavera and Reichstett, as described by the French Representative;
- (2) authorised France to continue its study with regard to this movement in consultation with CEOA and requested CEOA to submit a paper on the question to the Committee.

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XIX. STOCKING OF TANK-WAGONS AT LE HAVRE

56. The FRENCH REPRESENTATIVE stated that the French Authorities had been requested by a refining company to stock empty tank-wagons for a period of six months at a private siding owned by the system at Le Havre, which would allow reception of about 200 empty tank-wagons. The French Authorities felt that no technical problems would be encountered since the siding was a wartime siding which was not intended for use in peacetime. The SNCF had promised to provide the refining company with all necessary facilities for the reception and expedition of the tank-wagons, all costs for which would be met by the company. It was expected that revenue resulting from the lump-sum rental of the siding would amount to F.Fr. 10,000. The French Authorities would take all necessary precautions to ensure that the contract provided for full observance of NATO security regulations and that the company at its own expense took out an insurance policy to cover risks of the entire operation,

57. The COMMITTEE:

- (1) approved in principle the request for the stocking of tank-wagons at Le Havre, as described by the French Representative;
- (2) requested CEOA to submit a paper on this question to the Committee.

OTAN/NATO,
Paris, XVIe.

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DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./J.I. CHAGNON/ld

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To:

Ottawa, June 11, 1964

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Press and Liaison Division



CSO/15
JUN 18 2 24 PM '64
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FILE
REFERRED TO
CHARTER

Attached for your information:

NATO DOCUMENT: 6100.013/CE/PO - 36/8 of May 20, 1964 at

CIVIL MOVEMENT IN THE GERS REICHSTEIT/KEIL

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CSC/JJS

ALLIED FORCES CENTRAL

JUN 16 0222 PM '64

Central Europe Pipeline

OFFICE

Cour Henri IV, Fontainebleau, (S&M) France

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6100.013/CE/PO - 36/8

20 May 1964.

Subject : Civil Movement in the CEPS - REICHSTETT/KEHL.

Reference : 6100.013/CE/LOG/195/64; (CE/PO - 36/6) dated 3 Apr 64

Distribution: CEPO list "A"

1. CEPO members will be asked to take note of the attached document (OAF(64)705) at the meeting to be held on 4 June 1964.

(NOTE: reference should read - AC/120 - D/337)

2. This letter, when detached, may be downgraded to NATO UNCLASSIFIED.

Wardleworth
E.D. WARDLEWORTH
Lt. Col. U.K.A.
Secretary CEPO.

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CENTRAL EUROPE OPERATING AGENCY

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Tel : 950 78.80

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OAF(64)705

4th May 1964

To : The Chairman
Central Europe Pipeline Office

Subject : Gasoil transport Reichstett - Kehl

I would like to inform you that upon request of the Deutsche Shell AG, Hamburg, the French Authorities have agreed to extend the dead-line fixed by them for the transport of gasoil between Reichstett and Kehl up to the 15th of May 1964.

I have signed an appropriate amendment to the Technical Agreement concluded with the Service National des Oléoducs Interalliés and the Federal Ministry of Defence to that effect; both organisms will arrange for similar amendments to the contracts between them and Deutsche Shell AG. No other changes, neither in the Technical Agreement nor in the bi-lateral contracts are envisaged.

I feel that the wording of the General Conditions for this transport as approved by your Committee (document OAF(64)D/296, Annex A) allows such an extension. Concerning the military safeguards, I feel that the stipulations of the General Conditions as well as of the Technical Agreement are fully sufficient to cover also the period up to 15th May 1964.

I attach a copy of the amendment to the Technical Agreement, which was duly signed by the French and German authorities, for distribution to the members of your Committee.

O. Hartéon
General Manager



Enc.

Distribution:

Eng.

Fr.

Chairman CEPO

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Secretary CEPO

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(with full distribution of the amendment)

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ANNEX to AC/120-D/367

NATO UNCLASSIFIED

AMENDMENT TO THE TECHNICAL AGREEMENT
made between the Central Europe Operating Agency, the German
Federal Ministry of Defence and the Service National des Oléo-
ducs Interalliés on 11th and 13th March 1964.

One clause only :

The closing date for duration of transportation
fixed in the agreement as being the 30th April is put back
to 15th May 1964.

The other clauses of the agreement remain unchanged.

Bonn, 4th May 1964
Federal Ministry of
Defense,
by order :

Paris, 24th April 1964
General Manager, Service
National des Oléoducs
Interalliés,

Versailles, 27th April 1964
General Manager, Central
Europe Operating Agency,

Signed : Troll

Signed : L. Bavelier

Signed : O. Hartéon

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DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./ J.I. CHAGNON/14

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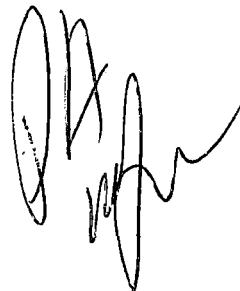
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Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
Chairman, Defence Research Board
National Energy Board
DND/Judge Advocate General
Director, Emergency Measures Organization

Ottawa, June 11, 1964

USSEA
U.S.A. Division
Commonwealth Division
DL(1) Division
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Economic Division
European Division
Far Eastern Division
Finance Division
Information Division
Legal Division
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United Nations Division
Disarmament Division
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Attached for your information:

NATO DOCUMENT: 6100.013/CE/PO - 61/8 of May 21, 1964

AGENDA FOR CEPO MEETING ON JUNE 4, 1964

NATO RESTRICTED

ALLIED FORCES CENTRAL

Central Europe Pipeline Office
Château Henri IV, Fontainebleau, (S&F) France

CSC/JS

JUN 18 2 27 PM '64
80/649
1196-6
FILE
CSC/JS
21 May 1964

6100.013/CE/PC - 61/8

Subject : Agenda for CEPCO Meeting on 4 June 1964

Distribution: CEPCO list "A".

I APPROVAL OF PREVIOUS MINUTES.

Ref: 6100.013/CE/PC - 61/7 dated 30 April 1964.

II REPORT BY SECRETARY ON CEPCO MEETINGS ON 17 APRIL AND ON 28/29 MAY

Refs: AC/120 - R/103 and AC/120 - R/104 (to be issued).

III REPORTS BY NATIONS, CECA AND MILITARY AUTHORITIES.

IV STORAGE PLAN FOR 3rd QUARTER 1964.

Ref: OAC(64) 674 (issued direct by CECA).

V SETTLEMENT OF ACCIDENTAL LOSSES OF PRODUCT.

Refs: (a) OAF(63)D/274 (Revised) (AC/120 - D/308 (revised)).
(b) General Clauses and Conditions, Vol II Annex "F".

Decision on CECA proposals.

VI CIVIL USE OF THE SYSTEM PROPOSED BY HOLLAND AND EXTENSION OF REICHSTETT/KEHL MOVEMENT.

Refs: (a) 6100.013/CE/PC - 36/10 dated 21 May 1964
(b) 6100.013/CE/PC - 36/8 dated 20 May 1964.

Progress report.

VII EQUIPMENT FOR THE REPAIR OF WAR DAMAGE.

Ref: 6100.013/CE/PC - 61/7 dated 30 April 1964, paras 8 - 10.

Progress report.

VIII FALLEX 64.

Progress report.

IX OTHER BUSINESS.

Future meetings.

POUR MEMORIRE ITEMS

See CE/PC - 61/6 dated 3 April 1964: less ITEM X.

E.D. WARDLEWORTH
Lt. Col. U.K.A.
Secretary CEPCO.

NATO RESTRICTED

Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)

DOCUMENT
CLASSIFICATION: NATO
UNCLASSIFIED

DATE: 18 JUN 64

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE


DESCRIPTION: A. CORRIGENDUM DATED 2 JUN 64 TO SUMMARY RECORD AC/120-R/103
B. CORRIGENDUM DATED 29 MAY 64 TO SUMMARY RECORD AC/120-R/102
C. CORRIGENDUM DATED 29 MAY 64 TO SPECIAL ANNEX TO SUMMARY
RECORD AC/120-R/100 CE-FO-62/2

1. The attached document is referred to: CGS
CAS

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UNA/20465/dh



(R.L. Purves)
Brigadier
for Chairman, Chiefs of Staff

DEPARTMENT OF EXTERNAL AFFAIRS

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Ottawa, June 11, 1964

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*C. G.
C. H. S.*

JUN 17 2 12 PM '64
CSC/JS
REFERRED TO
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1196-6
80/89

Attached for your information:

NATO DOCUMENT: AC/120-R/103 (Corrigendum to Summary Record) of
June 2, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

CSC/JS

JUN 17 2 12 PM '64
80/289

ORIGINAL : ENGLISH/FRENCH
2nd June, 1964

FILE 1196-6
PHOTO TO

NATO UNCLASSIFIED
CORRIGENDUM to
SUMMARY RECORD
AC/120-R/103

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Corrigendum to Summary Record of meeting
held on Friday 17th April, 1964

- ITEM IV Paragraph 21, 8th line :
Instead of "120,000 cu.m.", read : "20,000 cu.m."
- Paragraph 23 (1), 3rd line :
Instead of "CEOA", read : "three countries"
- Paragraph 23 (2), 2nd line :
Instead of "120,000 cu.m.", read : "20,000 cu.m.".

ORIGINAL : ANGLAIS/FRANCAIS
2 juin 1964

NATO SANS CLASSIFICATION
RECTIFICATIF au
PROCES-VERBAL
AC/120-R/103

COMITE DE GESTION CENTRE-EUROPE DES PIPELINES

Rectificatif au Procès-verbal de la réunion
tenue le vendredi 17 avril 1964

- POINT IV Paragraphe 21, avant-dernière ligne :
Remplacer "120.000 m3", par : "20.000 m3".
- Paragraphe 23 (1), 3ème ligne :
Remplacer "la CEOA" par : "trois pays".
- Paragraphe 23 (2), 2ème ligne :
Remplacer "120.000 m3" par : "20.000 m3".

OTAN/NATO
Paris, XVIIe.

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Attached for your information:

NATO DOCUMENT: AC/120-R/102(Corr.) of May 29, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

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80/89
1196-6

ORIGINAL : ENGLISH/FRENCH
29th May, 1964

NATO UNCLASSIFIED
CORRIGENDUM to
SUMMARY RECORD
AC/120-R/102

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Corrigendum to Summary Record of meeting held on 5th and 6th March, 1964

POINT IV Paragraph 5, line 4 :

Instead of "authorised amount"
Read : "maximum admissible amount".

Paragraph 6, line 5 :

Instead of : "financial", read : "accounting".

Paragraph 7, line 4 :

Delete "financial".

Paragraph 8, lines 5 and 6 :

Instead of : "was that the allowable limits should be
subject to quaterly regularisation",
read : "was to regularise quaterly such accidental
losses together with the normal losses".

POINT V Paragraph 11 (2)

To be deleted.

POINT VI paragraph 12, line 3 :

Instead of "transferred", read "sent a credit advice for".

Paragraph 27 (2)

At end of the sentence, add "and Greece".

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Paris, XVIe.

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196-6
J. J. J.

Attached for your information:

NATO DOCUMENT: AC/180-R/100 (Corr. to Sp Annex to Sum Rec) of
May 29, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE
CENTRAL EUROPE PIPELINE OFFICE

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

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ORIGINAL : ENGLISH/FRENCH
29th May, 1964

JUN 17 2 14 PM '64
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CORRIGENDUM to
SPECIAL ANNEX to
SUMMARY RECORD

AC/120-R/100

CE-PO - 62/2

CENTRAL EUROPE PIPELINE POLICY COMMITTEE CENTRAL EUROPE PIPELINE OFFICE

Corrigendum to Summary Record of the meeting
held on 30-31 January, 1964

Paragraph 4

Instead of : "The UNITED KINGDOM REPRESENTATIVE", read :
"The UNITED KINGDOM REPRESENTATIVE and the UNITED STATES
REPRESENTATIVE".

ORIGINAL : ANGLAIS/FRANCAIS
29 mai 1964

NATO SANS CLASSIFICATION

RECTIFICATIF à
l'ANNEXE SPECIALE au
PROCES-VERBAL
AC/120-R/100

CE-PO - 62/2

COMITE DE GESTION CENTRE-EUROPE DES PIPELINES BUREAU DES PIPELINES CENTRE-EUROPE

Rectificatif au procès-verbal de la réunion
tenue les 30-31 janvier 1964

Paragraphe 4

Remplacer : "Le REPRESENTANT du ROYAUME-UNI pense ... "
par : "Le REPRESENTANT du ROYAUME-UNI et le REPRESENTANT des
ETATS-UNIS pensent:.. "

OTAN/NATO
Paris, XVIe.

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1196-6
JUN 17 1964

Attached for your information:

NATO DOCUMENT: AC/120-D/362 of May 20, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

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ORIGINAL: ENGLISH/FRENCH
20th May, 1964NATO RESTRICTED
DOCUMENT
AC/120-D/362

MAY 25 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEESECOND 1964 SUPPLEMENTARY BUDGET PROPOSAL
FOR THE GERMAN DIVISIONSNote by the Secretary

Attached is this document as submitted by CEOA.

2. This proposal is subdivided as follows and justified, at Annex, by item:

- (a) Reimbursement of claims settled by FBG concerning damages to third parties in compliance with the decision of the Committee (AC/120-R/44, paragraph 8(c));
- (b) request for a further carrying over of two appropriations, respectively amounting to D.M. 120,000 and D.M. 65,000, which have been properly committed in 1962 but for which no payments were made in 1963, and are thus cancelled in accordance with paragraphs 23.25 of the Financial Regulations;
- (c) new request for an appropriation amounting to D.M. 30,000, already approved in the 1963 budget but which was not committed and is thus cancelled in accordance with paragraph 23.21 of the Financial Regulations;
- (d) replacement of a passenger car of Division 7, completely damaged in a traffic accident in December, 1963; the appropriation requested amounts to D.M. 5,500, taking into account expected receipts estimated at D.M. 3,400, and covering the payment by the insurance company and the proceeds from the sale of the wrecked vehicle.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO,
Paris, XVIIe.

NATO RESTRICTED

000077

CENTRAL EUROPE OPERATING AGENCY

ORIGINAL: ENGLISH
11th May 1964

ANNEX to AC/120-D/362
NATO RESTRICTED
DOCUMENT
O.F.(64)D/318

SECOND 1964 SUPPLEMENTARY BUDGET PROPOSAL FOR
THE GERMAN DIVISIONS

I. SUMMARY

Item	Description	Supplementary request		
		Div. 6	Div. 7	Total
	<u>Operational Expenses</u>	<u>DM</u>	<u>DM</u>	<u>DM</u>
09-9-3e	Minor damages caused to third Parties	75	150	225
	<u>Capital Expenses</u>			
12-2	Modifications to pipelines and pumping stations	44.000	-	44.000
12-3	Communication equipment	30.000	11.300	41.300
16-1	Passengers cars	-	5.500	5.500
	GRAND TOTAL	74.075	16.950	91.025

II JUSTIFICATION

A. General justification

The Second Supplementary Budget Proposal 1964 includes four types of requests:

1. Reimbursement of claims settled by FBG concerning damages to third parties. The Committee at its meeting of 1st October 1959 (AC/120-R/44 paragraph 8 (c)) decided that pending a decision on the question of insurance a claim concerning damages to third parties should be settled without reference to the Committee if the settlement did not exceed DM 1.500 and that the cost of settlement should be met multilaterally.
2. Two requests for the carrying over of appropriations that were properly committed in 1962, but for which no payments were made in 1963 owing to the delay in delivering the materials or carrying out the services ordered (see paragraph 23.25 of the Financial Regulation).

(2)

OLF(64)D/318

3. One request for inclusion of an item already approved in the 1963 Budget. For the lack of technical permission the appropriation has not been used and consequently been cancelled at the year's end according to 23.21 Financial Regulations. The appropriations, however, are still required.
4. Replacement of a passenger car completely damaged in a traffic accident.

B. Justification by item

09-9-3a Minor damages caused to third parties

- a) Damage to rural property caused in 1961 when Irrel Depot was supplied with Mogas. 75 DM
- b) Damage to rural property caused in 1963 along the Würselen-Altenrath pipeline. As a result of heavy rainfalls considerable land-washouts have occurred. 150 DM

German Divisions are liable for the payment of the damages.

Case 1 of general justification.

12-2 Modifications to pipelines and pumping stations 44.000 DM

An appropriation of DM 420.000 was approved in 1962 for the installation of a meter on the US Huttonheim pipeline at Zweibrücken Depot. It was not possible to pay the amount properly committed in 1962 before the 31st December 1963 because the supplier of the meters was not able to keep the stipulated date of delivery.

Case 2 of general justification.

12-3 Communication equipment

- a) An appropriation of DM 65.000 was approved in the 1st Supplementary Budget 1962 for the extension of the telecommunication installation at the Divisional Office Pankon in connection with the transfer of the 8th Depot to Würselen Depot. This work was in progress but not yet completed at 31st December 1963.

Case 2 of general justification.

(2)

(3)

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OLF(64)D/318

- b) Radio-telephone installation to allow to contact maintenance crews working on the line from Divisional Office, any depot or pumping station. 30.000 DM

DM 30.000 have been approved in the 1963 Budget. It was not possible to commit the amount before 31st December 1963 as the frequencies required for the putting into operation had not been placed at the disposal of the Division by the Deutsche Bundespost in time. In the meantime the frequency has been assigned.

Case 3 of general justification.

16-1

Passenger cars

5.500 DM

Replacement of passenger car of Division 7 which was completely damaged in a traffic accident in December 1963. The opposing insurance company will pay damages. Receipts are estimated at DM 3.400 including the payment of the insurance company and the sale of the vehicle. This amount will be shown in the receipt part of the Budget of the German Divisions.

Case 4 of general justification.

DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./J.I. CHAGNON/ld

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Attached for your information:

NATO DOCUMENT: AG/120-D/358 of May 12, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Document disclosed under the Access to Information Act
Document divulgué en vertu de la Loi sur l'accès à l'information

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

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DOCUMENT
AC/1 20-D/358

ORIGINAL : ENGLISH/FRENCH
12th May, 1964

3153

MAY 10 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

THIRD 1964 SUPPLEMENTARY BUDGET
FOR THE BELGIAN DIVISION

Note by the Secretary

This request by CEOA for a third 1964 supplementary budget for the Belgian Division is, in fact, a request for carrying over appropriations which have been properly committed in 1962 but for which no payments were made in 1963, and are thus cancelled in accordance with paragraph 23.25 of the Financial Regulations.

(Signed) R. LAGASSE de LOCHT

ORIGINAL: FRENCH
 28th April 1964

ANNEX to AG/120-D/358

NATO RESTRICTED
 DOCUMENT
 OAF(64)D/312

THIRD SUPPLEMENTARY BUDGET PROPOSAL 1964 FOR THE BELGIAN
 DIVISION

B. Fr.

I. SUMMARY

Operational expenses

07-2-5 Spare parts and consumables for telecommunications 17.578

Capital expenses

12-2 Modifications to pipelines and pumping stations 283.830

15-2 Initial stocks of spare parts 111.657

Grand total: 413.065

II. JUSTIFICATION

A. General justification

The third supplementary budget proposal 1964 for the Belgian Division is, in fact, a request for the carrying over of appropriations that were properly committed in 1962, but for which no payments were made in 1963 owing to the delay in delivering the materials or carrying out the services ordered (see paragraph 23.25 of the Financial Regulations).

B. Justification by item

07-2-5 Spare parts and consumables for telecommunications 17.578

On 27th August 1962, a contract for an amount of 58.884 B.Fr. was concluded between MOB and the SIEMENS Co. for the supply of spare parts for teleprinters. A sum of 17.578 B.Fr. remained to be paid at 31st December 1963.

12-2 Modifications to pipelines and pumping stations 283.830

An appropriation of 600.000 B.Fr. was approved in 1962 for the procurement of meters for Florennes and Beauvechain airfields. Installation was in progress but not yet completed at 31st December 1963.

15-2 Initial stocks of spare parts 111.657

Of the appropriations approved in 1962 for the equipment of the new command building, an amount of 111.657 B.Fr. remained to be paid at 31st December 1963. An agreement of the COMCOM was signed on 24th November 1962 for the purchase of 100 pumps.

NATO RESTRICTED

000083

Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: 020 1196-6 (90/100)

DOCUMENT
CLASSIFICATION: NATO
RESTRICTED

DATE: 11 JUN 64

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION: AGENDA AC/120-A/105 DATED 2 JUN 64

1. The attached document is referred to: CCSI

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(R.L. Purves)
Brigadier
for Chairman, Chiefs of Staff

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Director, Emergency Measures Organization

Ottawa, June 10, 1964

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Attached for your information:

NATO DOCUMENT: AG/120-A/105 (Agenda) of June 2, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

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AGENDA

AC/120-A/105

ORIGINAL : ENGLISH/FRENCH
2nd June, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Meeting to be held at the Permanent Headquarters,
Paris, XVIe. on Wednesday, 17th June 1964 at 3 p.m.

AGENDA

- I. REQUEST BY THE NETHERLANDS AUTHORITIES FOR PEACETIME USE OF A
PART OF THE SYSTEM FOR OTHER THAN NATO MILITARY PURPOSES

Document : AC/120-D/368

- II. ANY OTHER BUSINESS

(Signed) R. LAGASSE de LOCHT

ORIGINAL : ANGLAIS/FRANCAIS
2 juin 1964

NATO DIFFUSION RESTREINTE
ORDRE DU JOUR
AC/120-A/105

COMITE DE GESTION CENTRE-EUROPE DES PIPELINES

Réunion qui se tiendra au Siège Permanent, Paris, XVIe.
le mercredi 17 juin 1964 à 15 heures

ORDRE DU JOUR

- I. DEMANDE PAR LES AUTORITES NEERLANDAISES D'UTILISATION EN TEMPS
DE PAIX D'UNE PARTIE DU RESEAU A D'AUTRES FINS QU'A LA SATISFAC-
TION DES BESOINS MILITAIRES DE L'OTAN

Document : AC/120-D/368

- II. QUESTIONS DIVERSES

(Signé) R. LAGASSE de LOCHT

OTAN/NATO
Paris, XVIe.

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000086

PA

Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)

DOCUMENT
CLASSIFICATION: RESTRICTED

DATE: 8 JUN 64

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION: SUMMARY RECORD
A. AC/120-R/103 dated 25 MAY 64
B. ANNEX to AC/120-R/103 DATED 25 MAY 64
C. DOCUMENT AC/120-D/368 DATED 22 MAY 64
D. DOCUMENT AC/120-D/366 DATED 8 MAY 64

1. The attached document is referred to: CCS - 1 of A, B, C and D
CAS - 1 of A, B, C and D

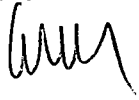
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NATO DOCUMENT: AC/120-R/103 of May 25, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
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ORIGINAL: ENGLISH
25th May, 1964

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AC/120-R/103

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Summary record of a meeting held at the
Permanent Headquarters, Paris, XVIIe.,
on Friday, 17th April, 1964

PRESENT

Chairman: Mr. A.S. Duncan (Canada)

BELGIUM

Mr. H. Pauwels

GERMANY

Mr. F. Troll
Mr. J.M. Weiss

UNITED KINGDOM

Lt.Col. D.N. Kann

FRANCE

Mr. M. Dugas
Mr. P. Gentilhomme

NETHERLANDS

Mr. P.W.A.G. Cort van
der Linden
Maj. J.H. van der Maal
Mr. C.J.L.A. den Turk

UNITED STATES

Lt.Col. F.J. Aerni
Lt.Col. D.C. Howell

INTERNATIONAL STAFF

Liaison Officer:

Mr. J.C. Stone

CEOA:

Gen. O. Hartéon
Mr. P. Hayward
Dr. H.O. Seydel
Col. J.C. Daukes

Secretary:

Mr. R. Lagasse de Loch

ALSO PRESENT

CEPO:

Gen. Aubry (Vice-Chairman)
Lt.Col. E.D. Wardleworth (Secretary)
Maj. Vanaille (Secretary)

SHAPE:

Col. E.W. Austin
Lt.Col. T.M. Milton

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I. SUMMARY RECORD OF PREVIOUS MEETING

Document: AC/120-R/102

1. The COMMITTEE:

deferred consideration of this Item to its next meeting, since document AC/120-R/102 had not yet been distributed.

II. FIRST SUPPLEMENTARY BUDGET PROPOSAL 1964 FOR THE BELGIAN DIVISION

Reference: AC/120-R/102, Item III

Document: AC/120-D/345

2. The GENERAL MANAGER considered that the proposal of the CEOA, outlined in the Annex to AC/120-D/345, to reimburse RAF, Germany, the full costs of transporting 385,000 litres of clean product by truck and of 25% of the costs of cleaning 18 polluted tanks constituted an equitable compromise both for the System and for RAF, Germany, which had accepted this solution. He pointed out that the cost of transporting and handling the original product, which it had been unable to utilise in the condition in which it was received, had been paid for by RAF, Germany and consequently the net charge to be borne by the System would be B.fr. 90,000 less these transport and handling costs.

3. The VICE-CHAIRMAN of CEPO said that CEPO had found the proposal of CEOA to be acceptable, in view of the fact that RAF, Germany had immediately drawn attention to the condition of the product during pumping operations and had only accepted it on the assurance of the Division pumping the product that, after one hour of pumping, the product would no longer be polluted. CEPO felt that the use of clay plugs should be abandoned in future and CEOA had given instructions to the Divisions to this effect. The incident had confirmed CEPO in its conviction of the need for increased vigilance during the execution of similar work in future and of the necessity to examine whether any action could be taken against contractors who carried out similar works in connection with deviation of roads etc.

4. In reply to a proposal by the Netherlands Representative that it would be preferable to include the expenses incurred in the CEOA Budget since these expenses were imputable to the System as a whole, Dr. SEYDEL said that the CEOA Budget contained no item for matters concerned with the operation of the System and such appropriations could only be included in the Divisional Budgets. Since the incident had arisen in the Belgian Division, CEOA proposed that the appropriation should be approved under Item 09-9-3 of the 1964 Belgian Budget.

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5. The COMMITTEE:

approved the First Supplementary Proposal 1964 for the Belgian Division, as set out at Annex to AC/120-D/345, in the amount of B.fr. 90,000.

III. FIRST SUPPLEMENTARY BUDGET PROPOSAL 1964 FOR CEOA, THE THREE FRENCH DIVISIONS AND THE NETHERLANDS DIVISION

Document: AC/120-D/351

6. The VICE-CHAIRMAN of CEPO reported that at its last meeting CEPO had approved the budget proposals as set out at Annex to AC/120-D/351, subject to confirmation by the United Kingdom.

(a) First Supplementary Budget Proposal 1964 for CEOA

Document: Annex A to AC/120-D/351

7. The FRENCH REPRESENTATIVE expressed doubts as to the advisability of including costs of insurance premiums to cover civil use of the System in the CEOA Supplementary Budget. He felt that since the Committee had agreed, under Item II of the Agenda, to impute the costs of damages suffered by RAF, Germany to the Budget of the Belgian Division, it would be inconsistent to follow a different policy in the present case and he therefore urged that these costs be included in the Supplementary Budgets of the two Divisions concerned.

8. Dr. SEYDEL said that under present budgeting rules, provision was made for insurance premiums in the budget of CEOA, but not in that of the Divisions. The rules would have to be revised to accept the proposal of the French Representative.

9. Several members expressed support for making such a revision in connection with consideration of comprehensive insurance coverage for the System and also for considering insurance on civilian movements separately from those for military movements.

10. The COMMITTEE:

- (1) approved the First Supplementary Budget Proposal 1964 for CEOA, as set out at Annex A to AC/120-D/351, in the amount of F.F. 20,720;
- (2) noted that its approval of the imputation of the costs of insurance for civil use (Part B) to the CEOA Budget was subject to possible revision at the time of a subsequent Committee decision on an overall insurance policy, when a retroactive imputation to the Divisional Budgets could, if necessary, be effected.

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(b) First Supplementary Budget Proposal 1964 for the French Division

Document: Annex B to AC/120-D/351

11. Referring to Item 12-2 (Modifications to Pipelines and Pumping Stations), the GENERAL MANAGER said that to date there had been no general policy as regards the financing of the linking of refineries; the financing of some links had been assured entirely from Infrastructure funds, while others had been financed by the refineries concerned. When Reichstett had been connected, one valve had been fitted on the understanding that only one-way pumping would be required. Now, however, there was a requirement to pump product from the refinery to Kehl and a new valve was therefore necessary.

12. The BELGIAN REPRESENTATIVE suggested that the cost of this valve could be pre-financed by the Eight User Nations and later be reimbursed from Infrastructure funds.

13. The FRENCH REPRESENTATIVE said that this proposal might create difficulties for his Authorities, since whenever there was a requirement for connections of national depots and refineries, it was normal procedure for the French Authorities to urge the refineries to assume as much of the cost as possible.

14. Colonel AUSTIN (SHAPE) said that SHAPE encouraged connection of national depots and refineries as providing added flexibility. However, under existing NATO criteria such connections were not eligible for common Infrastructure funding.

15. The COMMITTEE:

approved the First Supplementary Budget Proposal 1964 for the French Division, as set out at Annex B to AC/120-D/351, in the amount of F. 49,100.

(c) First Supplementary Budget Proposal 1964 for the Netherlands Division

Document: Annex C to AC/120-D/351

16. Referring to Item 11 - 2(d) (Additional Funds for Construction of Store-Rooms, Workshops and Field Laboratories), the CHAIRMAN said that, in view of the marked increase of cost over the approved credits, he felt that CEOA should not have allowed work to be carried out until a revised authorisation had been received from the Committee.

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17. Dr. SEYDEL pointed out that when the works were started, it had not been foreseen that an additional credit of H.fl. 60,000 would be required. When it was found that supplementary credits would indeed be required, CEPPC had been fully committed to review of 1964 budget requests and would not have been able to consider the request now before it.

18. The COMMITTEE:

- (1) approved the First Supplementary Budget Proposal 1964 for the Netherlands Division, as set out at Annex C to AC/120-D/351, in the amount of H.fl. 82,300;
- (2) drew the attention of CEOA to the fact that it would have been correct procedure for CEOA to have requested a revised authorisation from the Committee, before initiating the works included as Item 11 - 2(d).

IV. INTRODUCTION OF DIESEL INTO THE CEPS: SUPPLEMENTARY BUDGET

Documents: AC/120-D/352
AC/120-D/355

19. The GENERAL MANAGER said that CEPO and CEOA had for some time been aware of the desirability of introducing diesel into the System for use by NATO forces, but had not felt that this would be necessary before 1965. It was now evident that the NATO forces had an immediate requirement. The study carried out by CEOA on the feasibility of an immediate solution to be implemented before the end of 1964 showed that it would be possible to meet this requirement in part provided some modifications to the System were carried out. It had been concluded from the study that the intermediate phase should be implemented as soon as possible. After the first twelve months of the introduction of diesel, the System would have an estimated additional income of F.F. 600,000 from transportation. After deducting increased operating costs of between F.F. 47,000 and F.F. 50,000, in addition to the costs of cleaning of tanks, alteration of valves, installation of new laboratory systems, etc., provided for in this Supplementary Budget, the net revenue of the System would show an estimated increase of F.F. 200,000 in the first year. In subsequent years the net revenue would be higher, since the initial capital expenditures would not be recurrent.

20. The VICE-CHAIRMAN of CEPO said that at its last meeting CEPO had concluded that it could adopt the provisional plan proposed by CEOA. This plan would not endanger the various properties of the System nor jeopardise the actual

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capacity of the System to supply the military users with JP 4 and mogas since the introduction of a third product would be made possible by the additional capacity of the System. However, agreement must be reached among the Eight User Nations to introduce a product whose specifications were acceptable to each nation and this question would be discussed by MAS at its next meeting in May. In conclusion, he hoped that diesel fuel could be introduced into some parts of the System within three or four months.

21. The GENERAL MANAGER indicated that the depot at L'Espiguette could be operational by the beginning of June 1964. Since tanks at this depot would store diesel fuel, it would be of advantage if diesel fuel could be put into the depot in the first instance, instead of introducing other fuel which would later have to be changed to diesel. The German Forces had requested the storage of diesel as from August 1964 and would be willing to provide 120,000 cu.m. for storage from June 1964 if they did not have to start paying storage charges until August 1964.

22. The VICE-CHAIRMAN of CEPO stated that CEPO supported this request.

23. The COMMITTEE:

- (1) subject to confirmation by the United States, approved the Supplementary Budget Proposal 1964 for CEOA in respect of the introduction of diesel into the System, as set out at Annex to AC/120-D/352, in the amount of F.F. 360,500;
- (2) in accordance with the request submitted by the General Manager, agreed that 120,000 cu.m. of diesel fuel should be stored at the L'Espiguette depot from June 1964 without storage charges until 1st August, 1964.

V. INSURANCE COVERING THIRD PARTY CLAIMS

Document: AC/120-D/353

24. The GENERAL MANAGER said that the CEOA report gave in synoptic form information obtained from four insurance brokers on the conditions and premiums for an insurance policy protecting the System from damage claims of third parties. He felt that agreement should now be reached on the essential clauses to be contained in this policy and on the method of pursuing negotiations with the firms concerned. Since insurance of the System would require an exceptional policy and cover a very considerable amount of installations, the General Manager suggested that the Committee should authorise obtaining the assistance of international legal experts or of experts supplied by the nations in order to examine in detail the tenders received and finalise negotiations with the selected firm.

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25. The GENERAL MANAGER and the GERMAN REPRESENTATIVE explained to the Committee the distinction between "legal liability" and "absolute liability" which resulted from the laws of some countries placing a special liability on owners of facilities that were considered inherently dangerous. In the case of the existence of a dangerous installation, danger liability would be assumed for any damage caused by this installation even though the owner had not, through any act or omission of his, directly caused damage to others.

26. The NETHERLANDS REPRESENTATIVE, supported by the United Kingdom and the United States Representatives, proposed that the Committee should set up a Working Group of national legal experts to study the data on possible insurance policies gathered by CEOA and to report to the Committee. He suggested that the NATO Legal Adviser could be invited to furnish this Group with advice on the international aspects of the problem.

27. The FRENCH REPRESENTATIVE suggested that qualified experts in the insurance directorate of the French Ministry of Finance could be consulted on the juridical and technical aspects of the insurance policy.

28. The CHAIRMAN said that the Canadian Representative had informed him that Canada could not yet give approval in principal to an insurance scheme for the System until it had received specific additional information from CEOA.

29. The GENERAL MANAGER stated that in calling for bids, CEOA had asked that all processing of claims should be handled by the insuring party, but the companies had not committed themselves to this provision in their submission.

30. The GERMAN REPRESENTATIVE stressed the need for the Committee to decide whether civil use of the System should be covered by the insurance. Moreover, he recalled that one firm had based its quotation on the kilometric length of the pipeline and another on the through-put figure and he raised the question as to whether the latter figure, being confidential, should be divulged to insurance companies.

31. General AUBRY said it would be difficult to draw up an insurance policy for the System whose premium was not based on confidential information, but he stressed the need for exercising as much caution in drawing up such a contract and said that this would also apply to contracts concerning civil use of the System.

32. The FRENCH REPRESENTATIVE considered that study of the question of an insurance policy should cover three phases - first, the limit of the coverage should be decided; secondly, the responsibility of nations should be determined vis-à-vis persons resident in the territory traversed by the

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System; and thirdly, a specific text of an insurance policy should be drawn up, whose clauses should be examined by qualified experts before being submitted for approval by the Committee.

33. The COMMITTEE:

- (1) invited the Representatives of the Four Host Nations to consult their Authorities as to their ability and willingness to provide experts with the necessary qualifications to constitute a Working Party which would consider in detail the clauses to be included in an insurance policy to cover the System against claims by third parties;
- (2) agreed to discuss this question further at its next meeting.

VI. SETTLEMENT OF ACCIDENTAL LOSSES OF PRODUCT

References: AC/120-D/245
AC/120-R/87, Item IV
AC/120-R/88, Item V
AC/120-R/96, Item VIII
AC/120-R/102, Item IV

Document: AC/120-D/308(Revised)

34. The COMMITTEE:

deferred consideration of this Item to its next meeting, since document AC/120-D/308(Revised) had not yet been considered by CEPO.

VII. PROVISION OF EQUIPMENT FOR THE REPAIR OF DAMAGE TO THE CEPS IN WARTIME

Reference: AC/120-R/102, Item VII
Document: AC/120-D/336

35. The CHAIRMAN said that before CEPO and CEOA did further work in this field, it would be desirable for the Committee to give its agreement in principle to finance the provision of this equipment for the repair of wartime damage. He pointed out that the requirement for this equipment exceeded the normal requirements for ninety days spare parts for Infrastructure installations, since provision would be made for a period beyond the opening phase of war.

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36. General AUBRY said that at its last meeting CEPO had felt that, in view of the doubts expressed in both Committees regarding the justification of the request for F.F. 120,000 to enable CEOA to carry out studies and tests of equipment, it would be desirable to obtain details as to the validity of the technical specifications for the various equipments needed for the repair of war damage. It had been suggested that either qualified national experts from the Eight User Nations could meet to discuss these questions, or the International Staff could be requested to give an expert technical opinion on the equipment involved. In view of the uncertainty as to whether the equipment would be financed by the User Nation or Infrastructure, CEPO had concluded that it would be preferable to refer the review of technical specifications to the International Staff. Moreover, if Infrastructure funding were agreed at a later stage, this action would avoid the necessity of a second examination of the validity of the specifications for the equipment. CEPO had agreed that he should consult the International Staff on this matter and if the International Staff agreed to undertake this study, he would forward to them the studies already carried out by CEOA.

37. Colonel AUSTIN (SHAPE), referring to other regions of the NATO Pipeline System, informed the Committee that Denmark had already purchased some war damage spare parts and in Turkey a conference was to be held in May to discuss this question. He stated that it had originally been the position of SHAPE that such equipment was not eligible for common Infrastructure funding, but in MC/104(Draft) the Petroleum Branch of SHAPE had included a proposal that when it was determined that there was a military necessity for the provision of such equipment, common Infrastructure funding should be agreed on a case-by-case basis. If MC/104(Draft) was approved with this provision, SHAPE would request Infrastructure funding for the provision of war damage spares for the Central Europe Pipeline System.

38. In reply to questions, Colonel AUSTIN said that SHAPE did consider the provision of war damage spares a minimum military requirement, but a decision on the priority to be given to their inclusion in a Slice programme would require detailed study by SHAPE. He pointed out, however, that an installation which was considered a minimum military requirement did not automatically qualify for Infrastructure common funding, but in order to be eligible, it had to meet the NATO criteria.

39. The FRENCH REPRESENTATIVE said it was his view that at the present stage the International Staff could not carry out any useful work, since it did not possess a definition of military requirements, which were the basic elements necessary for its study and he proposed that the following sequence of events should be followed. SHAPE should first give its opinion on the definition of military requirements as seen by CEPO and CINCENT, without any commitment by SHAPE to Infrastructure common funding. Then a Working Group of User Nations, under the

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direction of CINCENT, should establish a technical definition of the equipment required. At that stage, a decision of principle by the Committee would be necessary on financing or pre-financing and the final agreement of the Council and of the Military Committee would have to be awaited regarding the inclusion of the equipment in a future Infrastructure Slice. As soon as the conclusions of the Working Group were made known, a call for bids could be initiated. If the Committee agreed that the Four Host Nations should pre-finance the equipment on behalf of the Eight User Nations, this would entail the implementation of normal NATO Infrastructure procedures whereby Host Nations were responsible for international competitive bidding and the signing of the contracts. However, if it were agreed at a later date to programme the equipment in a new Infrastructure Slice, the Eight User Nations would be entitled to complete retroactive reimbursement of their expenditures.

40. General AUBRY said he did not support the need for SHAPE to validate the specifications of the equipment. At the conclusion of FALLEX 62, SHAPE had confirmed its original directives with regard to the System and CEOA had defined the quality and quantity of equipment to meet these directives. But in view of the doubts express regarding the specifications drawn up by CEOA, CEPO had proposed their examination by qualified experts.

41. The UNITED KINGDOM REPRESENTATIVE pointed out that it was the responsibility of the Eight User Nations only to maintain the System in a state of readiness for war and he did not feel that they should provide additional funds to increase this state of readiness, but rather that it was the responsibility of Infrastructure to provide the special facilities requested by SHAPE. He therefore questioned the competence of the Committee to deal with this problem and favoured referring it to the Infrastructure Committee. However, if it were finally agreed that the Eight Nations should meet the expenses, the United Kingdom Representative stated that the conditions his Authorities would have to insist on were as follows:

- (i) it would have to be confirmed that the military requirement for the provision of equipment for repair of wartime damage should be met;
- (ii) it would have to be confirmed that Infrastructure funds were not available for this purpose;
- (iii) it would have to be decided that no new formula for financing repairs in the post-attack period was possible.

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Furthermore, the meeting of these conditions would not commit the United Kingdom to provide any specific amount of funds within any specified time period and the funds that were provided would have to be found from increased revenue and/or decreased costs of operation, since the annual rate of deficit would not be allowed to rise and should, in fact, be made to decrease from year to year.

42. The FRENCH REPRESENTATIVE generally supported the statement of the United Kingdom Representative.

43. The COMMITTEE:

- (1) subject to the reservations of the United Kingdom stated in paragraph 41 above, agreed in principle that the Eight User Nations should finance the provision of equipment for the repair of war damage to the Central Europe Pipeline System;
- (2) noted that this agreement was given on the understanding that if this equipment became eligible for Infrastructure common funding when document MC 104(Draft) had been approved, the Eight User Nations would be entitled to complete retroactive reimbursement of any expenditures they had made;
- (3) agreed to inform the Infrastructure Payments and Progress Committee that, when MC 104(Draft) had been approved, appropriate action might be taken to submit a request for authorisation of funds to the Infrastructure Payments and Progress Committee;
- (4) invited CEOA to take any appropriate measures to co-ordinate its actions with those of the Four Host Nations and to this end to arrange a meeting of national experts, CEOA and the International Staff to review specifications for war damage repair equipment and any other related matters.

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VIII. DAMAGE AT KEHL

References: AC/120-D/275
AC/120-D/298
AC/120-D/305
AC/120-R/91, Item VII
AC/120-R/93, Item VI
AC/120-R/94, Item VII
AC/120-R/96, Item IV
AC/120-R/102, Item IX

Document: AC/120-D/347

44. The Committee reviewed and discussed three proposals advanced at the last meeting for providing partial compensation to the Federal Republic for damage claims it had had to meet as a result of a break in a flexible pipeline under the control of the German Authorities when heating fuel was being transported to Germany in the early months of 1963.

45. In conclusion, the COMMITTEE:

agreed to offer an ex gratia payment to Germany of DM. 40,000 in connection with expenditure incurred relative to damage at Kehl-Auenheim, on the understanding that if Germany wished to make further representations to the Committee, these would be considered by the Committee at a future meeting.

IX PEACETIME USE OF THE SYSTEM FOR OTHER THAN NATO MILITARY PURPOSES

(a) Reichstett-Kehl

Reference: AC/120-D/337(Revised) and Corrigendum

46. The GENERAL MANAGER reported that pumping of product had begun in connection with the movement between Reichstett and Kehl and he hoped that, in spite of two accidents which had occurred to the pumps, the 12,000 cu.m. of gas oil could be transported before the end of April, 1964.

47. The COMMITTEE:

took note of the statement of the General Manager.

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(b) Antwerp-Pernis

Document: AC/120-D/296(Revised)

48. The BELGIAN REPRESENTATIVE recalled that at its meetings of 5th September and 3rd October, 1963 (AC/120-R/94 and AC/120-R/95) the Committee had approved the convention relative to the civil use of the Antwerp-Pernis section of the System. According to this agreement, the Belgian Ministry of Defence and DOC would each sign separately with the Esso Nederland Co., a contract governing the transport over their respective territories. In the course of discussions between representatives of the Ministry of Defence, DOC and the Esso Nederland Co., it had been found that this procedure gave rise to several difficulties. Esso Nederland, mainly for practical reasons, desired to bring all disputes before Netherlands jurisdiction alone, while the Belgian Authorities could not accept to be summoned before a Netherlands court. After detailed examination, the Representatives of the two countries and of Esso Nederland had come to the conclusion that it would be advisable to conclude only one contract for the whole of the Antwerp-Pernis movement and to entrust the Fifth Division of DOC with the concluding of the contract with Esso Nederland, on the understanding that all disputes should be brought before Netherlands jurisdiction. The Belgian and Netherlands Authorities considered that the proposed alteration to the procedure mentioned in AC/120-D/296(Revised) did not affect any essential provision of the agreement.

49. The COMMITTEE:

took note of the statement of the Belgian Representative.

X. REQUEST FOR UNBLOCKING A FIRST SLICE OF THE APPROPRIATIONS FOR SITE MAINTENANCE IN THE NETHERLANDS DIVISION

Document: AC/120-D/357

50. The VICE-CHAIRMAN of CEPO stated that the blocking of these funds in the 1964 budget had been decided in order to obtain a clarification of policy on the extent of provision of camouflage. At its last meeting, CEPO had approved a paper of AFCENT (6.100.013/CE/LOG/179/64-CE/PO15/1 of 26th March, 1964) which laid down a revised policy with regard to camouflage. According to this paper, adoption of annual, economical programmes for the normal maintenance of camouflage at CEPS POL installations should include:

- (a) selection and use of suitably coloured paints when painting for normal preservation;

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- (b) minimum replanting and reseedling of grass and shrubs to consolidate the earth and prevent erosion;
- (c) replanting or care of trees and large shrubs only when essential for fire protection measures or drainage.

CEPO had approved the request of the Netherlands Division, as set out in AC/120-D/357, to unblock H.fl. 20,000 to enable it to start with site maintenance, considering that this work would be covered by the new definitions.

51. Dr. SEYDEL said that CEOA would continue discussion with the Netherlands Division and urge it to consider reducing the amount of H.fl. 80,000 requested for site maintenance, as not being compatible with the policy paper adopted by CEPO.

52. The COMMITTEE:

agreed to unblock an amount of H.fl. 20,000 from Item 07-1-3(c) of the 1964 budget for the Netherlands Division, as requested in AC/120-D/357, provided this amount was devoted to normal site maintenance and to the minimum requirement for camouflage.

XI. DATE OF NEXT MEETING

53. 28th and 29th May, 1964.

OTAN/NATO,
Paris, XVIe.

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DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./J.I. CHAGNON/ld

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To:

Ottawa, June 3, 1964

Chairman, Chiefs of Staffs Ind. NATO doc's Nos. 7 to 10
DM/National Defence 2 " " " " 11
DM/Finance 2 " " " " 12
DM/Trade and Commerce
DM/Defence Production
DM/Transport
Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
Chairman, Defence Research Board
National Energy Board
DND/Judge Advocate General
Director, Emergency Measures Organization

USSEA

U.S.A. Division

Commonwealth Division

DL(1) Division

DL(2) Division

Economic Division

European Division

Far Eastern Division

Finance Division

Information Division

Legal Division

African and Middle Eastern Division

United Nations Division

Disarmament Division

Press and Liaison Division

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Attached for your information 2 INDIVIDUAL NATO DOCUMENTS

AC/120-R/368 of May 22, 1964

AC/120-R/103(Annex) of May 25, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

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ORIGINAL: ENGLISH
25th May, 1964

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ANNEX to
AC/120-R/103

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

(To be withheld from CEOA)

I. APPOINTMENT OF DIRECTOR OF OPERATIONS, CEOA

1. The CHAIRMAN informed the Committee that the Selection Committee had recommended the appointment of a French candidate, Mr. Baylac, to succeed Mr. Hayward as Director of Operations, CEOA and that the agreement of members of CEPPC, CEPO had been obtained and the General Manager of CEOA so informed by the Chairmen of both Committees.

2. The COMMITTEE:

took note of the statement of the Chairman.

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CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

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22nd May, 1964

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DOCUMENT
AC/120-D/368

CENTRAL EUROPE PIPELINE COMMITTEE

TRANSPORT OF CIVILIAN PRODUCTS REQUESTED BY
THE NETHERLANDS AUTHORITIES

Note by the General Manager CEOA

The Central Europe Operating Agency has been approached with a request that a preliminary study, from a technical point of view only, should be made of the conditions under which the following two transport operations might be carried out:

- 150,000 cu.m. per year from the refineries at PERNIS to the civilian depot of JUTPHAAS (UTRECHT)
- 360,000 cu.m. per year from the refineries at PERNIS to a civilian depot situated at GELEEN (north of MAASTRICHT)

Bearing in mind that the civilian companies concerned must undertake some very considerable works as far as the GELEEN depot is concerned (about 20 km. length of 10" pipeline), they have earnestly requested that the study of their request should be given a certain degree of urgency. For this reason the details regarding these transport operations are herewith brought without delay to the attention of your Committees.

(Signed) O. HARTEON

OTAN/NATO,
Paris, XVIe.

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CENTRAL EUROPE OPERATING AGENCY

ORIGINAL: FRENCH
20th May 1964

ANNEX TO AC/120-D/368

NATO RESTRICTED
DOCUMENT
OAO(64)D/319

I. MOVEMENT PERNIS - JUTPHAAS

1. The service requested involves the annual movement of 150.000 m³ from PERNIS (SHELL refinery) to JUTPHAAS depot, already connected to the system at a point situated 9 km east of KLAPHEK on the KLAPHEK-MARKELO line.

The necessary product and contamination storage tanks, as well as volu-meters, are available at the JUTPHAAS depot.

The products to be transported are as follows:

- Diesel oil with characteristics similar to military product F.54
- Ordinary M.T. fuel)
- Premium grade M.T. fuel) both acceptable as substitutes for military Mogas
- Kerosene

120.000 m³ of the annual total of 150.000 m³ will consist of diesel oil and premium grade M.T. fuel. These movements could start in 1964 (approximately 50.000 m³ of diesel oil and premium grade M.T. fuel).

2. The movement concerns the following NATO installations:

- 10" pipeline PERNIS refinery - PERNIS depot
- 8" pipeline PERNIS - KLAPHEK
- 8" pipeline KLAPHEK - MARKELO as far as JUTPHAAS
- PERNIS pump station

3. Military and civil movements - Line activity

(a) Line PERNIS refinery - PERNIS depot

Military product	340.000 m ³
Movement of kerosene ANTWERP-PERNIS	180.000 m ³
Movement of naphta (see Part II)	360.000 m ³
Movement PERNIS-JUTPHAAS	<u>150.000 m³</u>
	1.030.000 m ³

(2)

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0A0(64)D/319

The average throughput on this line is:

320 m ³ /hr for military product	1.060 hr
250 m ³ /hr for civil product	<u>2.760 hr</u>
	3.820 hr per year

based on a theoretically available time of 8.000 hours.

(b) Line PERNIS-KLAPHEK

Military product	105.000 m ³
Movement PERNIS-JUTPHAAS	<u>150.000 m³</u>
	255.000 m ³

The throughput capacity on this line is 250 m³/hr; the movement therefore represents a work load amounting to 1.020 hours per year, which leaves a considerable safety margin for military movements and further civil movements.

(c) Line KLAPHEK-MARKELO

Military product	71.000 m ³
Movement PERNIS-JUTPHAAS	<u>150.000 m³</u>
	221.000 m ³

With a throughput of 250 m³/hr, this line will be in use for 900 hours per year, which leaves a considerable safety margin for military movements routed to MARKELO-BRAMSCHE.

4. Effects on Personnel and Fuel Consumption - Capital Expenses

The movement will entail an increase of about FF . 40.000 per year in personnel expenditure. The corresponding expenditure for fuel and lubricating oil consumption would be about FF . 23.850 per year for an effective pumping output of 918 H.P. per pumping hour.

It is probable that a capital expenditure of H.fl. 90.000 will be necessary to improve the operational conditions, to ensure a maximum safeguard of the quality of military products and to establish the necessary telecommunication links.

5. Tariffs

Due to the fact that the PERNIS-JUTPHAAS route runs parallel to the river Rhine and that the PERNIS refineries as well as the JUTPHAAS depot can use barge loading and unloading facilities, the tariff to be applied to this movement should be competitive with the corresponding rates for inland water transport.

(2)

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(3)

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0AO(64)D/319

A calculation, based on the same assumptions used for previous civil movements under rather similar circumstances would result in the following tariffs:

FF. 1,55 per m³ for the first 120.000 m³ per year

FF. 1,24 per m³ above this limit

i.e. an average tariff amounting to FF. 1,48 per m³ for the total movement requested. We were informed that the petroleum company would accept a tariff in the order of FF. 1,34 per m³. However, the company has not yet studied in detail the effect on the tariffs of the capital costs, which it must commit, due to modifications within the refinery.

(4)

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II - Movement PERNIS - GELEEN

1. The request involves an annual movement of 300.000 m3 of NAPHTA (straightrun gasoline) from PERNIS refineries (Company's name not given) to a Chemical plant North of MAASTRICHT (Netherlands Limburg) owned by the "Staats mijnen". The annual quantity to be moved might later be increased to 450.000 m3.

The plant would have to be connected to the system through a 10" pipeline branched to the 10" line GLONS-WURSELEN on Netherlands territory. The construction of this pipeline necessitates a prompt decision of principle. If pipeline transportation prices were not attractive to the company, the latter would obtain barges of 1.350 ton.

NAPHTA presents no characteristics liable to affect the quality of military product transported (JP4, Mogas, Diesel).

2. The NATO installations concerned in the movement are:

- 10" line PERNIS REFINERY - PERNIS DEPOT
- 8" line PERNIS - WOENSDRECHT
- 8" line WOENSDRECHT - SCHOTEN
- 10" line SCHOTEN - GHENT - CAMBRAI
- 12" line CAMBRAI - CHIEVRES - BEAUVECHAIN - GLONS
- 10" line GLONS - WURSELEN as far as GELEEN junction.
- Pump stations at: PERNIS
WOENSDRECHT
SCHOTEN or BAASRODE
GHENT (if necessary)
CAMBRAI
GLONS

3. Military and civil movements - Line activity

Calculations are based on a 250 m3 per hour throughput for 8" lines, it being understood that this throughput will be increased whenever possible and necessary during the transportation.

(a) Line PERNIS REFINERY - PERNIS DEPOT

see Part I : 3.820 hrs per year.

(b) Line PERNIS - WOENSDRECHT

Military product	267.000 m3
Kerosene ANTWERP-PERNIS	180.000 m3
NAPHTA average	<u>360.000 m3</u>
	807.000 m3

With an average throughput of 250 m3 per hour this line would have an annual activity of 3.200 hours.

(c) Line WOENSDRECHT - SCHOTEN

Military product	200.000 m3
Kerosene ANTWERP-PERNIS	180.000 m3
NAPHTA	<u>360.000 m3</u>
	740.000 m3

i.e. an annual activity of 3.000 hours.

(d) Line SCHOTEN - CAMBRAI

Military product	300.000 m3
NAPHTA	<u>360.000 m3</u>
	660.000 m3

i.e. an annual activity of 2.600 hours.

(4)

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(5)

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0AO(64)D/319

(e) Line CAMBRAI - GLONS

Military product	360.000 m3
NAPHTA	360.000 m3
	<u>720.000 m3</u>

i.e. an annual activity of 2.400 hours with throughputs of 250 - 350 m3 per hour.

(f) Line GLONS - WURSELEN

Military product	140.000 m3
NAPHTA	360.000 m3
	<u>500.000 m3</u>

with an average throughput of 300 m3/hr.

i.e. an annual activity of 1.660 hours.

Traffic will then not exceed 50% of the total working capacity with the same average throughputs on any of these lines (which for the 10" and 12" lines are well below their maximum throughputs).

4. Effects on personnel, fuel consumption and constructional modifications

Supplementary Personnel

Anticipated annual expenses amount to - F 310.000

Fuel and lubricating oil

Necessary hourly output - 5.135 H.P. per hour of pumping.

Fuel and lubricating oil expenditure - F 368.000 per year.

Constructional Modification

It is probable that a capital expenditure of about H.fl. 13.000 will be necessary to complete the installation at WOENSDRECHT and the telecommunication links.

Moreover, it would perhaps be useful for the military authorities to consider undertaking certain modifications to the SCHOTEN pump station in order to adjust it to normal pumping conditions for a 10" line (throughput approximately 400 m3 per hour). This throughput could be achieved by a series/parallel connection of the existing pumping units.

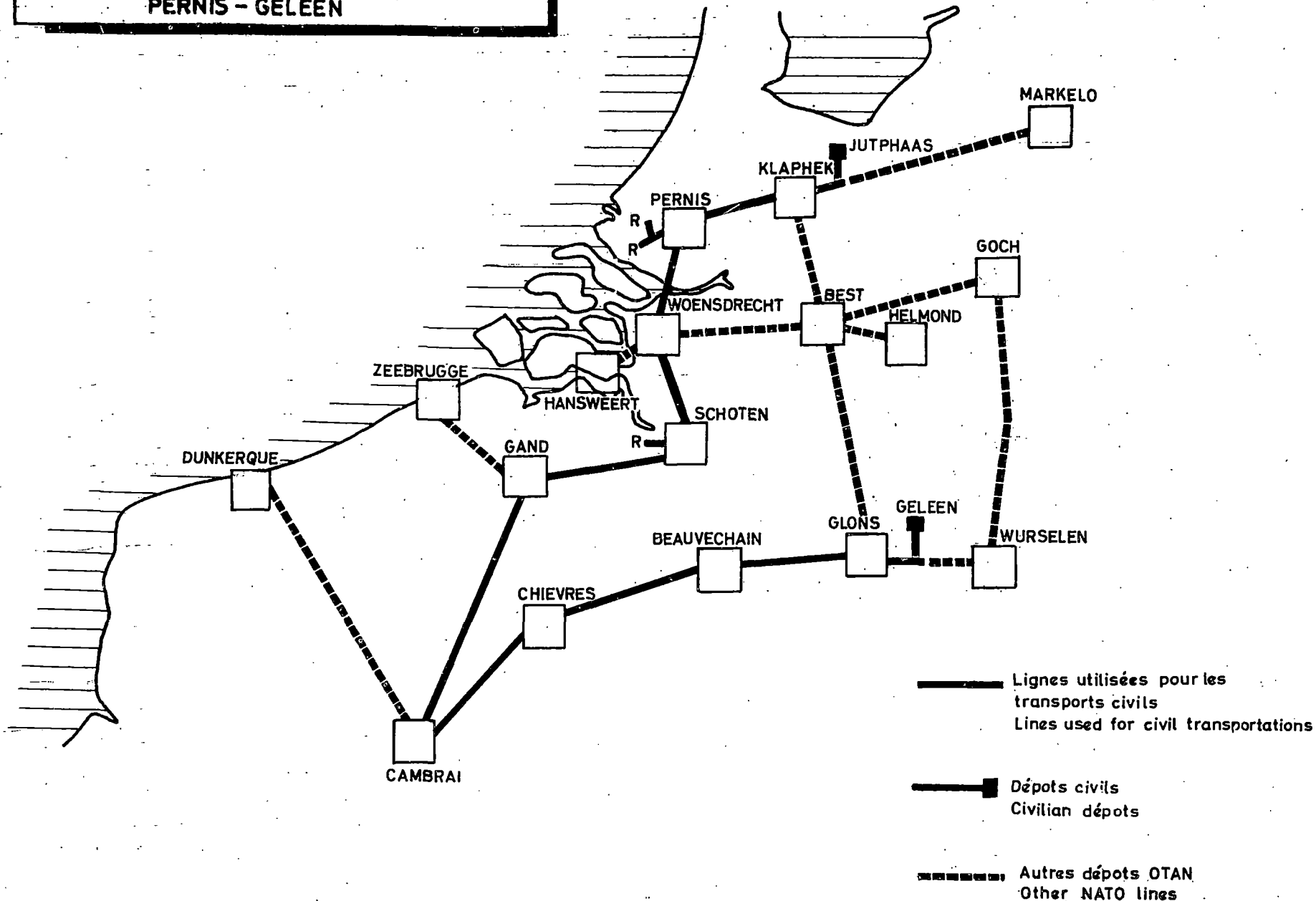
5. Tariffs.

The "Staats mijnen" are prepared to pay a movement tariff of H.fl. 5,50 per ton. The conversion of this rate into F per m3 depends largely on the precise specific gravity of the product to be moved. However taking into consideration the specific gravity range of similar products, this tariff seems acceptable when compared with other tariffs applied to movements carried out under similar circumstances and taking into account the shortest possible pipeline route as for military movements (the detour through CAMBRAI represents an operational requirement).

However, the "Staats mijnen" will have to lay 25 km of 10" pipeline which could raise a rather large amortisation problem with repercussions on the above mentioned tariff.

TRANSPORTS DE PRODUITS CIVILS
PERNIS - JUTPHAAS
PERNIS - GELEEN

Nato Diffusion Restreinte
Annexe A à
0AO (64) D/319



DEPARTMENT OF EXTERNAL AFFAIRS

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NATO
Ottawa, May 20, 1966
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Attached for your information:

NAFO DOCUMENT: AS/120-D/366 of May 8, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

CSC/JS

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CHC'D TO

ORIGINAL : ENGLISH/FRENCH
8th May, 1964

80/609
1196-6
NATO UNCLASSIFIED
DOCUMENT
AC/120-D/366

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

INSURANCE COVERING THIRD PARTY CLAIMS

Note by the Secretary

Attached is a draft from CEOA concerning the terms of reference for the Insurance Working Group, whose constitution was decided at the last CEPPC meeting.

2. CEOA requests that a first meeting of the Working Group be held at CEOA Versailles.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO
Paris, XVIe.

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- 3 -

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ANNEX to
AC/120-D/366

DRAFT TERMS OF REFERENCE OF THE INSURANCE WORKING GROUP

1. (a) To examine the requirements established by the Central Europe Pipeline Policy Committee :
 - (b) To examine the proposals received from brokers N° 1 and 2 and to determine the extent to which these submissions meet the requirements ;
 - (c) To suggest necessary changes to these submissions in order to meet the national legislation in each of the Host Countries concerned.
2. To determine the definition of "absolute liability" and on this basis to examine the need for absolute liability in each of the Host Countries on grounds other than financial.
3. To examine in detail the two policies with particular reference to important exclusions or omissions, which would better be incorporated into the policies.
4. To give an opinion on the proposed premiums, and the different bases on which they are calculated.

NATO UNCLASSIFIED

1 Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)

DOCUMENT NATO
CLASSIFICATION: RESTRICTED

DATE: 8 JUN 64

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION: WORKING PAPER AC/120-WP/153 DATED 21 MAY 64

1. The attached document is referred to: CCG

CAS

2.

3. Copies distributed by:

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(R.L. Purves)
Brigadier
for Chairman, Chiefs of Staff

DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./ J.I. CHAGNON/1d

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To:

Ottawa, June 3, 1964

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Attached for your information:

NATO DOCUMENT: AC/120-WP/153 of May 21, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

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CONSEIL DE L'ATLANTIQUE NORD
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AC/120-WP/153

MAY 25 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

MONTHLY STATISTICS

Note by the Secretary

Attached herewith are CEQA monthly traffic statistics
for March 1964.

(Signed) R. LAGASSE de LOCHT

ORIGINAL : ANGLAIS/FRANCAIS
21 mai 1964

NATO DIFFUSION RESTREINTE
DOCUMENT DE TRAVAIL
AC/120-WP/153

COMITE DE GESTION CENTRE EUROPE DES PIPELINES

STATISTIQUES MENSUELLES

Note du Secrétaire

On trouvera ci-jointes les statistiques mensuelles de la
CEQA relatives aux livraisons effectuées en mars 1964.

(Signé) R. LAGASSE de LOCHT

OTAN/NATO
Paris, XVIe.

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000118

REVIEWER GENERAL
C.E.O.A.
GENERAL MANAGER

STATISTIQUES MENSUELLES
MONTHLY STATISTICS.

MOIS de Mars 1964
MONTH March

NATIONS	TOTAL DES LIVRAISONS (Metres cubes) TOTAL OF DELIVERIES (Cubic meters)	FACTURATION TOTALE EN N.F. (Transport - Stocks - Manutention) TOTAL INVOICING IN N.F. (Movement - Storage - Handling charges)
BELGIQUE BELGIUM	13.858	194.100,--
CANADA CANADA	5.543	23.000,--
FRANCE FRANCE	25.284	518.300,--
ALLEMAGNE GERMANY	6.723	339.800,--
LUXEMBOURG LUXEMBURG		400,--
PAYS-BAS NETHERLANDS	16.598	147.900,--
ROYAUME-UNI UNITED KINGDOM	8.969	125.800,--
ETATS-UNIS UNITED STATES	93.859	747.200,--
TOTAL	170.834	2.096.500,--

OBSERVATIONS : Civil :
REMARKS : Civilians:

Esso	12.508		
Shell	50	12.558	29.100
		183.392	2.125.600,--

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

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N° 8

ORIGINAL: ENGLISH
26th May, 1964

NATO CONFIDENTIAL
NOTICE
AC/4(PP)N/1001

INFRASTRUCTURE PAYMENTS AND PROGRESS COMMITTEE

TURKEY - SIGNALS - SOUTHERN POL RADIO LINK

Note by the Acting Secretary

References: AC/4(PP)D/5028
AC/4(PP)R/528, Item I, 1(c)



The attached note has been submitted by the Turkish Delegation.

2. The International Staff (Signals Section) has no comment to make, from a technical point of view.
3. The Committee is invited to consider the note in question.

(Signed) A.J.G. HOPE

OTAN/NATO,
Paris, XVIe.

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AC/4(PP)N/1001

-2-

PERSONNEL HOUSING FOR SOUTHERN AND
POL RADIO-LINK SYSTEMS IN TURKEY

Note by the Turkish Delegation

23rd March, 1964
2116/E-946

References: (a) AC/4(PP)D/5028
(b) AC/4(PP)R/528

1. In reference(a), Balıkesir radio-link station is listed for the construction of personnel housing at that site. Information received from my authorities states that Balıkesir radio-link station is within city limits of Balıkesir and personnel housing is not required. On the other hand, Bozdag radio-link site is more than 20 km. away from the nearest town and this site is a junction point. Therefore Bozdag radio-link station should be listed in reference (a) rather than Balıkesir station.

2. Construction of personnel housing buildings will be awarded in very near future; it is, therefore, requested that the above information be brought to the attention of the Payments and Progress Committee.

(Signed) E. BARLAS
Colonel

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000121

PA

Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)

DOCUMENT NATO
CLASSIFICATION: UNCLASSIFIED

DATE: 4 JUN 64

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION: DOCUMENT AC/120-D/363 DATED 20 MAY 64

1. The attached document is referred to:

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(R.L. Purves)
Brigadier
for Chairman, Chiefs of Staff

WMA/20465/dh



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To: Ottawa, June 1, 1964

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NATO DOCUMENT: AC/120-D/363 of May 20, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

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ORIGINAL : ENGLISH/FRENCH
20th May, 1964

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DOCUMENT
AC/120-D/363

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CALL FOR SECOND REQUEST FOR CONTRIBUTIONS TO CEOA AND DIVISIONAL BUDGETS FOR 1964

Note by the Secretary

Attached is a request by CEOA's General Manager for a new contribution in an amount of F.F. 4,000,000 for the period 1st July up to end-October 1964, and his explanations concerning this request.

2. A previous call for contributions amounting to F.F. 5,000,000 was the object of document AC/120-D/329 and was approved by the Committee in AC/120-R/99.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO
Paris, XVIe.

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CENTRAL EUROPE OPERATING AGENCY

Address for classified documents
c/o NATO Central Registry
Place du Maréchal-de-Lattre-de-Tassigny
Paris, XVIIe.

11, rue du Général-Pershing,
Versailles (S.&O.)
Tel : 950 78-80

ANNEX to AC/120-D/363

NATO UNCLASSIFIED
OAF(64)745

12th May 1964

To : The Chairman
Central Europe Pipeline Policy Committee

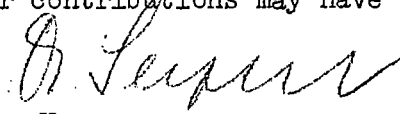
Subject : Second request for contributions

I enclose a statement showing the amount to be requested for contributions to the 1964 CEOA and Divisional Budgets, covering payments and prefinancing as from 1st July onwards up to the end of October 1964. The contributions requested amount to FF 4.000.000. I also enclose as Annexes a statement showing a development of the cash position during the past twelve months, together with a statement showing the cumulative contributions to date. I should be grateful if the necessary authority may be given to CEOA to make the calls required.

I wish to point out that in this request no account has been taken of the amounts which may be required to settle the payment of TRAPIL overheads as from 1st January 1964 and divisional expenditure prior to 1959 (1). These, when approved, will be the subject of a separate call, as far as they exceed the advances already received (2).

In January 1964 contributions amounting to FF 5.000.000 were requested from the eight user nations, and these were all received before the end of March. These, together with the contributions now requested, amount to some FF 9.000.000 for 1964, which already exceeds the estimated financing shortfall of FF 6.500.000 indicated in the 1964 budget proposals. These proposals (see General summary 1964 Annex A to AC/120-D/306), however, provided for income of FF 4.500.000 from civil users of the pipeline network, but it now appears unlikely that income from this source will exceed FF 1.000.000 after having reached up to the end of April 1964, the amount of FF 185.000 only. Furthermore, supplementary budgets amounting to FF 500.000 have already been approved during the current year, and propositions for a further FF 300.000 will be submitted to the CEPPC at their next meeting. It therefore appears probable that, unless some now unforeseeable additional income is received from civil users, or expenditure falls further below the budget estimates than appears likely at the moment, a further request for contributions may have to be made before the end of the year.

- (1) Reference AC/120-D/228
(2) Reference AC/120-R/33-9


H. O. Seydel
for General Manager

<u>Distribution</u>	<u>Eng.</u>	<u>Fr.</u>
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ANNEX to AC/120-D/363

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ANNEX A to

OAF(64)745

CALCULATION OF SECOND REQUEST FOR CONTRIBUTIONS
TO CEOA AND DIVISIONAL BUDGETS 1964

In accordance with paragraphs 10 to 12 of Annex A to AC/120-D/57, authority is now requested to call for contributions totalling FF 4.000.000 towards the budgets of CEOA and the Divisions to cover the estimated deficit up to 31st October 1964.

This amount is arrived at as follows:-

		<u>FF</u>
Funds available 1st May 1964		7.600.000
<u>Add:-</u> Estimated Receipts May/October :-		
Military use	14.200.000	
Civilian use	300.000	
Miscellaneous income	<u>100.000</u>	<u>14.600.000</u>
		22.200.000
<u>Less:-</u> Estimated Expenditure May/October:-		
CEOA Expenditure	1.800.000	
Prefinancing Divisions	<u>16.800.000</u>	
	18.600.000	
Prepayments from nations	<u>500.000</u>	<u>19.100.000</u>
		3.100.000
Estimated amount required to maintain the normal level of working funds at 31st October 1964		<u>4.000.000</u>
		<u><u>7.100.000</u></u>

(2)

ANNEX to AC/120-D/363

NATO UNCLASSIFIED
ANNEX B to
OAF(64)745

Statement showing development of cash GEOA

<u>Date</u>	<u>Amount</u> (F.000's)	<u>Remarks</u>
1 June 1963	16.424	
1 July 1963	13.162	
1 August 1963	7.628	Payment of 7.500 made to French Govern- ment Authorisation to call contributions of 4.000
1 September 1963	8.136	Receipt of 2.000 from Deutsche Shell
1 October 1963	7.482	
1 November 1963	10.434	Receipt of 4.000 contributions
1 December 1963	7.920	Payment of TRAPIL's Fee 1961-63 2.000
1 January 1964	6.528	Authorisation to call contributions of 5.000
1 February 1964	8.064	
1 March 1964	8.090	} Receipt of 5.000 contributions
1 April 1964	9.827	
1 May 1964	7.557	

(2)

NATO UNCLASSIFIED

ANNEX to AC/120-D/363

NATO UNCLASSIFIED
ANNEX C to
OAF(64)745

STATEMENT OF CONTRIBUTIONS CALLED AND RECEIVED
FROM INCEPTION OF CEPS TO DATE

- in French Francs -

COUNTRY	1958	1959	1960	1962	1963	1964	TOTAL
Belgium	1.035.902	1.563.705	2.173.328	917.006	419.600	524.500	6.688.041
France	1.580.022	2.385.067	3.314.200	1.481.039	640.000	800.000	10.200.328
Germany	1.035.902	1.563.705	2.173.328	971.006	419.600	524.500	6.688.041
Luxembourg	2.936	4.481	5.816	2.777	1.200	1.500	18.710
Netherlands	1.035.824	1.563.705	2.173.328	971.006	419.600	524.500	6.687.963
United Kingdom	1.036.813	1.565.207	2.174.600	971.931	420.000	525.000	6.693.551
United States	3.851.228	5.813.600	8.077.800	3.610.032	1.560.000	1.950.000	24.862.660
Canada	296.513	447.200	621.600	277.695	120.000	150.000	1.913.008
TOTAL	9.875.140	14.906.670	20.714.000	9.256.492	4.000.000	5.000.000	63.752.302

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Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)

DOCUMENT NATO
CLASSIFICATION: RESTRICTED

DATE: 3 JUNE 64

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION: DOCUMENT AC/120-D/343 (Revised) dated 13 May 64

1. The attached document is referred to: CGS

CAS

2. FOR INFORMATION PLEASE.

3. Copies distributed by: USSEA TO DM/DND, DM/Finance



(R.L. Purves)
Brigadier
for Chairman, Chiefs of Staff

WMA/2-0465/bm



DL 1964

DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./ J.I. CHAGNON/ld

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To:

✓ Ottawa, May 29, 1964

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CAS-1
CAS-7
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Attached for your information:

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NATO DOCUMENT: AC/120-D/343 (Revised) of May 13, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
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ORIGINAL: ENGLISH/FRENCH
13th May, 1964

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DOCUMENT
AC/120-D/343(Revised)

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

MODIFICATION OF THE CONTRACT BETWEEN CEOA AND SEM
CONCERNING MODIFICATIONS TO ADN ENGINES IN THE
GREEK AND TURKISH REGIONAL PIPELINE SYSTEMS

Note by the General Manager CEOA

References: AC/120-D/343
AC/120-R/102, paragraphs 17-24

I have pleasure in submitting herewith a revision of the agreement on the supply of labour between CEOA and SEM (Annex to AC/120-D/343).

The revision of this document concerns the following:

- (a) a change in Article 4 according to the proposal made by the French Representative;
- (b) a new Article 11 according to the wish expressed by the Netherlands Representative. Consequently the old Article 11 (arbitration) has become Article 12 in the revised contract;
- (c) Article 12 in the English version has been brought in line with document C-M(62)18. The French version remains unchanged, being already in line with the French version of C-M(62)18.

The Greek and Turkish Delegations have been informed of the changes and have not raised any objection.

The SEM also does not object to the proposed changes.

(Signed) O. HARTEON

OTAN/NATO,
Paris, XVIe.

NATO RESTRICTED

-3-

NATO RESTRICTED
ANNEX to
AC/120-D/343(Revised)

AGREEMENT ON THE SUPPLY OF LABOUR

The signatories of the present agreement:

General O. Hartéon, General Manager of the Central Europe Operating Agency, hereinafter referred to by the initials CEOA, 11 rue du Général-Pershing at Versailles (Seine et Oise), acting in the name of and on behalf of the Greek and Turkish Authorities;

and

Monsieur Schauffler, sole Manager of the company operating the ADN factory of Maubeuge, hereinafter referred to by the initials SEM, 90 avenue Jean-Jaurès at Maubeuge (Nord) SARL, capital F. 950,000,

agree to the following:

Article 1. - Object of the Agreement

The object of the present agreement is the execution by personnel of SEM of:

- (a) the dismantling of 18 ADN engines installed in Greece and 83 ADN engines installed in Turkey;
- (b) the replacement of certain original parts by new parts supplied by NATO Infrastructure;
- (c) the reassembly of these engines;
- (d) their adjustment;
- (e) testing and running in.

Since SEM is only supplying labour, its guarantee covers only the proper execution of the work described above.

The work will be carried out by crews each consisting of a Chief Fitter and a Fitter. One crew will undertake the work in Greece and two in Turkey.

The two crews sent to Turkey will carry out the work in two Slices:

- the first Slice during the last quarter 1963;
- the second Slice during the second quarter 1964.

-3-

NATO RESTRICTED

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ANNEX to
AC/120-D/343(Revised)

-4-

Article 2 - Employer's Liability of SEM

SEM is solely responsible for any accidents that may occur to its crews. It should take out the necessary insurance to cover this risk. This insurance should cover all medical and hospital expenses and those incurred as the result of decease, etc.

Article 3 - Dispatch of Crews

The crews should be able to be dispatched at a month's notice given to SEM by CEOA.

Article 4 - Conclusion of the Agreement

The present agreement is concluded by mutual consent, CEOA acting in the name and for account of the Greek and Turkish Governments.

Article 5 - General Clauses

Since the work is being carried out by the above-mentioned crews in Greece and Turkey, the daily work statements giving the details of the hours worked, made out in duplicate, will be checked and initialled by the responsible Greek and Turkish national services. These statements will be rendered weekly, the original to the Head Office of SEM, the duplicate to CEOA.

The work schedule will commence from the time the "Services de Surveillance" fetch the crew from their quarters and will end on their return to their quarters.

In addition to their hourly wages, the Fitters on detached service will receive subsistence allowance fixed at F. 70 per day per man. This subsistence allowance will be paid from the day of departure from Maubeuge until the day the Fitters return to this town. However, the Fitters will be entitled to claim no more than three days' subsistence allowance for the days spent in travelling from France to Greece and Turkey and back. Fractions of a day are counted as a whole day.

The subsistence allowance is for the purpose of covering food and lodging expenses of the Fitters, the payment or reimbursement of which they are in no circumstances authorised to accept from the Greek and/or Turkish Authorities.

Article 6 - Transport of Crews

Transport outside Greece and Turkey will be arranged and invoiced by SEM respectively from Maubeuge to Athens and Maubeuge to Ankara and return (rail and air).

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-4-

-5-

NATO RESTRICTED
ANNEX to
AC/I20-D/343 (Revised)

Internal transport as well as any resupply will be organized by the national services of the two countries in question.

Should the Fitters have to incur expenses for internal transport, these will be reimbursed to them by SEM who will bill CEOA accordingly.

Article 7 - Basic Charge

The following rates are in accordance with those proposed by SEM to the French Delegation in its letter 733/MS/P of 24th April, 1963 (enc.).

(a) Hourly rates

	F.
Basic rate	3.36
Fixed bonus	1.25
Supplementary insurance abroad	0.28

Gross rate, based on 40 hours 4.89

Increase for overtime:

40 to 48 hours	25%
Above 48 hours	50%
Social charges	54%

These rates are drawn up on a July 1963 basis,
Wages Index S: 134.

(b) Subsistence allowance

F. 70 per day per man under the conditions laid down in Article 3 above.

(c) Travel expenses

Maubeuge - Athens (2 return journeys)	Actual expenses
Maubeuge - Ankara (8 return journeys)	

Article 8 - Invoicing

Invoices will be drawn up monthly on the above basis and in accordance with the work statements initialled by the responsible Greek and Turkish national services (Article 3).

To these invoices, which will include travel expenses, hours worked at the normal rate and overtime worked, social charges and subsistence allowance, will be added a fixed sum equal to 25% of the total; this is to cover SEM's general overheads and profit.

-5-

NATO RESTRICTED

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ANNEX to
AC/120-D/343(Revised)

-6-

Article 9 - Variations in the Basic Charge

The above charges, which are in accordance with NATO document INFRA/POL/63/877 of 26th June, 1963 were revalorised as at July 1963 (Index 134 BOSP of 28th September, 1963); they will be able to be amended according to the variations corresponding to the weighted global index published in the "Bulletin Officiel des Services des Prix" (BOSP Métropole) in accordance with the attached charge revision formula.

Article 10 - Payment

The invoices drawn up in accordance with Article 6 above will be sent monthly in 6 copies to CEOA who, after checking them, will pay 75% of their amount.

On the expiry of this agreement, i.e. after the work has been completed and Fitters have returned to Maubeuge, a final statement will be prepared. This statement will take into account any variations in the basic charges due to modifications of the indices.

After checking them, CEOA will settle the final invoices and the balance of the previous ones.

Article 11 - Liability of CEOA

The responsibility of CEOA is limited to the payment of invoices in accordance with the provisions of this agreement.

Article 12 - Arbitral Clause

In the event of a dispute, the two parties undertake to comply with the following Arbitral Clause:

- (a) The party instituting the arbitration proceedings shall advise the other party by registered letter, with official notice of delivery, of his desire to have recourse to arbitration. Within a period of thirty days from the date of receipt of this letter, the parties shall jointly appoint an arbitrator. In the event of failure to appoint an arbitrator, the dispute or disputes shall be submitted to an Arbitration Tribunal consisting of three arbitrators; one being appointed by the CEOA, another by the SEM and the third, who shall act as President of the Tribunal, by these two arbitrators. Should one of the parties fail to appoint an arbitrator during the fifteen days following the expiration of the first period of thirty days, or should the two arbitrators be unable to agree on the choice of the third member of the

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NATO RESTRICTED
ANNEX to
AC/120- D/343(Revised)

Arbitration Tribunal, within thirty days following the expiration of the said first period; the appointment shall be made, within twenty-one days, at the request of the party instituting the proceedings, by the Secretary General of the North Atlantic Treaty Organization.

- (b) Regardless of the procedure concerning the appointment of this Arbitration Tribunal, the third arbitrator will have to be of a nationality different from the nationality of the other two members of the Tribunal.
- (c) Any arbitrator must be of the nationality of any one of the member states of NATO and shall be bound by the rules of security in force within NATO.
- (d) Any person appearing before the Arbitration Tribunal in the capacity of an expert witness shall, if he is of the nationality of one of the member states of NATO, be bound by the rules of security in force within NATO; if he is of another nationality, no NATO classified documents or information shall be communicated to him.
- (e) An arbitrator who, for any reason whatsoever, ceases to act as an arbitrator, shall be replaced under the procedure laid down in the first paragraph of this article.
- (f) The Arbitration Tribunal will take its decisions by a majority vote. It shall decide where it will meet and, unless it decides otherwise, shall follow the arbitration procedures of the International Chamber of Commerce in force at the date of the signature of the present contract.
- (g) The awards of the arbitrator or of the Arbitration Tribunal shall be final and there shall be no right of appeal or recourse of any kind. These awards shall determine the appointment of the arbitration expenses.

Signed at Versailles1964

Manager, SEM

(Signed) M. SCHAUFFLER

General Manager,
CEOA

(Signed) O. HARTEON

-7-

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-9-

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ANNEX to
AC/120-D/343(Revised)

ANNEX TO THE AGREEMENT DRAWN UP BETWEEN CEOA AND SEM

CHARGE REVISION FORMULA No. 4

Charges will be revised in accordance with the following formula:

$$\frac{P}{P_0} = 0.15 + 0.85 \frac{S}{S_0}$$

In which P_0 represents the contractual charge, P the revised charge, the value of the indices published in the "Bulletin Officiel des Prix et Salaires" concerning:

S = total index of wages in the mechanical, electrical and refractory industries products.

The parameter S_0 is the index for July 1963.

For the purposes of the revision, the wages will be taken as the average of the values during the period in which the work was carried out.

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Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CBC 1196-6 (30/LOG)

DOCUMENT
CLASSIFICATION: NATO
RESTRICTED

DATE: 2 Jun 64

JOINT STAFF MEMORANDUM

SUBJECT: NATO PIPELINE COMMITTEE

DESCRIPTION: AGENDA AC/112-A/30 DATED 21 MAY 64

1. The attached document is referred to:

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(R.L. Purves)
Brigadier
for Chairman, Chiefs of Staff

DEPARTMENT OF EXTERNAL AFFAIRS

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To: Ottawa, June 1, 1964

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Attached for your information:

NATO DOCUMENT: AC/112-A/30 (Agenda) of May 22, 1964

NATO PIPELINE COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

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21st May, 1964

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AGENDA
AC/112-A/30

NATO PIPELINE COMMITTEE

Meeting to be held at the Permanent Headquarters, Paris, XVIe.
on Friday 29th May, 1964 at 3 p.m. (*)

AGENDA

I. OPERATION AND MAINTENANCE OF THE NATO PIPELINE SYSTEM IN TURKEY

References : C-R(62)44, item II
AC/112-R/26, item II
AC/112-R/27, item II
AC/112-R/28, item I
AC/112-R/29, item I

Document : AC/112-D/72

II. ANY OTHER BUSINESS

(Signed) R. LAGASSE de LOCHT

OTAN/NATO
Paris, XVIe.

(*) This meeting will replace the afternoon session of the CEPPC which is therefore cancelled.

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Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: C2C 1196-6(SO/LOG)

DOCUMENT NATO RESTRICTED
CLASSIFICATION:

DATE: 1 Jun 64

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION: AGENDA AC/120-A/104 DATED 15 MAY 64

CGS

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2.

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(R.L. Purves)
Brigadier

for Chairman, Chiefs of Staff

WMA/2-0465/mep



DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./ J.I. CHAGNON/id

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To:

Ottawa, May 28, 1964

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United Nations Division

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Press and Liaison Division

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NATO DOCUMENT: AC/120-A/104 of May 15, 1964 ✓

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

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CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

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ORIGINAL : ENGLISH/FRENCH
15th May, 1964

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AGENDA

AC/120-A/104

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Meeting to be held at the NATO Permanent Headquarters,
Paris, XVIe. on Thursday 28th and Friday 29th May, 1964
at 10 a.m. and 3 p.m.

AGENDA

I. SUMMARY RECORDS OF PREVIOUS MEETINGS

Documents : AC/120-R/100 (Joint CEPO-CEPPC meeting)
AC/120-R/102
AC/120-R/103

II. CEOA FIRST 1963 SUPPLEMENTARY BUDGET : CONFIRMATION BY FRANCE

References : AC/120-R/89, item III
AC/120-D/254

Document : AC/120-D/359

III. SUPPLEMENTARY BUDGET FOR INTRODUCTION OF DIESEL INTO THE CEPS : US RESERVATION ON THIS ITEM, NOW LIFTED

References : AC/120-D/352
AC/120-D/355

Statement by the United States Representative

IV. SECOND 1963 SUPPLEMENTARY BUDGET FOR THE GERMAN DIVISIONS (ITEM 05.1 : ENTERTAINMENT)

Reference : AC/120-R/96, para. 19(2)

Document : AC/120-D/356

V. THIRD 1964 SUPPLEMENTARY BUDGET FOR THE BELGIAN DIVISION

Document : AC/120-D/358

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AC/120-A/104

- 2 -

- VI. SECOND 1964 SUPPLEMENTARY BUDGET FOR THE GERMAN DIVISIONS
Document : AC/120-D/362 - to be circulated
- VII. THIRD 1964 SUPPLEMENTARY BUDGET FOR THE FRENCH DIVISIONS
Document : AC/120-D/361 - to be circulated
- VIII. SECOND CALL FOR 1964 CONTRIBUTIONS TO GEOA AND DIVISIONS
Document : AC/120-D/363 - to be circulated
- IX. GENERAL CLAUSES AND CONDITIONS GOVERNING SERVICES, MOVEMENTS AND STORAGES IN THE CENTRAL EUROPE PIPELINE SYSTEM IN PEACE-TIME : TIME ALLOWED FOR PAYMENT OF INVOICES (art. 25)
Document : AC/120-D/354
- X. RESALE OF VEHICLES OF THE NETHERLANDS DIVISION
Document : AC/120-WP/151
- XI. AMENDMENT TO FINANCIAL REGULATIONS CONCERNING BONDING OF DIVISIONAL OFFICIALS
References : AC/120-D/234(Final)
AC/120-R/102, item V
Document : AC/120-D/364
- XII. MODIFICATION OF THE CONTRACT BETWEEN GEOA AND SEM CONCERNING MODIFICATIONS TO ADN ENGINES IN THE GREEK AND TURKISH REGIONAL PIPELINE SYSTEMS
References : AC/120-D/343
AC/120-R/102, item VI
Document : AC/120-D/343(Revised)
- XIII. DAMAGE AT KEHL
Reference : AC/120-D/347
Document : AC/120-R/103, item VIII
- XIV. INSURANCE COVERING THIRD PARTY CLAIMS
Reference : AC/120-D/353
Documents : AC/120-D/366
AC/120-R/103, item V

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- 3 -

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AC/120-A/104

XV. PEACETIME NON-MILITARY USE : REICHSTETT-KEHL

References : AC/120-D/337(Revised) and Corrigenda
AC/120-R/103, item IX

Document : AC/120-D/367
Progress Report by General Manager CEOA

XVI. REQUEST BY THE NETHERLANDS AUTHORITIES FOR PEACETIME USE OF A
PART OF THE SYSTEM FOR OTHER THAN NATO MILITARY PURPOSES

Comments by CEOA's General Manager on AC/120-D/368 (to be
circulated)

XVII. CEOA's LIABILITY FOR SERVICES RENDERED BY THE INTERNATIONAL
SECRETARIAT TO THE CEPPC

Document : AC/120-D/365

XVIII. ANY OTHER BUSINESS

(Signed) R. LAGASSE de LOCHT

OTAN/NATO
Paris, XVIe.

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DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./ J.I. CHAGNON/ld

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To:

Ottawa, May 28, 1964

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Attached for your information: ✓

NATO DOCUMENT: AC/120-D/367 of May 19, 1964 ✓

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
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ORIGINAL: ENGLISH/FRENCH

19th May, 1964

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DOCUMENT

AC/120-D/367

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

GASOIL TRANSPORT REICHSTETT - KEHL

Note by CEOA's General Manager

I would like to inform you that, upon request of the Deutsche Shell AG, Hamburg, the French Authorities have agreed to extend the deadline fixed by them for the transport of gasoil between Reichstett and Kehl up to the 15th May, 1964.

I have signed an appropriate amendment to the Technical Agreement concluded with the Service National des Oléoducs Interalliés and the Federal Ministry of Defence to that effect; both organisms will arrange for similar amendments to the contracts between them and Deutsche Shell AG. No other changes, neither in the Technical Agreement nor in the bilateral contracts, are envisaged.

I feel that the wording of the General Conditions for this transport, as approved by your Committee (document AC/120-D/337, Annex A), allows such an extension.

I attach a copy of the amendment to the Technical Agreement, which was duly signed by the French and German Authorities, for distribution to the members of your Committee.

(Signed) O. HARTEON

OTAN/NATO,
Paris, XVIe.

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-2-

ANNEX to
AC/120-D/367

AMENDMENT TO THE TECHNICAL AGREEMENT MADE BETWEEN
THE CENTRAL EUROPE OPERATING AGENCY, THE GERMAN
FEDERAL MINISTRY OF DEFENCE AND THE SERVICE NATIONAL
DES OLEODUCS INTERALLIES ON 11th AND 13th MARCH, 1964

One clause only:

The closing date for duration of transportation, fixed in the Agreement as being the 30th April, is put back to 15th May, 1964.

The other clauses of the Agreement remain unchanged.

Bonn, 4th May, 1964	Paris, 24th April, 1964	Versailles, 27th April, 1964
Federal Ministry of Defence, by order:	General Manager, Service National des Oléoducs Interalliés	General Manager, Central Europe Operating Agency
(Signed) TROLL	(Signed) L. BAVELIER	(Signed) O. HARTEON

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Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6(SO/LOG)

DOCUMENT NATO RESTRICTED
CLASSIFICATION:

DATE: 1 Jun 64

JOINT STAFF MEMORANDUM

SUBJECT: NATO PIPELINE COMMITTEE

DESCRIPTION: CORRIGENDUM TO ANNEX C TO AC/112-D/74
DATED 13 MAY 64

1. The attached document is referred to: CGS

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3. Copies distributed by: USSEA TO DM/DND, DM/FINANCE

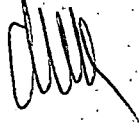


(R.L. Purves)

Brigadier

for Chairman, Chiefs of Staff

WMA/2-0465/meb



DL 1895

DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./ J.I. CHAGNON/ld

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To:

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DM/Finance
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Secretary, Air Transport Board
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President, National Research Council
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Director, Emergency Measures Organization

Ottawa, May 25, 1964
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Attached for your information:

NATO DOCUMENT: AC/112-D/74 (Corrigendum to Annex C) of May 13/64

NATO PIPELINE COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

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ENGLISH ONLY
13th May, 1964.

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CORRIGENDUM to

ANNEX C to

AC/112-D/74

4-5-64

NATO PIPELINE COMMITTEE

Corrigendum

First paragraph, 3rd line:

Instead of "C-M(59)81" read "C-M(60)81".

OTAN/NATO,
Paris, XVIe.

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000151

Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)

DOCUMENT
CLASSIFICATION: RESTRICTED

DATE: 1 JUN 64

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION: DOCUMENT
 A. AC/120-D/364 DATED 12 MAY 64
 B. NOTICE
 AC/120-N/54 DATED 5 MAY 64

1. The attached document is referred to:


CGS - 1 of A. & B.

CAS - 1 of A. & B.

2.

3. Copies distributed by:

WMA/20465/64


(R.L. Purves)
Brigadier
for Chairman, Chiefs of Staff

DL1895

DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./J.I. CHAGNON/14

NATO

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To: Ottawa, May 22, 1964
~~Chairman, Chiefs of Staff~~ copies Nos. 7 to 10 (2 ind. docs)
DM/National Defence 1 copy No. 11 of (2 " ")
DM/Finance 1 copy No. 12 of (2 " ")
DM/Trade and Commerce
DM/Defence Production
DM/Transport
Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
Chairman, Defence Research Board
National Energy Board
DND/Judge Advocate General
Director, Emergency Measures Organization

USSEA
U.S.A. Division
Commonwealth Division
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Economic Division
European Division
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United Nations Division
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Press and Liaison Division

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Attached for your information: 2 INDIVIDUAL NATO DOCUMENTS AS FOLLOWS

AC/120-N/54 of May 5, 1964
AC/120-D/364 of May 12, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Document disclosed under the Access to Information Act
Document divulgué en vertu de la Loi sur l'accès à l'information

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

CSC/JS

MAY 29 3 05 PM '64

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1196-6

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ORIGINAL : ENGLISH/FRENCH

12th May, 1964

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DOCUMENT

AC/120-D/364

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

AMENDMENT TO FINANCIAL REGULATIONS
CONCERNING BONDING OF DIVISIONAL OFFICIALS

Note by the Secretary

Attached is a note by the CEOA's General Manager asking that paragraph 32.214 of Annex to AC/120-D/234(Final) be deleted, in compliance with a decision of the Committee on this point (AC/120-R/102, item V).

(Signed) R. IAGASSE de LOCHT

OTAN/NATO
Paris, XVIe.

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ANNEX to
AC/120-D/364

CENTRAL EUROPE OPERATING AGENCY

NATO RESTRICTED
OAF(64)729

6th May 1964

To : The Chairman
Central Europe Pipeline Policy Committee

Reference : Annex A to AC/120-D/234(Final)

In the Financial Regulations for Divisions your Committee worded paragraph 32.214 in such a manner that the question of bonding of officials was left open for a later decision.

In view of the fact that the Committee have now decided that CEOA officials should not be bonded, (AC/120-R/102, V), and that the Financial Regulations for Divisions should be amended accordingly, the Committee are now asked to approve that paragraph 32.214 of Annex A to AC/120-D/234(Final) be deleted.

(Signed) O. HARTEON

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

CSC/JS

MAY 29 3 05 PM '64

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N° 7

ORIGINAL: ENGLISH/FRENCH
5th May, 1964

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NOTICE
AC/120-N/54

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CEPPC MEETING ON 17th APRIL, 1964

DECISION SHEET

Note by the Secretary

Here are the decisions of the Committee for the use of the members until the minutes are issued.

2. It is suggested that this sheet is destroyed when the minutes are issued.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO,
Paris, XVIe.

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AC/120-N/54

I. SUMMARY RECORD OF PREVIOUS MEETING

Document: AC/120-R/102

The COMMITTEE:

deferred consideration of this item to its next meeting, since document AC/120-R/102 had not yet been distributed.

II. FIRST SUPPLEMENTARY BUDGET PROPOSAL 1964 FOR THE BELGIAN DIVISION

Reference: AC/120-R/102, Item III
Document : AC/120-D/345

The COMMITTEE:

approved the First Supplementary Proposal, 1964 for the Belgian Division, as set out at Annex to AC/120-D/345, in the amount of B.fr. 90,000.

III. FIRST SUPPLEMENTARY BUDGET PROPOSAL 1964 FOR CEOA, THE THREE FRENCH DIVISIONS, AND THE NETHERLANDS DIVISION

Document: AC/120-D/351

(a) First Supplementary Budget Proposal 1964 for CEOA

Document: Annex A to AC/120-D/351

The COMMITTEE:

- (1) approved the First Supplementary Budget Proposal 1964 for CEOA, as set out at Annex A to AC/120-D/351, in the amount of F.fr.20,720;
- (2) noted that its approval of the imputation of the costs of insurance for civil use (Part B) to the CEOA Budget was subject to possible revision at the time of a subsequent Committee decision on an overall insurance policy, when a retroactive imputation to the Divisional Budgets could, if necessary, be effected.

(b) First Supplementary Budget Proposal 1964 for the French Division

Document: Annex B to AC/120-D/351

The COMMITTEE:

approved the First Supplementary Budget Proposal 1964 for the French Division, as set out at Annex B to AC/120-D/351, in the amount of F. 49,100.

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AC/120-N/54

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(c) First Supplementary Budget Proposal 1964 for the Netherlands Division

Document: Annex C to AC/120-D/351

The COMMITTEE:

- (1) approved the First Supplementary Budget Proposal 1964 for the Netherlands Division, as set out at Annex C to AC/120-D/351, in the amount of H.fl. 82,300;
- (2) drew the attention of CEOA to the fact that it would have been correct procedure for CEOA to have requested a revised authorisation from the Committee, before initiating the works included as Item II - 2(d).

IV. INTRODUCTION OF DIESEL INTO THE CEPS: SUPPLEMENTARY BUDGET

Documents: AC/120-D/352
AC/120-D/355

The COMMITTEE:

- (1) subject to confirmation by the United States, approved the Supplementary Budget Proposal 1964 for CEOA in respect of the introduction of diesel into the system, as set out at Annex to AC/120-D-352, in the amount of F.fr. 360,500;
- (2) in accordance with the request submitted by the General Manager, agreed that 120,000 cu.m. of diesel fuel should be stored at the L'Espiquette depot - from June 1964 without storage charges until August 1964.

V. INSURANCE COVERING THIRD PARTY CLAIMS

Document: AC/120-D/353

The COMMITTEE:

- (1) invited the representatives of the four host nations to consult their authorities as to their ability and willingness to provide experts with the necessary qualifications to constitute a Working Party which would consider in detail the clauses to be included in an insurance policy to cover the system against claims by third parties;
- (2) agreed to discuss this question further at its next meeting.

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AC/120-N/54

VI. SETTLEMENT OF ACCIDENTAL LOSSES OF PRODUCT

References: AC/120-D/245
AC/120-R/87, Item IV
AC/120-R/88, Item V
AC/120-R/96, Item VIII
AC/120-R/102, Item IV

Document: AC/120-D/308(Revised)

The COMMITTEE:

deferred consideration of this item to its next meeting, since document AC/120-D/308(Revised) had not yet been considered by CEPO.

VII. PROVISION OF EQUIPMENT FOR THE REPAIR OF DAMAGE TO THE CEPS IN WARTIME

Reference: AC/120-R/102, Item VII
Document : AC/120-D/336

The COMMITTEE:

- (1) subject to the reservations of the United Kingdom stated during discussion, agreed in principle that the eight user nations should finance the provision of equipment for the repair of war damage to the Central Europe Pipeline System;
- (2) noted that this agreement was given on the understanding that if this equipment became eligible for infrastructure common funding when document MC/104(Draft) had been approved, the eight user nations would be entitled to complete retroactive reimbursement of any expenditures they had made;
- (3) agreed to inform the Infrastructure Payments and Progress Committee that, when MC/104(Draft) had been approved, appropriate action might be taken to submit a request for authorisation of funds to the Infrastructure Payments and Progress Committee;
- (4) invited CEOA to take any appropriate measures to co-ordinate its actions with those of the four host nations and to this end to arrange a meeting of national experts, CEOA and the International Staff to review specifications for user damage repair equipment and any other related matters.

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AC/120-N/54

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VIII. DAMAGE AT KEHL

References: AC/120-D/275
AC/120-D/298
AC/120-D/305
AC/120-R/91, Item VII
AC/120-R/93, Item VI
AC/120-R/94, Item VII
AC/120-R/96, Item IV
AC/120-R/102, Item IX

Document : AC/120-D/347

The COMMITTEE:

agreed to offer an ex gratia payment to Germany of DM. 40,000 in connection with expenditure incurred relative to damage at Kehl-Auenheim, on the understanding that if Germany wished to make further representations to the Committee, these would be considered by the Committee at a future meeting.

IX. PEACETIME USE OF THE SYSTEM FOR OTHER THAN NATO MILITARY PURPOSES

(a) Reichstett-Kehl

Reference: AC/120-D/337(Revised) and Corrigendum

The COMMITTEE:

took note of a statement by the General Manager that pumping of product had begun and that it was hoped that 12,000 cu.m. of gas oil could be transported before the end of April 1964.

(b) Antwerp-Pernis

Document: AC/120-D/296(Revised)

The COMMITTEE:

took note of a statement by the Belgian Representative that only one contract would be concluded for the whole of the Antwerp-Pernis movement and that the Fifth Division of DCC would conclude the contract with the Esso Nederland Co., on the understanding that all dispute should be brought before Netherlands jurisdiction.

X. REQUEST FOR UNBLOCKING A FIRST SLICE OF THE APPROPRIATIONS FOR SITE MAINTENANCE IN THE NETHERLANDS DIVISION

Document: AC/120-D/357

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AC/120-N/54

The COMMITTEE:

agreed to unblock an amount of H.fl. 20,000 from Item SG 07-1-3(c) of the 1964 Budget for the Netherlands Division, as requested in AC/120-D/357, provided this amount was devoted to normal site maintenance and to the minimum requirement for camouflage.

XI. DATE OF NEXT MEETING

28th and 29th May, 1964.

OTAN/NATO,
Paris, XVIe.

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Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)

DOCUMENT
CLASSIFICATION: NATO
SECRET

DATE: 27 MAY 64

JOINT STAFF MEMORANDUM

SUBJECT: MINUTES OF CEPO MEETING HELD ON 15 APR 64 AT FONTAINEBLEAU

DESCRIPTION: DOCUMENT 6100.013/CE/FO-61/7 dated 30 Apr 64

1. The attached document is referred to: CGS - NAC 013
CAS NAC 014.
- 2.
3. Copies distributed by:



(R.L. Purves)
Brigadier
for Chairman, Chiefs of Staff

WMA/20465/dh



DEPARTMENT OF EXTERNAL AFFAIRS

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DL(1) Div./ J.I. CHAGNON/id

To:

✓ Ottawa, May 25, 1964

Chairman, Chiefs of Staff NAC 012 to 014
DM/National Defence NAC 015
DM/Finance NAC 016
DM/Trade and Commerce
DM/Defence Production
DM/Transport
Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
Chairman, Defence Research Board
National Energy Board
DND/Judge Advocate General
Director, Emergency Measures Organization

USSEA

U.S.A. Division
Commonwealth Division
DL(1) Division
DL(2) Division
Economic Division
European Division
Far Eastern Division
Finance Division
Information Division
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United Nations Division
Disarmament Division
Press and Liaison Division

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Attached for your information:

NATO DOCUMENT: 6100.013/CE/PO-61/7 of April 30, 1964 ✓

MINUTES OF CEPO MEETING HELD ON 15 APRIL 1964 AT FONTAINEBLEAU

**Pages 164 to / à 178
are withheld pursuant to section
sont retenues en vertu de l'article**

13(1)(b)

**of the Access to Information Act
de la Loi sur l'accès à l'information**

Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)

DOCUMENT
CLASSIFICATION: RESTRICTED

DATE: 27 MAY 64

JOINT STAFF MEMORANDUM

SUBJECT: NATO PIPELINE CTTEE

DESCRIPTION: DOCUMENT AC/112-D/74 DATED 4 MAY 64

1. The attached document is referred to:

CCS - 1


GAS - 1

2.

3. Copies distributed by:



(R.L. Purves)
Brigadier
for Chairman, Chiefs of Staff

111/20465/dh


DL 1874

DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./ J.I. CHAGNON/id

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To:

Ottawa, May 22, 1964
3 copies Nos. 6 to 8
1 copy No. 9
1 copy No. 10

Chairman, Chiefs of Staff
DM/National Defence
DM/Finance
DM/Trade and Commerce
DM/Defence Production
DM/Transport
Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
Chairman, Defence Research Board
National Energy Board
DND/Judge Advocate General
Director, Emergency Measures Organization

USSEA
U.S.A. Division
Commonwealth Division
DL(1) Division
DL(2) Division
Economic Division
European Division
Far Eastern Division
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United Nations Division
Disarmament Division
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1196-6
Sh. L. P.

GGS
CAS
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Attached for your information:

NATO DOCUMENT: AC/112-D/74 of May 4, 1964

NATO Pipeline committee

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

CSC/JS
MAY 26 2 58 PM '64
80/109
1196-6
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N° 6

ORIGINAL: ENGLISH/FRENCH
4th May, 1964

NATO RESTRICTED
DOCUMENT
AC/112-D/74

NATO PIPELINE COMMITTEE

PEACETIME USE OF THE NATO PIPELINE SYSTEM FOR OTHER THAN NATO MILITARY PURPOSES

REQUEST FOR USE OF THE REICHSTETT-KEHL SECTION OF THE NATO PIPELINE SYSTEM IN THE CENTRAL EUROPE REGION

Note by the Secretary

In accordance with the provisions of paragraph 4 of document C-M(60)81, the Committee was informed by note AC/112-D/70 of a request received by the Central Europe Regional Control Authority from the Deutsche Shell Cy. for the movement in the period of two months starting about mid-March 1964 of 12,000 cu.m. of gasoil from Reichstett refinery to Kehl Depot through the NATO Pipeline System.

2. The proposed transport, which was placed in the category of "Occasional Transport", was accepted by the Regional Control Authority with the agreement of AFCENT, the NATO Major Subordinate Commander concerned. It was agreed that this particular case should in no way be taken as establishing a precedent for future instances.

3. As the decision on this request was favourable, the Regional Control Authority in compliance with the provisions of paragraph 5 of C-M(60)81 has now forwarded the attached detailed report, consisting of the following six documents:

Annex A: Description of the request as required by paragraph 5(a) of C-M(60)81;

Annex B: The official statement as required by paragraph 5(b) of C-M(60)81;

Annex C: Copy of the assent of the NATO Major Subordinate Commander concerned, as required by paragraph 5(c) of C-M(60)81;

Annex D: The official statement as required by paragraph 5(d) of C-M(60)81;

Annex E: Copy of the General Conditions governing the civil use of the NATO installations from Reichstett refinery to Kehl Depot during a two months period starting mid-March 1964, under which this particular movement took place;

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AC/112-D/74

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Annex F: Copy of the Technical Agreement concluded
between the Federal Ministry of Defence,
SNOI (the Agency acting on behalf of the
French Government) and the Central Europe
Operating Agency, concerning name movement.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO,
Paris, XVIe.

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ANNEX A to
AC/112-D/74

REICHSTETT-KEHL (DEPOT)

Description of request: C-M(60)81, paragraph 5(a)

(1) Quantity and type of product transported:
12,000 cu.m. of gasoil.

(2) Origin and destination of product:
Product to be pumped by Reichstett refinery through
a section of the System to the NATO depot of Kehl.

(3) Equipment to be used and method of introducing and with-
drawing the product:

Introduction of product: by the refinery pumps

Transportation: via the section between the
refinery link valve chamber
and the NATO depot of Kehl
and using one 2,500 cu.m.
tank at this depot.

Delivery of product: by the truck loading point
at this depot into SHELL
lorries.

(4) Period covered by the agreement:
Two months to start from about mid-March 1964.

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ANNEX B to
AC/112-D/74

OFFICIAL STATEMENT: C-M(60)81, paragraph 5(b)

We the undersigned, Joint Chairmen of the Regional Control Authority for Central Europe, hereby certify that we have instructed the General Manager of the Central Europe Operating Agency to take special care to ensure that the minimum safeguards set out in C-M(59)93 and MC 89 will be adhered to, these safeguards having to be duly inserted in the contracts to be concluded between the FBG acting for MOD Bonn and the SNOI representing the French Government on one side and the oil company concerned on the other side.

We also certify that, in accordance with the principles laid down in C-M(59)21, fulfilment of the services specified in these contracts will not involve NATO in any financial obligations.

(Signed) A.S. DUNCAN
Chairman of CEPPC

P. AUBRY
Brigadier General FAF
For the Chairman of CEPO

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ANNEX C to
AC/112-D/74

ASSENT OF THE NATO MAJOR SUBORDINATE COMMANDER CONCERNED
(C-M(60)81, paragraph 5(c))

Headquarters Allied Forces Central Europe
Fontainebleau France

To: Chairman, Central Europe Pipeline Officer,
Chairman, Central Europe Pipeline Policy Committee.

6100.00/CE-LOG/POL/225/64

23rd April, 1964

Subject: Procedure for the Peacetime Use of the NATO Pipeline System for other than NATO Military Purposes - Move of Gasoil from REICHSTETT Refinery to KEHL Depot: March to May 1964.

1. This letter is written in order that your Committees, as the regional control authority defined in document C-M(59)81 can act in accordance with paragraph 5 of that document.
2. This Headquarters is satisfied, as a result of its representation in the negotiations in connection with the above movement of gasoil, that the minimum safeguards set out in C-M(59)93 and MC 89 will be adhered to.
3. Furthermore, this Headquarters is confident that the Société Nationale des Oléoducs Interalliés and the Fernleitungs Betreibagesellschaft will include in the contracts and/or agreements to be made, provisions which will ensure that at no time during any operation which may take place under the terms of the General Conditions and Technical Agreement (CE/PO-36/6 dated 3rd April, 1964: AC/120-D/337 revised annexes) will the was readiness of the Central Europe assigned forces be adversely affected.
4. Consequently, this Headquarters agrees to the movement of gasoil between the Reichstett refinery and the Kehl depot in the Phalsbourg-Kehl section of the Central Europe Pipeline System from March to May 1964.

FOR THE COMMANDER ALLIED FORCES CENTRAL EUROPE

(Signed) P.A. AUBRY
Brigadier General FAF
Acting Chief of Staff
Logistics and Organization

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ANNEX D to
AC/112-D/74

OFFICIAL STATEMENT: C-M(60)81, paragraph 5(d)

We the undersigned, Joint Chairmen of the Regional Control Authority for Central Europe, hereby declare that we have received formal assurance that the two host countries authorities have only agreed to accept the request of the oil company concerned after making sure that fulfilment of the services in question will not result in any deterioration of the normal facilities for transporting fuel.

(Signed) A.S. DUNCAN
Chairman of CEPPC

P.A. AUBRY
Brigadier General FAF
Vice-President of CEPO
For the Chairman of CEPO

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ANNEX E to
AC/112-D/74

CENTRAL EUROPE OPERATING AGENCY

GENERAL CONDITIONS FOR DELIVERY OF PETROLEUM PRODUCT
FROM REICHSTETT REFINERY TO KEHL DEPOT FOR NON-NATO
PURPOSES FROM MARCH 1964 TO MAY 1964

The German and the French Governments propose, and CEPPC and CEPO, in consultation with CINCENT, accept that operations (transports, storage and handling) for commercial purposes be carried out in accordance with the following conditions:

Article 1 - Object

- 1.1 The following General Conditions constitute the principles in accordance with which all the operations in question should be carried out in the interest of the Central Europe Pipeline System, hereafter called CEPS. These operations are included in the normal operations of this System in conformity with the following provisions:
- 1.2 The procedures for their application will be fixed for this operation:
 - 1.2.1 On the one hand by a technical agreement between CEOA, responsible for putting the System into operation on behalf of the CEPS on one side and the Federal Ministry of Defence, hereafter called MOD Bonn, and the Service National des Oléoducs Interalliés, hereafter called SNOI, representing the French Government, on the other side.
 - 1.2.2 On the other hand by contracts between Fernleitungen Betriebsgesellschaft mbH, hereafter called FBG, acting for MOD Bonn, and the SNOI on one side and the oil company concerned on the other side.

Article 2 - Scope

- 2.1 The scope of the present provisions is strictly limited to:
 - the period from March 1964 to May 1964;
 - movement of gasoil for the oil company concerned through the pipeline Phalsbourg-Kehl, starting from Reichstett refinery, hereafter called section to Kehl Depot.
 - total volume not exceeding 60,000 cu.m.

Article 3 - Operation and Control

- 3.1 No modification will be made to the rules in force in the CEPS concerning the division of responsibilities, in particular with a view to ensuring the necessary relations with the German and French public services concerned.

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ANNEX E to
AC/112-D/74

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- 3.2 All phases of planning, dispatching, operation and maintenance relating to the operations covered by these General Conditions will be carried out by CEOA, FBG and SNOI in the same manner as for the normal operations of the CEPS.
- 3.3 FBG and SNOI will be responsible for the co-ordination of the requests for movements formulated by the oil company and for the submission of these requests to CEOA for the purpose of carrying out the overall planning for the System.
- 3.4 In peacetime, the installations of CEPS will not be able to be used for civilian purposes to the detriment of military requirements that will be met under the most favourable conditions according to the exigencies of military planning.
- 3.5 FBG undertakes to obtain from the oil company concerned the provision of storage in refineries or depots connected to the CEPS equivalent to the capacity of the NATO System required by CEPS for the execution of civil operations.
- 3.6 FBG undertakes to obtain from the oil company concerned the guarantee that it will evacuate all or part of the gasoil contained in the System at the normal throughput of the System, in case of military operational or technical necessity.
- 3.7 The oil company should agree to accept contamination (military products and gasoil) resulting from normal pipeline operation, to pay for its transportation and to reimburse in kind at a point of entry of the System the quantities of military products included in the contaminated product resulting from the said operation. These military products should conform to a standard approved by CEOA.

Article 4 - Financial Provisions

- 4.1 Financing, accounting and auditing of the expenditure for investments, operations and maintenance in accordance with approved budgets will be carried out under the application of the Financial Regulations established by CEPPC for the administration of the National Agencies, Centralised Head Offices and divisions within the CEPS (AC/120-D/234(Final)).
- 4.2 The revenue resulting from the operations will be for the benefit of the CEPS who will not be able to hold the German and French Authorities and Services including FBG in any way responsible, financially or otherwise.

Article 5 - Liability for Damage and Loss

- 5.1 FBG and SNOI will be responsible for obtaining from the oil company acceptance of liability for damage caused directly or indirectly to the pipeline system and to third parties through its fault, the fault of its personnel or of its representatives.

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ANNEX E to
AC/112-D/74

- 5.2 FBG and SNOI will be responsible for obtaining from the oil company agreement to waive all claims or requests for compensation for damage to the products moved and stored in transit or for delay in acceptance or delivery of the said products caused by Act of God, the public enemy, quarantine, the authority of the Law, strikes, fires, explosions, sabotage, spontaneous combustion, floods, riots or the state of war.
- 5.3 In such instances, the oil company concerned shall bear a percentage of the loss of product equal to the ratio of the volume of its product taken over in the section concerned with the transportation and the total volume of product contained in the latter including the product taken over. The oil company will thus have the right to claim only the balance of its shipment after deduction of the percentage loss falling to it.
- 5.4 FBG and SNOI will be responsible for obtaining from the oil company an agreement to waive claims for compensation for losses, damage or delays resulting from all cases of discontinuance or delay in movement owing to military exigencies and for operational losses below the percentage laid down for each operation.

Article 6 - Complaints

Complaints will be entertained only if received within 30 days of the action giving rise to them.

Article 7 - Tariffs

The tariffs, fixed in accordance with German and French legislation and regulations will require to be approved by the competent authorities of the CEPS.

Article 8 - Invoicing

The SNOI will invoice the oil company for the movements carried out and FBG will invoice the oil company for the utilisation of Kehl Depot, in conformity with tariffs fixed and approved in accordance with the provisions of Article 7 above.

Article 9 - Payments

The sums due from the oil company shall be paid to FBG and SNOI within a period of 30 days following the receipt of the invoices except bilateral agreements between CEOA and one of the National Authorities providing for another way of payment for technical reasons. A penalty clause shall be included in the contracts covering delays in payment.

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ANNEX E to
AG/112-D/74

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Article 10 - Security

No person employed by the oil company or its agents shall have access to classified information relating to the CEPS and its military use unless such person has received from the national security authorities, in conjunction with the NATO security authorities, the necessary security clearance at the appropriate level, and it is necessary for him to have such information in order that the operations in question may be properly carried out.

Article 11 - Military Safeguards

In order to satisfy the military conditions and safeguards, FBG and SNOI shall insert in the contracts clauses that:

- in the event of war or the declaration of an alert, absolute priority shall be given to the movement of product destined for the Allied Armed Forces, and the oil company shall agree to relieve FBG and SNOI of all or part of their obligations under their contract as shall be deemed necessary for the fulfilment of the essential mission of the section. The Military Authorities reserve the right to use or discharge the product, if such a course is operationally necessary;
- military, operating and technical standards will be complied with;
- specifications of product to be transported will be, as agreed by the Military Authorities.

Article 12 - Disputes

- 12.1 Any dispute arising out of the application of these General Conditions between FBG and/or SNOI on one side and the oil company on the other side shall be brought to the notice of the competent authorities of the CEPS.
- 12.2 In case of dispute, FBG and SNOI are authorised to seek a settlement by direct negotiation to which agreement shall be given only after the agreement of the competent authorities of the CEPS has been obtained.
- 12.3 Disputes that cannot be settled by direct negotiation between FBG and/or SNOI on one side and the oil company on the other side shall be settled in accordance with German and/or French law according to the case by a competent court, the authorities of the CEPS being kept fully informed.

Article 13 - Insurances

So long as the Central Europe Pipeline System is not covered by a third party insurance policy, FBG will conclude for that part of the system laying within the territory of the Federal Republic of Germany for the account of CEOA a third party insurance covering the operations under consideration.

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ANNEX F to
AC/112-D/74

TECHNICAL AGREEMENT

between

CEOA

and the "Service National des Oléoducs Interalliés" (SNOI) and the Federal Ministry of Defence (MOD)

concerning movement of gasoil from Strasbourg to Kehl in 1964, in implementation of the General Conditions governing the utilisation for civil purposes of the NATO installations situated between Strasbourg and Kehl from March 1964 to May 1964 (documents AC/120-R/100 and CE/PO-62/2) agreed to by the User Nations of the Central Europe System in consultation with CINCENT.

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The signatories of the present agreement:

Central Europe Operating Agency, hereinafter referred to as CEOA, acting on behalf of the competent authorities of the Central Europe Pipeline System (CEPS),

and

"Le Service National des Oléoducs Interalliés", hereinafter referred to as SNOI, acting on the authority of the French Government,

The Federal Ministry of Defence, hereinafter referred to as MOD, acting on the authority of the German Government,

Agree to the following:

Article 1 - Object

- 1.1 The operation for the movement of gasoil for civil purposes between 10th March 1964 and 30th April 1964 destined for delivery from NATO Kehl depot will be carried out in accordance with the following provisions.
- 1.2 The point of entry of the gasoil into the System at Reichstett is defined as the valve of the CEPS situated at the Reichstett refinery tapping.
- 1.3 The offtake point of the gasoil is defined as the truck loading facilities at the NATO Kehl depot.

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Article 2 - Operation and Control

- 2.1 The necessary storage for the gasoil to be loaded into trucks at NATO Kehl, namely, two 2,500 cu.m. tanks, shall be freed for this operation.
- 2.2 The oil company shall be ready to evacuate at the normal throughput of the System the gasoil belonging to it contained in the System.
- 2.3 FBG shall forward as soon as possible the forecast of offtake of gasoil, so that the necessary plans can be drawn up, taking into consideration movements required for the Armed Forces.
- 2.4 Permanent arrangements will be maintained for the exchange of information between CEOA, SNOI and FBG for the execution of the movements, so as to enable them to take place under the most favourable conditions.

Article 3 - Losses and Contamination

- 3.1 The consignees shall stand the losses up to a limit of 0.5% of the quantities received for transportation through the System.
- 3.2 FBG shall take the necessary steps to obtain the agreement of the oil company to accept contamination (JP4 - gasoil) resulting from normal pipeline operation, to pay for its transportation and to reimburse in kind at a point of entry into the System the quantities of JP4 included in the contaminated product resulting from the said operation. In the contract with the oil company, it can be assumed that JP4 forms 50% of the contaminated product at 15°C. The JP4 should conform to the German standard VTL 9130-006 AMZ or to the French standard AIR 3407/A. CEOA undertakes to reduce the number of interfaces to a minimum.

Article 4 - Measurement of Quantities

- 4.1 Measurement of the quantities provided for transportation shall be expressed in litres at 15°C, corrected in relation to the temperature of the gross volumes gauged in accordance with the tables officially approved by the French Customs authorities. These quantities shall be gauged jointly by representatives of the oil company, the pipeline division and the French Customs authorities in the tanks of the Reichstett refinery.
- 4.2 The deliveries to Kehl shall be weighed or gauged under the control of the German Customs authorities and expressed in kilograms and converted, as necessary, into litres at 15°C using the tables officially approved by the said authorities.

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The documents drawn up on this occasion by the German Customs authorities shall be produced when requested by the French Customs authorities in order to justify the arrival at their destination of the petroleum products moved under the present technical agreement.

Article 5 - Quality Control

- 5.1 The gasoil should conform to the specification agreed to between CEOA, SNOI, FBG and the oil company.
- 5.2 A complete analysis shall be supplied by the company before the product is introduced in the System. The check analyses of the gasoil, on being taken over, will be carried out by the System, these analyses being accepted by the oil company who shall agree to bear half the expenses, should it be necessary to make use of approved outside laboratories.
- 5.3 The check samples taken on entry into the System and offtake shall be retained for a period of 30 days following the delivery of the product.

Article 6 - Tariff

- 6.1 The tariffs to be included in the contracts drawn up between FBG and SNOI on the one hand and the oil company on the other, will be:

- for transportation from Reichstett to Kehl

during a period of 30 days	
of quantities between 1 and 10,000 cu.m.	F. 1.40/cu.m.
of quantities between 10,00 cu.m. and	
20,000 cu.m.	F. 1.26/cu.m.
of quantities in excess of 20,000 cu.m.	F. 1.12/cu.m.

- for truck loading at Kehl depot

during normal working hours	F. 0.60/cu.m.
outside normal working hours	F. 0.75/cu.m.

- for the utilisation of Kehl depot

comprising all additional expenses storage,	
during a period of 30 days,	
for quantities moved between 1 and	
10,000 cu.m.	F. 2.40/cu.m.
for quantities moved between 10,000 cu.m.	
and 20,000 cu.m.	F. 2.16/cu.m.
for quantities moved in excess of	
20,000 cu.m.	F. 1.92/cu.m.

The 30 days period is counted from the date of commencement of the transportation.

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- 6.2 The penalty rate for delay in payment provided for under Article 9 of the General Conditions mentioned in the preamble above, shall be 5%.

Article 7 - Invoicing

- 7.1 So as to enable SNOI and FBG to prepare the necessary invoices, CEOA shall, on completion of the operation, draw up a statement of the quantities entered and delivered including all necessary details.

A copy of the said invoices shall be forwarded by SNOI and FBG to CEOA for information.

- 7.2 As regards the invoicing of the transportation, SNOI will undertake to recover the sums due within a period of 30 days and will then pay into the account of CEOA, after deduction of the particular tax applicable to this transportation.

Signed in three copies

In PARIS, on

In BONN, on

In VERSAILLES, on

For SNOI

For the Federal Ministry of
Defence

For CEOA

NATO RESTRICTED

Attachment Classified

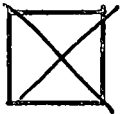
RESTRICTED

OFFICE OF CHIEF OF THE AIR STAFF

NATO/NORAD REGISTRY

Date: MAY 19 1964

To: C Mat / NATO Co-ORD

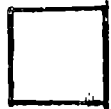


For your information

& return to CEA/EA



For amendment



For retention



Request that appropriate action be taken



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Referenced correspondence

File

[Signature]
(P. Watson) W/C
CAS/EA
2-6175

000196

14 MAY '64 PM



Address Reply:
The Chairman,
Chiefs of Staff,
Ottawa

OFFICE OF THE QMC
DQOP

File: CSC 1196-6 TD-131
Document (SO/LOG)
Classification: NATO RESTR.
Date: 14 May 64

JOINT STAFF MEMORANDUM

Subject: CENTRAL EUROPE PIPELINE POLICY COMMITTEE.

Description: NATO DOCUMENT AC/120-D/360 dated 30 Apr 64

The attached document is referred to: CGS
CAS

Left for DQOP 15 May
file

(R. L. Purves)
Brigadier,
for Chairman, Chiefs of Staff.

WMA/2-0465/jr

DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./J.I. CHAGNON/ld

To:

Chairman, Chiefs of Staff
DM/National Defence
DM/Finance
DM/Trade and Commerce
DM/Defence Production
DM/Transport
Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
Chairman, Defence Research Board
National Energy Board
DND/Judge Advocate General
Director, Emergency Measures Organization

USSEA
U.S.A. Division
Commonwealth Division
DL(1) Division
DL(2) Division
Economic Division
European Division
Far Eastern Division
Finance Division
Information Division
Legal Division
African and Middle Eastern Division
United Nations Division
Disarmament Division
Press and Liaison Division

Secret
Confidential
Restricted
Unclassified

CSC/JS

NATO

Ottawa, MAY 13 12 18 PM '64
MAY 13 1964

1 copy No. 7

REFERRED TO

FILE

CHRGD TO

1196-6/101/204
50/204

TD-131

Attached for your information/

NATO DOCUMENT: AC/120-D/360 or April 30, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

7JS

12 18 PM '64

EXEMPLAIRE

COPY

N°

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ORIGINAL : ENGLISH/FRENCH
30th April, 1964

NATO RESTRICTED
DOCUMENT
AC/120-D/360

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CEOA FINANCIAL STATEMENTS FOR 1963

Note by the Secretary

Attached are the CEOA financial statements for 1963, consisting of :

- (1) the balance sheet of CEOA at 31st December 1963 ;
- (2) the profit and loss accounts for the year 1963 ;
- (3) the statement of budget commitments and expenditures ;
- (4) related schedules.

(Signed) R. LAGASSE de LOCHT

ORIGINAL : ANGLAIS/FRANCAIS
30 avril 1964

NATO DIFFUSION RESTREINTE
DOCUMENT
AC/120-D/360

COMITE DE GESTION CENTRE-EUROPE DES PIPELINES

ETATS FINANCIERS DE LA CEOA POUR 1963

Note du Secrétaire

On trouvera ci-joint les états financiers de la CEOA pour 1963, comprenant :

- (1) le bilan de la CEOA au 31 décembre 1963 ;
- (2) le compte de profits et pertes pour l'année 1963 ;
- (3) l'état des engagements et dépenses budgétaires ;
- (4) les commentaires en relation avec ces documents.

(Signé) R. LAGASSE de LOCHT

OTAN/NATO
Paris, XVIIe.

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NATO DIFFUSION RESTREINTE

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CENTRAL EUROPE OPERATING AGENCY

FINANCIAL STATEMENTS 1963

21st April 1964

CONTENTS

Notes to the Accounts.

Balance Sheet

Profit and Loss Account

Budget Commitments and Expenditures.

Reconciliation between Budgetary and Financial Statements.

Balance Sheet Schedules.

Profit and Loss Account Schedule.

Schedule of Stock of Products (sent under separate cover).

CENTRAL EUROPE OPERATING AGENCY

Notes to the Accounts of the Central Europe
Operating Agency for the year 1963

1. The 1963 presentation differs from earlier years inasmuch as the revenue of the system is included in the Profit and Loss Account and not the Balance Sheet. The purpose of this change is to facilitate immediate consolidation of these two statements with the corresponding divisional statements to provide a summary of the financial position of the organization as a whole. It should be borne in mind that although the entire revenue of the system is included in the CEOA Profit and Loss Account, expenditure shown is only that of the CEOA itself, which amounts to rather less than 10% of overall expenditure.
2. All assets and liabilities due in currencies are expressed in French Francs and have been valued at the International Monetary Fund parity rate of exchange ruling at 31st December 1963.
3. No short term investments as foreseen in paragraph 14 of Annex A to AC/120-D/57 were made during the year.
4. There have been no losses of property or cash.
5. Claims for FF 24,348,70 arising from differences in rates of exchange in respect of traffic revenue on the Metz-Zweibruecken line appears in current assets. These relate to the following periods :-

FF

1st March to 7th August 1958	4.869,32
8th August 1958 to 30th June 1959	<u>19.479,38</u>
	<u><u>24.348,70</u></u>

No solution has yet been found as to who will bear these differences.

CENTRAL EUROPE OPERATING AGENCY
BALANCE SHEET AS AT 31ST DECEMBER 1963

- expressed in French Francs -

<u>Fixed Assets</u>		1.436.077,84	<u>Long Term Liabilities</u>		
<u>Financing of Divisions</u>		137.042.035,02	(Contributions assessed)		59.276.801,96
<u>Current Assets</u>			<u>Exchange Reserve</u>		2.327.483,88
Stocks in hand	1.664,59		<u>Current Liabilities</u>		853.129,26
Debtors and Payments in advance	5.419.488,46		<u>Profit and Loss Account</u>		
Cash at banks and in hand	<u>6.528.576,96</u>	11.949.730,01	Balance 1.1.63	62.758.066,44	
			Transferred from 1963 P. & L A/c	<u>25.212.361,33</u>	87.970.427,77
		<u>150.427.842,87</u>			<u>150.427.842,87</u>
<u>Trustee Accounts</u>					
Amounts owed by NATO Provident Fund	<u>1.036.802,58</u>		Provident Fund accounts of Agents	<u>1.036.802,58</u>	
Cash at Bank	<u>38.389,09</u>		Amount owed to Greek Government for ADN engines	<u>38.389,09</u>	

CENTRAL EUROPE OPERATING AGENCY

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31ST DECEMBER 1963

- expressed in French francs -

CEOA Operational Expenditure	3.782.802,41	Revenue of the System	28.724.000,04
Depreciation on Fixed Assets	86.087,10	<u>Less: Sales taxes</u>	<u>64.302,18</u>
Balance transferred to Balance Sheet	25.212.361,33		28.659.697,86
		Interest earned	405.985,56
		Profit on Exchange	983,33
		Sundry Revenue (per schedule attached)	14.584,09
	<u>29.081.250,84</u>		<u>29.081.250,84</u>

NOTE: This statement includes the revenue for the entire system but only Operational Expenditure of CEOA.
The apparent surplus of FF 25.212.361,33 shown above will be more than offset by the excess of expenditure over income incurred by divisions.

AGENCE CENTRE EUROPE D'EXPLOITATION
SITUATION DES ENGAGEMENTS ET DES DEPENSES BUDGETAIRES 1963

SECTION DU BUDGET

- en FF -

CHAPITRES ET ARTICLES (1)	Budget Approuvé (2)	Crédits reportés de 1962 (3)	Transferts		Crédits budgétaires totaux (6)	Total engagements (7)	Crédits non utilisés (6)-(7) (8)	Total des Dépenses (9)	Disponible sur engagements (7)-(9) ou (11)+(12)+(13) (10)	Crédits annulés (Crédits re- portés de 1962) (11)	Crédits à reporter (10)-(11)	
			Approuvés par le CEPPC (4)	Internes (5)							Services ren- dus en 1963 (12)	Services non rendus en 1963 (13)
01 PERSONNEL												
2 Salaires de base	1.875.400,00		(18.000)	(3.900)	1.853.500,00	1.738.562,98	114.937,02	1.738.562,98	-		-	-
3 Heures supplémentaires	11.000,00		-	3.600	14.600,00	13.444,37	1.155,63	12.611,92	832,45		832,45	-
4 Emplois temporaires	15.000,00		-	2.650	17.650,00	17.644,25	5,75	17.644,25	-		-	-
5 Autres rémunérations courantes	556.000,00		-	(8.300)	547.700,00	496.958,05	50.741,95	495.283,51	1.674,54		1.674,54	-
6 Indemnités spéciales	49.000,00		-	2.700	51.700,00	51.666,19	33,81	44.738,36	6.927,83		6.927,83	-
7 Assurances sociales	362.000,00		-	3.250	365.250,00	360.563,79	4.686,21	360.563,79	-		-	-
8 Avantages sociaux	1.600,00		-	-	1.600,00	1.391,50	208,50	143,50	1.248,00		1.248,00	-
Sous-total	2.870.000,00		(18.000)	-	2.852.000,00	2.680.231,13	171.768,87	2.669.548,31	10.682,82		10.682,82	-
01-062 A Services rendus en 1962		3.034,00			3.034,00	3.034,00	-	2.306,06	727,94	727,94		
01-062 B Services non rendus en 1962		341,00			341,00	341,00	-	163,48	177,52	177,52		
Total	2.870.000,00	3.375,00	(18.000)	-	2.855.375,00	2.683.606,13	171.768,87	2.672.017,85	11.588,28	905,46	10.682,82	-
03 FORMATION DU PERSONNEL												
1 Formation du personnel	5.000,00		-	-	5.000,00	1.923,37	3.076,63	1.452,50	470,87		435,00	35,87
Total	5.000,00		-	-	5.000,00	1.923,37	3.076,63	1.452,50	470,87		435,00	35,87
04 VOYAGES												
1 Frais de transport en mission officielle	53.000,00		-	-	53.000,00	40.672,77	12.327,23	40.392,77	280,00		280,00	-
2 Indemnités journalières en mission officielle	53.000,00		-	-	53.000,00	31.149,87	21.850,13	30.681,49	468,38		468,38	-
3 Voyages à l'occasion de la formation du personnel	-		-	-	-	-	-	-	-		-	-
4 Voyages à l'occasion du recrutement	6.000,00		-	-	6.000,00	2.935,24	3.064,76	2.935,24	-		-	-
Sous-total	112.000,00		-	-	112.000,00	74.757,88	37.242,12	74.009,50	748,38		748,38	-
04-062 A Services rendus en 1962		2.725,40			2.725,40	2.725,40	-	2.716,96	8,44	8,44		
Total	112.000,00	2.725,40	-	-	114.725,40	77.483,28	37.242,12	76.726,46	756,82	8,44	748,38	-
05 RECEPTION												
1 Réception	5.487,95		-	-	5.487,95	3.192,18	2.295,77	3.192,18	-		-	-
Total	5.487,95		-	-	5.487,95	3.192,18	2.295,77	3.192,18	-		-	-
06 EXPLOITATION												
1 Carburants et huiles de graissage	750,00		-	(250)	500,00	304,54	195,46	304,54	-		-	-
2 Electricité, chauffage, eau	22.500,00		1.000,00	-	23.500,00	20.869,78	2.630,22	18.001,78	2.868,00		2.868,00	-
3 Télécommunications	862.900,00		11.000,00	250	874.150,00	873.376,91	773,09	697.221,42	176.155,49		176.155,49	-
Sous-total	886.150,00		12.000,00	-	898.150,00	894.551,23	3.598,77	715.527,74	179.023,49		179.023,49	-
06-062 A Services rendus en 1962		200.628,03			200.628,03	200.628,03	-	183.076,01	17.552,02	17.552,02		
Total	886.150,00	200.628,03	12.000,00	-	1.098.778,03	1.095.179,26	3.598,77	898.603,75	196.575,51	17.552,02	179.023,49	-
07 ENTRETIEN												
1 Entretien contractuel par des entreprises extérieures	1.000,00		-	-	1.000,00	843,67	156,33	843,67	-		-	-
2 Pièces de rechange et articles consommables	1.600,00		-	-	1.600,00	331,05	1.268,95	19,70	311,35		-	311,35
Sous-total	2.600,00		-	-	2.600,00	1.174,72	1.425,28	863,37	311,35		-	311,35
07-062 B Services non rendus en 1962		42,00			42,00	42,00	-	42,00	-		-	-
Total	2.600,00	42,00	-	-	2.642,00	1.216,72	1.425,28	905,37	311,35	-	-	311,35
08 TRANSPORTS												
1 Transporteurs extérieurs	16.000,00		-	-	16.000,00	15.215,04	784,96	14.017,35	1.197,69		1.197,69	-
2 Moyen de transport propres	8.000,00		-	(100,00)	7.900,00	5.845,35	2.054,65	5.699,65	145,70		145,70	-
3 Indemnité kilométrique	2.000,00		-	100,00	2.100,00	2.019,53	80,47	2.019,53	-		-	-
Sous-total	26.000,00		-	-	26.000,00	23.079,92	2.920,08	21.736,53	1.343,39		1.343,39	-
08-062 A Services rendus en 1962		1.145,96			1.145,96	1.145,96	-	1.145,96	-		-	-
Total	26.000,00	1.145,96	-	-	27.145,96	24.225,88	2.920,08	22.882,49	1.343,39	-	1.343,39	-

(1)

CENTRAL EUROPE OPERATING AGENCY

RECONCILIATION BETWEEN BUDGETARY AND FINANCIAL
STATEMENTS AS AT 31ST DECEMBER 1963

	<u>OPERATIONAL</u> <u>FF</u>	<u>CAPITAL</u> <u>FF</u>	<u>TOTAL</u> <u>FF</u>
Actual payments as per Budget Statements	3.797.062,38	125.424,60	3.922.486,98
<u>Add:</u> 1963 Budgetary Accruals	200.933,97	13.612,13	214.546,10
Additional financial accruals	<u>3.383,84</u>	<u>6.258,51</u>	<u>9.642,35</u>
	4.001.380,19	145.295,24	4.146.675,43
<u>Less:</u> 1962 accruals	<u>219.685,05</u>	<u>23.418,69</u>	<u>243.103,74</u>
	3.781.695,14	121.876,55	3.903.571,69
<u>Less:</u> 1963 prepayments	<u>1.661,57</u>	<u>-</u>	<u>1.661,57</u>
	3.780.033,57	121.876,55	3.901.910,12
<u>Add:</u> 1962 prepayments	<u>1.783,46</u>	<u>-</u>	<u>1.783,46</u>
	3.781.817,03	121.876,55	3.903.693,58
Reclassification between Operational and Capital Expenditure	<u>985,38</u>	<u>(985,38)</u>	<u>-</u>
Expenditure as per P.& L. Account	<u>3.782.802,41</u>	120.891,17	<u>3.903.693,58</u>
<u>Less:</u> Penalty and Indemnity Ets. Lang accounted in Budget as Revenue		<u>7.942,09</u>	
Increase in Capital Assets during 1963		<u>112.949,08</u>	

CENTRAL EUROPE OPERATING AGENCY

SCHEDULES OF BALANCE SHEET AS AT 31ST DECEMBER 1963

FIXED ASSETS

Original cost brought forward as per Balance Sheet 31.12.62		1.577.536,22
<u>Add:</u> Budget Statement Column 9		125.424,60
Budget Statement Column 12		13.612,13
Financial accruals		<u>6.258,51</u>
		1.722.831,46
<u>Less:</u> Accruals per Balance Sheet 31.12.62	23.418,69	
Reclassification (per P.& L.)	<u>985,38</u>	<u>24.404,07</u>
		1.698.427,39
<u>Less:</u> Penalty and Indemnity Ets.LANG accounted in Budget as revenue		<u>7.942,09</u>
Fixed Assets Gross as at 31.12.63		1.690.485,30
<u>Less:</u> Reserve for depreciation on Fixed Assets per Balance Sheet 31.12.62	168.320,36	
Depreciation current year	<u>86.087,10</u>	<u>254.407,46</u>
Net Fixed Assets as at 31.12.63		<u><u>1.436.077,84</u></u>
Fixed Assets at cost 31.12.63		1.690.485,30
Fixed Assets at cost 31.12.62		<u>1.577.536,22</u>
Increase during 1963		<u><u>FF 112.949,08</u></u>

Note: Work in progress concerning the extension of the building has been brought under Building in 1963.

(2)

Financing of Divisions

Amounts financed by CEOA for operational expenditures and capital investments of the Divisions.

<u>Payments made to</u>	<u>Brought forward from 1962</u>	<u>Payments made during 1963</u>	<u>Balance at 31.12.63</u>
FRANCE	42.031.316,07	26.036.529,79	68.067.845,86
GERMANY	29.841.582,08	7.124.659,48	36.966.241,56
BELGIUM	13.634.902,53	3.366.574,41	17.001.476,94
NETHERLANDS	11.958.315,08	3.048.155,58	15.006.470,66
	<u>97.466.115,76</u>	<u>39.575.919,26</u>	<u>137.042.035,02</u>

Current Assets

Stocks held at 31st December 1963 1.664,59

Debtors and Payments in advance

Amounts due from Nations

Advance request for Contribution 1964
from Germany 524.500,91

Customers accounts receivable

Belgium	- Belgian Forces	458.782,47	
Canada	- Air Division, Metz	97.083,02	
France	- ECE	933.771,76	
Germany	- German Forces	170.100,45	
Luxembourg	- Etat-Major de l'Armée Luxembour- geoise	360,01	
Netherlands	- Netherlands Forces	170.614,86	
United Kingdom	- RAF	264.609,03	
	- BAOR	25.368,64	
United States	- US PDC	2.001.676,01	(1)
	- RCAF	19.728,95	
Deutsche Shell AG, Hamburg		<u>6,38</u>	
			4.142.101,58

- (1) Including 103.678,26, for installation of anti-icing (injection pumps) invoiced to U.S.A.F. at their request to enable them to make cash advance. This invoice has been cancelled in 1964, CEOA having now been authorised by CEPPC to prefinance the operation.

(2)

(3)

Deferred Charges

Prepaid Insurance	1.661,57	
Transport of Gas oil in October and November 1963 for account of U.G.P.	578.719,62	
Transport of JP4 in Nov.& Dec. 1963 for account of ESSO- NETHERLANDS	52.830,15	
Maintenance Bedesbach 4th quarter 1963 for account of U.S. Army	24.134,60	
Interest receivable	42.082,29	
Pending claim on turnover tax FBG (p.m.)	1,00	
Sundries (forms etc...)	<u>514,45</u>	699.943,68

Deposits in Guarantee

On Gas consumption	21,00	
On Electricity consumption	<u>826,20</u>	847,20

Amounts due from Agents

Long term loans	17.840,00	
Salary advance	750,00	
Advance of travelling expenses	557,60	
Petrol coupons January 1964 for agents not yet issued	<u>972,80</u>	20.120,40

Sundries

Outstanding claims in respect of differences in exchange	24.348,70	
ADN Engines (travel etc. of one CEOA Agent)	7.290,78	
Deposits on cans and drums	298,25	
Personal telephone calls ex-agent	<u>36,96</u>	31.974,69

5.419.488,46

Cash at Banks and in Hand

Bank Accounts (foreign holdings converted against I.M.F. rates)

Crédit Lyonnais, Versailles	3.180.203,48	
Crédit Lyonnais, Versailles US \$ 10.773,43 =	53.189,07	
Crédit Lyonnais, Bruxelles BF 7.312.508,- =	722.044,32	
Dresdner Bank, Duesseldorf DM 1.117.926,66 =	1.379.817,73	
Amsterdamsche Bank, Amsterdam H.Fl. 874.760,13 =	<u>1.193.022,36</u>	
	6.528.276,96	
Petty cash	<u>300,00</u>	6.528.576,96

6.528.576,96

(3)

(4)

Long Term Liabilities

Contributions Assessed

Brought forward from 1962 :

Contributed by :	Towards CEOA and divisional budgets	
Belgium	5.743.941,35	
Canada	1.643.007,33	
France	8.760.328,55	
Germany	5.743.941,33	
Luxembourg	16.009,53	
Netherlands	5.743.862,86	
United Kingdom	5.748.550,77	
United States	21.352.660,24	
		54.752.301,96

Contributions assessed in 1963 :

Contributed by :	Towards CEOA and divisional budgets	
Belgium	419.600,--	
Canada	120.000,--	
France	640.000,--	
Germany	419.600,--	
Luxembourg	1.200,--	
Netherlands	419.600,--	
United Kingdom	420.000,--	
United States	1.560.000,--	
		4.000.000,--

Advance request Contribution 1964 from Germany	524.500,--	<u>59.276.801,96</u>
---	------------	----------------------

Exchange Reserve

This represents revaluations

- a) Brought forward from 1961 of contribu-
tions called at one rate of exchange
and received after the rate of exchange
had altered. 803.774,90
- b) Brought forward from 1961, revaluation
at current I.M.F. rate of exchange of
foreign currencies paid to divisions 1.523.708,98 2.327.483,88

(4)

(5)

Current Liabilities

Accrued liabilities for goods and services
received for which no invoices had been
received by 31.12.63

NATO	1.629,18	
Sundries	217.643,45	
Agents	<u>3.255,37</u>	222.528,00
Advance payment received from United Kingdom against settlement of 1958 expenditures		487.825,00
Staff emoluments owed to US Government		26.088,09
Contractors		3.946,00
Contra to amount invoiced to USAF under sundry debtors		103.678,26
Invoiced to US-PDC, construction steel stairs at Bedesbach depot to be reim- bursed to FBG		8.820,06
CEOA Staff Association		6,00
Insurance rebate staff	<u>237,85</u>	
		<u><u>853.129,26</u></u>

(5)

CENTRAL EUROPE OPERATING AGENCY

SCHEDULE OF PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31ST
DECEMBER 1963

SUNDRY REVENUE

Reimbursement by Social Security	8.866,36
Sales of Manuals and Forms	3.205,80
Reimbursement of 50% Installation Allowance by three agents who left the CEOA within two years	1.015,86
Directors' Fees	456,64
Prorata's received from contractors	834,68
Sundries	<u>204,75</u>
	<u>14.584,09</u>

REVENUE BROKEN DOWN BY SERVICE

- expressed in French Francs -

Services	1956	1957	1958	1959	1960	1961	1962	1963	Total
Movement	-	4,07	2.058.512,73	6.286.468,93	7.839.555,15	10.462,934,52	14.825.251,02	17.098.805,80	58.571.532,22
Delivery	-	1,41	163.774,63	528.867,11	649.455,77	839.341,09	1.064.341,34	1.060.650,60	4.306.431,95
Storage	-	-	-	3.582.674,—	7.188.550,00	7.494.440,11	8.374.199,02	10.277.680,41	36.917.543,54
Resupply	884,58	12.053,40	104.970,03	144.948,27	51.672,61	6.020,44	7.302,21	75.900,—	402.851,54
Special	-	-	-	-	64.898,95	131.484,39	83.290,14	121.988,53	401.662,01
Total	884,58	12.058,88	2.326.357,39	10.542.958,31	15.794.132,48	18.934.220,55	24.354.383,73	28.635.025,34	100.600.021,26

Maintenance of Bedesbach Depot in October/December 1962 amounting to FF 24.672,52 was credited to Profit and Loss Account in 1963 as follows:

1963 Revenue as above	28.635.025,34
Maintenance Bedesbach Depot 1962	<u>24.672,52</u>
Revenue as per Profit and Loss Account	<u><u>28.659.697,86</u></u>

REVENUE BROKEN DOWN BY USER NATIONS

- expressed in French francs -

User Nations	1956	1957	1958	1959	1960	1961	1962	1963	Total
Belgium	-	1.511,49	7.830,17	993.248,13	1.812.801,43	2.003.089,72	2.125.964,03	2.257.291,40	9.201.736,37
France	-	-	-	482.220,90	2.007.442,39	3.777.694,68	5.178.265,36	5.312.259,82	16.757.883,15
Germany	884,58	10.547,39	113.575,32	1.372.151,20	2.397.716,13	2.454.573,52	3.153.155,74	4.116.437,55	13.619.041,43
Luxembourg	-	-	-	-	1.050,--	5.202,67	3.599,64	4.320,02	14.172,33
Netherlands	-	-	12.989,65	1.318.719,84	1.652.095,93	1.723.444,82	1.704.894,27	1.725.449,40	8.137.593,91
United Kingdom	-	-	24.300,08	1.220.070,51	1.448.208,38	1.351.381,34	1.238.598,21	1.477.994,87	6.760.553,39
United States	-	-	2.167.662,17	5.156.547,73	6.392.373,44	7.109.720,89	38.980.821,67	9.904.526,10	39.711.652,--
Canada	-	-	(1)	(1)	(2) 82.444,78	509.112,91	470.550,19	179.163,02	1.241.270,90
Sub-total	884,58	12.058,88	2.326.357,39	10.542.958,31	15.794.132,48	18.934.220,55	22.855.849,11	24.977.442,18	95.443.903,48
Civilian use	-	-	-	-	-	-	1.498.534,62	3.657.583,16	5.156.117,78
TOTAL	884,58	12.058,88	2.326.357,39	10.542.958,31	15.794.132,48	18.934.220,55	24.354.383,73	28.635.025,34	100.600.021,26

- FOOTNOTES:
- (1) Included with US invoices
 - (2) Storage January-May included with US invoices
 - (3) Amount has been amended (Bedesbach)

PA

Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)

DOCUMENT
CLASSIFICATION: RESTRICTED

DATE: 20 MAY 64

JOINT STAFF MEMORANDUM

SUBJECT: NATO PIPELINE COMMITTEE

DESCRIPTION: SUMMARY RECORD AC/112-R/29 DATED 30 APR 64

1. The attached document is referred to:

CCS

CAS

2.

3. Copies distributed by:



(R.L. Purves)
Brigadier
for Chairman, Chiefs of Staff

VIA/2-0465/clh



NATO

To:

Ottawa, May 15, 1964

DM/Trade and Commerce
DM/Defence Production
DM/Transport
Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
Chairman, Defence Research Board
National Energy Board
DND/Judge Advocate General
Director, Emergency Measures Organization

USSEA
U.S.A. Division
Commonwealth Division
DL(1) Division
DL(2) Division
Economic Division
European Division
Far Eastern Division
Finance Division
Information Division
Legal Division
African and Middle Eastern Division
United Nations Division
Disarmament Division
Press and Liaison Division

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NATO PIPELINE COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

CSC/JS

MAY 20 9 43 AM '64

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N°

6

ORIGINAL: ENGLISH
30th April, 1964

NATO RESTRICTED
SUMMARY RECORD
AC/112-R/29

NATO PIPELINE COMMITTEE

Summary record of a meeting held at the Permanent Headquarters,
Paris, XVIIe., on Friday, 6th March, 1964 at 3 p.m.

PRESENT

Chairman: Mr. J.C. Stone (Production, Logistics
& Infrastructure Division)

<u>BELGIUM</u>	<u>ITALY</u>	<u>TURKEY</u>
Mr. H. Pauwels	Gen. F. Mannu Col. V. Lamacchia	Mr. M. Akçer
<u>CANADA</u>	<u>LUXEMBOURG</u>	<u>UNITED KINGDOM</u>
Mr. A.S. Duncan	Maj. R. Hack	Lt.Col. D.N. Kann
<u>FRANCE</u>	<u>NETHERLANDS</u>	<u>UNITED STATES</u>
Mr. M. Dugas	Mr. P.W.A.G. Cort van der Linden	Lt.Col. F.J. Aerni
<u>GERMANY</u>	Mr. C.J.L.A. den Turk	Lt.Col. D.C. Howell
Mr. F. Troll	Maj. J.H. van der Maal	
Mr. J.M. Weiss		

INTERNATIONAL STAFF

Head POL and Construction Section (Infrastructure Directorate)	: Mr. R. Fournet
Economics and Finance Division	: Mr. J.H. Deprez
Secretary	: Mr. R. Lagasse de Locht

ALSO PRESENT

SHAPE	: Col. E.W. Austin Lt.Col. T.M. Milton
SGREP	: Col. G.H. Shorland

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I. OPERATION AND MAINTENANCE OF NATO PIPELINES IN TURKEY

Refere ces: C-R(62)44, Item II
AC/112-R/26, Item II
AC/112-R/27, Item II
AC/112-R/28, Item I

1. The CHAIRMAN recalled that, when the problem of the operation and maintenance of NATO pipelines in Turkey had been discussed at the last meeting, a number of suggestions had been put forward concerning a technical study, but no definite proposal had been adopted. The Committee had emphasised that the matter remained the responsibility of the host country. His own investigations on some of the suggestions had revealed that there was little hope of obtaining any aid from other NATO committees at short notice, and that as far as the General Defence Study, asked for by the Council in Ministerial Session was concerned, it would be some time before this would get down to discussion of individual items, such as the pipeline system.

2. He then invited the Turkish Representative to inform the Committee of any new developments on this problem since the last meeting.

3. The TURKISH REPRESENTATIVE stated that the proposal that Turkey consider whether this matter could be incorporated in the General Defence Study called for by the NATO Ministers had been accepted by the Turkish Authorities, and the problem of the pipeline system in Turkey had been included in the general problem of the defence for the South Eastern region. A report on the general aspect of the question would be presented to the NATO Authorities at the end of March. The question of the upkeep of the pipeline system in Turkey would be presented within the framework of the general problem of financing the maintenance and operation of infrastructure installations in Turkey. This general report would be studied by the Defence Planning Committee and comments thereon might be submitted to the Ministerial Council in May. However, it was doubtful whether any definite decision would be taken at that time. The question would probably be given further study before any agreement was reached.

4. While the general problem of defence expenditures was being studied, the Turkish Authorities felt that, in order to save time, the particular problem of the maintenance and operation of the pipelines in Turkey should be dealt with as soon as possible. To this end, it seemed necessary to examine the whole operation and maintenance of the system and ways and means of improving them in order to achieve satisfactory results, taking all factors into account.

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5. At the last meeting of the Committee, the Turkish Representative had stated that his country was not in a position to undertake such a study by herself. In discussion, there had been some suggestions, such as the hiring of a private firm or asking the International Staff or CEOA to send experts to carry out a technical study of the problem. Since then, informal talks had been held with the International Staff and SHAPE in order to find a solution which would be technically satisfactory and yet not too costly. On the basis of these, his Delegation now had a proposal to put forward. This was that a study group, composed of experts in organization, in maintenance, in operation and in the financial aspects of pipeline systems, might be sent to Turkey under the auspices of the NATO Pipeline Committee. Once in Turkey, the experts would separate into teams, each conducting their research independently in their own field. At the end of the study, results would be pooled, co-ordinated and submitted to the Committee. To keep the cost of this study low, groups might be composed of members of the International Staff, of SHAPE, of international pipeline agencies like CEOA, and national agencies. The help of any member country who could lend the services of one or more experts would be welcomed.

6. The Terms of Reference of the study group might be as follows:

"To examine and evaluate all aspects of the operation of the NATO pipeline system in Turkey with a view to formulating comprehensive recommendations designed to facilitate the achievement and maintenance of an acceptable condition of operational readiness, taking into account the resources available."

Once agreement on the broad principle of the proposal had been achieved, details such as who would pay the expenses of the experts during their stay in Turkey, the means of transportation to Turkey, who would co-ordinate their activities, etc. could be worked out.

7. He asked the other members of the Committee to comment on this proposal.

8. The SHAPE REPRESENTATIVE agreed that such a study would be of value if carried out objectively by a **group** of well qualified people. The financial aspects of the problem were closely bound up with the operational and maintenance aspects, but the visiting group could split into teams and study each aspect separately. The main problems to be tackled were:

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- (a) to arrive at a reasonable estimate of a normal annual cost of operation and maintenance of the system;
- (b) to make suggestions on how the system should be financed;
- (c) to explore the possibilities of the commercial use of the pipelines.

9. The CHAIRMAN observed that a study, as proposed above, would be a good point of departure, which might later be taken further, and linked with the general defence study of Turkey, since the pipeline system was part of the whole Turkish defence problem.

10. The UNITED KINGDOM REPRESENTATIVE, welcoming this new approach, said that more rapid action might be obtained by sending a select group of members of the NATO Pipeline Committee to Turkey to carry out a preliminary evaluation of the problem with the Turkish Authorities. On the basis of this evaluation, an informed decision as to the necessity for a more profound study and the eventual composition of the group to be given the task could be taken. The incorporation of the matter in the General Defence Study would be of value only at a much later stage.

11. The FRENCH REPRESENTATIVE, supported by the NETHERLANDS REPRESENTATIVE, stressed that the members of the preliminary study group should be very carefully chosen and he proposed that it should be composed of the Chairman of the NATO Pipeline Committee, a Representative of SACEUR and experts loaned by member nations. He offered to consult his Authorities on the possibility of the loan of experts, once the nature of the exploratory group had been clarified.

12. The UNITED KINGDOM REPRESENTATIVE, supported by the BELGIAN REPRESENTATIVE, said that the preliminary team should be composed of men with a broad understanding of the problem of pipeline systems and the general difficulties facing Turkey, rather than by experts in specific fields; these latter would be required during the follow-up stage, once the scope of the problem had been defined.

13. The GERMAN REPRESENTATIVE urged that no further time should be lost in tackling the problem, and he supported the proposal to send an exploratory group to Turkey, the said group to consist of three persons expert on pipeline operations, pipeline maintenance and finance.

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14. The CANADIAN REPRESENTATIVE approved the idea of a preliminary survey team but thought that two people would suffice, these being:

- (1) the Chairman of the NATO Pipeline Committee, since he possessed the background of the problem seen in the NATO context;
- (2) a Representative of SACEUR, preferably with a technical background and knowledge of the pipeline system in Europe.

Their task would be:

- (1) to obtain the views of the Turkish Authorities and enlist their co-operation in compiling data for the information of a follow-up group;
- (2) assess the problem in more detail;
- (3) estimate the time frame, method of work, number of experts required and the choice of bases for the follow-up team.

On their return, the party could make requests to member nations for the personnel required for the follow-up team.

15. The FRENCH REPRESENTATIVE recognised that the Chairman and a Representative of SACEUR were essential members of any study group, but felt that the fresh approach of persons not directly connected with NATO would be valuable. For this reason, he reiterated his suggestion for the addition of two high-level experts, one familiar with the economic problems of the petroleum industry, and the other with its technical side, including pipeline systems.

16. The UNITED STATES REPRESENTATIVE stated that since exploratory groups from EUCOM and SHAPE had already visited Turkey to study roughly the same problems, there was little to be gained by sending a preliminary survey group. He proposed that the information compiled by the various groups be co-ordinated and placed at the disposal of the expert study group who would actually be sent out to tackle the situation.

17. The TURKISH REPRESENTATIVE agreed that the problem had already been dealt with by many different groups but never from the financial point of view. A study group, as proposed, would therefore still be useful.

18. The SHAPE REPRESENTATIVE, in response to a request by the Chairman, offered to make available in the form of a paper, the information on the Turkish problem which he had accumulated, for the use of either the proposed exploratory party or the study group of experts.

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19. The GERMAN REPRESENTATIVE maintained that the exploratory group would only delay matters. Since the problem was basically one of management, a group, comprising of the Chairman of the NATO Pipeline Committee and four experts qualified in maintenance, operation, finance and military matters respectively, should be established. This Group should have preliminary meetings in Paris before leaving for Turkey to acquaint themselves thoroughly with information on the problem available here and establish questionnaires to serve as a means of tackling the problem in conjunction with the Turkish Administration. He therefore objected to the sending of an exploratory group unless the majority of members considered it necessary.

20. The UNITED STATES REPRESENTATIVE said that the financial aspect of the problem could only be discussed after all the practical solutions had been worked out.

21. The BELGIAN REPRESENTATIVE, supported by the NETHERLANDS REPRESENTATIVE stressed that a group of experts should only be sent out after a preliminary exploratory group had established a framework within which they could work effectively. This exploratory group should be composed along the lines proposed by the French Representative.

22. The ITALIAN REPRESENTATIVE pointed out that this was the third consecutive meeting at which the Turkish problem had been discussed. It was important to take a decision now which would lead to action.

23. The CHAIRMAN, agreeing with this point of view, noted that the majority of members agreed in principle (subject to confirmation by their authorities) to the establishment of a small exploratory group to be sent to Turkey; some disagreement existed on its composition, although most opinions tended towards having a Representative of the Committee who had wide NATO experience, a Representative of SACEUR to give the military point of view, and two highly qualified people with experience in the technical and financial aspects of the petroleum industry.

24. The SHAPE REPRESENTATIVE, asked by the French Representative how long such a preparatory group would require in Turkey to be able to formulate practical suggestions, replied that two days would probably suffice if they had gone out fully prepared and received the full co-operation of the Turkish Administration. If a study group of experts were later established on the recommendation of the preparatory group, then a period of two weeks would probably be sufficient for this latter to accomplish its task, since it would be working within a well-defined framework and would be co-ordinated and supervised by the Chairman.

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25. It was generally agreed that the Chairman of the Committee and the SHAPE Representative were the most suitable persons to form one part of the exploratory group, but there was much discussion on the two highly qualified persons to accompany them.

26. The TURKISH REPRESENTATIVE, accepting in principle the idea of the exploratory group, offered to examine the possibility of proposing the names of a few disinterested persons who had in the past been engaged by Turkey to search for oil in the drive to expand the Turkish economy.

27. The CANADIAN REPRESENTATIVE also offered to ask his Authorities to approach Canadian specialists in the petroleum field for someone qualified in the economic/financial side of the industry and suggested that the European NATO pipeline system might be able to provide an expert on technical aspects.

28. The UNITED KINGDOM REPRESENTATIVE suggested that a high-level officer in petroleum matters from EUCOM would be more useful than a technical expert in the exploratory group.

29. The SHAPE REPRESENTATIVE pointed out that the problems arising over the operation and maintenance of the NATO pipeline system in Turkey were not solely a military problem but a NATO problem. SHAPE participation in the discussions would be from a purely military point of view.

30. The TURKISH REPRESENTATIVE expressed his gratitude to the Committee for their very useful suggestions and for the sincere goodwill shown by them in trying to help Turkey solve her problems.

31. The COMMITTEE:

- (1) noted the proposal put forward by the Turkish Representative for a study of all aspects of the operation of the NATO pipeline system in Turkey;
- (2) agreed, ad referendum, to establish a small exploratory group to undertake a short mission to Turkey, make a preliminary examination of the Turkish problem and submit recommendations for future action, this group to have:

(a) the following Terms of Reference:

To examine with the Turkish Authorities the operational, organizational and economic aspects of the NATO pipeline system in Turkey with a view to formulating recommendations on:

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(i) the general lines of a solution to be adopted, and

(ii) further studies to be carried out;

in order to arrive at an acceptable condition of operational readiness, taking into account the resources available;

To report to the NATO Pipeline Committee;

(b) the following composition: four members, two with a NATO background, one covering the interests of NATO as a whole, and the other those of the NATO Military Authorities; and two from outside NATO but having certain specialist knowledge of the petroleum industry, one of its technical problems including pipeline systems, and the other its political/economic and financial problems;

(3) proposed that the two members with a NATO background should be the Chairman of the NATO Pipeline Committee (who should lead the Group) and the Chief of the POL Branch, Logistics Division, SHAPE, and that the other two members should be selected by the Chairman in consultation with the Turkish Delegation from nominations submitted by countries;

(4) invited the Chairman to circulate a note setting out in detail the proposals for this exploratory group, and asking countries to confirm their agreement, submit nominations for the two outside specialist members, and indicate the extent of their readiness to meet the expenses of any of their nationals thus nominated who might be selected for this mission;

(5) invited members to submit to the International Staff any information considered to be relevant to the task of this mission.

II. PEACETIME USE OF THE SYSTEM FOR OTHER THAN NATO MILITARY PURPOSES

References: C-M(59)93
C-M(60)81
AC/112-R/28, Item III

(a) Regional reports: La Spezia-Collechio di Parma

32. The ITALIAN REPRESENTATIVE reported that transportation of civilian product would begin this month (March 1964) along the La Spezia and Collechio di Parma section of the NATO

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system in Italy. On the proposal by the Mobiloil Company, which he had mentioned at the last meeting, all he could say was that the Company was at present studying storage facilities in North Italy and no official request had yet been notified by it as a follow-up to its original approach.

33. The CHAIRMAN observed that document C-M(64)15, (based on document AC/112-D/62) containing proposals for slight amendments to C-M(59)93 concerning the use of the NATO pipeline system for other than NATO military purposes, would go before the Council shortly. The Military Committee document, MCM-11-64, containing an amendment to MC.89, would also be discussed at the same time. When these amendments had been approved by the Council, it would be possible to use some NATO storage under certain safeguards for non-NATO fuels.

34. The COMMITTEE:

noted the above statements.

(b) General

35. The CHAIRMAN informed the Committee that the Secretary General had received a letter from the "Union Internationale de la Navigation Fluviale" expressing concern about alleged intensive future use of certain parts of the NATO pipeline system for the transport of products for civilian use. The letter seemed to be based on a number of misunderstandings, and the Secretary General had replied explaining that the procedures and safeguards covering non-military use of the system were very strict and that the amount of use already undertaken or planned was very small in both relative and absolute terms.

36. The NETHERLANDS REPRESENTATIVE said that this matter had been mentioned in another international organization, and said that he would keep in touch with the Chairman on this matter.

37. The COMMITTEE:

noted the above statements.

III. REPORT TO THE COUNCIL FOR 1962/1963

References: AC/112-R/27, Item III
AC/112-R/28, Item IV

Document: AC/112-WP/46

38. The CHAIRMAN inquired whether members had any comments to make on the draft format for regional reports proposed by SHAPE (AC/112-WP/46), noting that it was intended as a guide for national authorities in preparing their annual reports, and not as a binding format. For 1963, it would suffice if the report

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AC/112-R/29

were submitted generally in the order of the eight main headings proposed. When the 1963 reports had been received, the International Staff would compile a combined 1962/1963 report for submission to the Council.

39. The FRENCH REPRESENTATIVE referred to document AC/122-WP/46, Introduction, paragraph 1, penultimate line, and pointed out that certain off-base storage facilities in Central Europe did not come under the control of the regional authorities for the Central Europe pipeline system.

40. The COMMITTEE:

noted the above statements.

IV. DATE OF NEXT MEETING

41. The COMMITTEE:

agreed to hold their next meeting at the end of May or beginning of June at NATO Headquarters in Paris, the exact date to be confirmed by the Secretary, but reserved the right to call a meeting urgently should any difficulties arise in connection with the election of specialists or any other matters concerning the preparatory group proposed under Item I of this record.

OTAN/NATO,
Paris, XVIe.

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Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)

DOCUMENT
CLASSIFICATION: NATO
SECRET

DATE: 14 MAY 64

JOINT STAFF MEMORANDUM

SUBJECT: NATO PIPELINE COMMITTEE

DESCRIPTION: DOCUMENT AC/112-D/73 DATED 4 MAY 64

1. The attached document is referred to: CGS - No. 7
CAS - No. 8

2.

3. Copies distributed by:

WMA/2-0465/dh

[Handwritten signature]

[Handwritten signature]

(R.L. Purves)
Brigadier
for Chairman, Chiefs of Staff

DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./ J.I. CHAGNON/id

To:

✓ Chairman, Chiefs of Staff
DM/National Defence
DM/Finance
DM/Trade and Commerce
DM/Defence Production
DM/Transport
Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
Chairman, Defence Research Board
National Energy Board
DND/Judge Advocate General
Director, Emergency Measures Organization

USSEA
U.S.A. Division
Commonwealth Division
DL(1) Division
DL(2) Division
Economic Division
European Division
Far Eastern Division
Finance Division
Information Division
Legal Division
African and Middle Eastern Division
United Nations Division
Disarmament Division
Press and Liaison Division

NATO Secret
Confidential
Restricted
Unclassified

✓ Ottawa May 12, 1964
3 copies Nos. 6 to 8
1 copy No. 9
1 copy No. 10
REferred TO
FILE 1196-6
CHG'D TO

CAS
CAS
muu

Attached for your information: ✓

NATO DOCUMENT: AC/112-D/73 of May 4, 1964

NATO PIPELINE COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

CSC/JS

MAY 13 12 11 PM '64

REFERRED TO

ORIGINAL : ENGLISH/FRENCH
4th May, 1964

CHG'D TO

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N°

6

NATO SECRET
DOCUMENT
AC/112-D/73

NATO PIPELINE COMMITTEE

ANNUAL REPORT TO THE NATO PIPELINE COMMITTEE FOR 1963
CENTRAL EUROPE PIPELINE SYSTEM

Note by the Secretary

Attached is the report prepared and submitted by the Central Europe Pipeline Policy Committee and the Central Europe Pipeline Office on the operation and maintenance of the NATO Pipeline System in the Central Europe Region during 1963.

2. This report will be examined by the Committee in connection with the preparation of its annual report to the Council on the operation and maintenance of the entire NATO Pipeline System.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO
Paris, XVIe.

NATO SECRET

000229

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

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ORIGINAL: ENGLISH
29th April 1964

NATO SECRET
ANNEX to
AC/112-D/73

ANNUAL REPORT TO THE NATO PIPELINE COMMITTEE FOR 1963 CENTRAL EUROPE PIPELINE SYSTEM

1. INTRODUCTION

This report is submitted to the NATO Pipeline Committee in accordance with normal procedure.

2. STATUS OF CONSTRUCTION AS AT 31st DECEMBER 1963

(a) The status of construction of the Central Europe Pipeline System as regards pipelines, pumping stations and storage installations as at 31st December 1963 is indicated at Annex A. The situation as at 31st December 1961 and 31st December 1962 is also indicated.

(b) The railroad loading facility at LE HAVRE was completed; also the spur line to ENTZHEIM airbase from the PHALSBOURG-KEHL pipeline. Construction was continued on those facilities reported as under construction as of 31st December 1962. In addition construction was initiated on four main pipelines, two pump stations and three depots in Germany.

(c) As at 31st December 1963 it is estimated that 80% of the construction authorised in the Central Europe Pipeline System, up to and including the XIV Infrastructure Slice, has been completed.

(d) During 1963 design was completed and funds authorised for the construction of an additional 5% of the authorised facilities in Germany.

3. OPERATIONAL STATUS AS AT 31st DECEMBER 1963

(a) Annex B indicates the operational status of the pipelines, storage capacity and number of airfields supplied by the network as at 31st December 1963. The position as at 31st December 1961 and 31st December 1962 is also indicated for comparison.

(b) At the end of 1963 all facilities on which construction was completed (see Annex A) were operational with the exception of certain lines to pipeline supplied airfields. In addition the storage facilities at certain depots

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AC/112-D/73

(GOCH, KEHL), where construction of all facilities was still not completed, were also operational.

(c) Annex C illustrates the approximate pipeline activity of each of the main pipelines of CEPS expressed as a percentage of the theoretical maximum potential based upon a three shift operation. (For peacetime operation the system is generally operated on a single shift basis.)

4. ACCEPTANCE STATUS AS AT 31st DECEMBER 1963

(a) During 1963 four final acceptance inspections were conducted of POL facilities on which construction was complete.

(b) As at 31st December 1963 all facilities of CEPS on which construction had been completed except for the OCTEVILLE offshore entry point, have been subjected to the final acceptance procedure.

(c) POL communication facilities in Belgium were subjected to final acceptance procedure during 1963 and administrative steps taken to rectify deficiencies to similar equipment in the Netherlands inspected the previous year.

5. ORGANIZATION OF OPERATION

(a) Structure and Personnel

Personnel strength of the Central Europe network reached a figure of 1155 in 1963 inclusive of CEOA, centralised head offices and 102 guarding personnel.

The increase of 42 over 1962 is caused by:

- (1) a shorter working week in France;
- (2) an adjustment in the personnel required for guarding;
- (3) an additional maintenance work load.

More than half this increase is accounted for by (1) and (2). A better utilisation of staff has been possible in 1963.

(b) Quality Control

In 1963 CEOA was obliged to return one delivery of Mogas whilst another of JP4 could not be accepted whilst still in stock at the refinery; in both ~~these~~ cases the products were outside specification according to CEOA analyses.

In addition, investigations have been started to determine the quantity of sediment and water in turbine fuel.

(c) Maintenance

Regular maintenance programmes at all installations were achieved throughout 1963. Particular points of interest are:

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AG/112-D/73

- (1) Corrosion: Despite the installation of cathodic protection at many depots, at least three cases of corrosion came to light; such cases were due to the considerable delay between the construction of depots and the decision to install such protection. This problem and the serious consequences liable to occur have been studied and reported upon by CEOA.

On main pipeline routes no such incidents occurred; during the early part of 1963 CEOA was able to comply with a request from the Controller of Infrastructure by reporting to him upon the state of cathodic protection on NATO pipelines in Turkey.

- (2) Depots: 45 storage tanks were cleaned in 1963.
- (3) Pipelines: Sufficiently clean conditions were achieved on the majority of pipelines during the course of 1963; this has allowed a reduction in the number of scraping operations on several routes.
- (4) Operational Spare Parts: The stocks of divisional operating spare parts for which authority was given in 1962/63 were largely completed.
- (5) 90 days Spare Parts: The French, Belgian and Netherlands Divisions have practically completed their stocks of 90 days spares; the two German Divisions are less advanced, having only 30% of their requirements available for use at the end of 1963.
- (6) Equipment for the repair of War Damages: During 1963 CEOA and CEPO studied the question of equipment necessary for repairing war damage.

(d) Introduction of Anti-Icing Additive into JP4

During 1963, the User Nations agreed to the use of anti-icing inhibited JP4 (JP4A). There is little knowledge of the loss of additive which may occur in the system. It was therefore agreed that only a limited number of reinjection pumps would be installed initially to make good these losses. Experience will show the location and numbers of reinjection pumps eventually needed. Considerable assistance has been given by the United States Authorities. MAS have been asked to determine the percentage of additive required on delivery.

(e) ADN engines

- (1) Modifications were completed during 1963 upon all ADN engines in the CEPS. All these works were carried out under the supervision of CEOA, and made it possible to effect the provisional reception of these motors.

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AG/112-D/73

- (2) GEOA was requested by NATO to organize and supervise modifications to 18 ADN engines in Greece and 83 ADN engines in Turkey. Accordingly, a programme was developed which included all arrangements for the organization of work crews and the transport to site of all necessary materials. The modifications in Greece were completed as well as 42 of the 83 engines in Turkey.

(f) Safety

No major accidents have occurred during 1963.

6. OPERATIONAL RESULTS

The traffic figures for 1963 (with comparable figures for 1962) were as follows:

<u>Total inputs into the network (in m3)</u>	<u>1962</u>	<u>1963</u>
Mogas	738.662	694.323
Jet Fuel	1.282.865	1.286.313
Military Diesel Fuel (a)	179.306	228.154
Avgas (a)	47.492	39.907
Civilian gas oil (b)	129.785	404.095
Civilian kerosene	-	22.502
Water	-	65.120
<u>Grand Total of Inputs (in m3)</u>	<u>2.378.110</u>	<u>2.740.414</u>
<u>Total Offtakes (in m3)</u>	<u>2.362.356</u>	<u>2.729.118</u>
<u>Total Movements (in m3/km)</u>	<u>738.824.000</u>	<u>849.435.000</u>
<u>Average Annual Storage (in m3) (c)</u>	<u>680.000</u>	<u>706.000</u>

Notes:

- (a) The above quantities of Diesel Fuel and Avgas were transported through the network but not stored therein.
- (b) For the movement of civilian gas oil two tanks at FOS/s/mer were used to enable tankers to be discharged at LAVERA. Two tanks plus loading facilities at NATO KEHL were used during the 1962/63 winter fuel crisis. Otherwise the gas oil was delivered direct to the French SEA depot at AUNHEIM, and civilian depots of KEHL, REICHSTETT and FEYZIN/ST. QUENTIN.
- (c) Of the 963.000 m3 operationally available storage at the end of 1963 an average of 73% was committed to the storage of reserve stocks.

A considerable increase in civilian traffic resulted in an improvement in activity from 10% to 15% on the pipelines between MARSEILLES and KEHL. Military traffic activity improved on several lines in the North and West of the system and on the CAMBRAI-CHAUMONT section due to the US bringing Mogas into consumption from

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AC/112-D/.73

reserve stocks and replacing with JP4 for a net reserve storage allocation of 80.000 m3.

7. USE OF THE SYSTEM FOR OTHER THAN MILITARY PURPOSES

In 1963 the use of the network for other than military purposes increased considerably. Various agreements concluded in four of the host countries resulted in the movement of 492.987 m3 of product as compared with 125.321 m3 in 1962. However, the greater part of the volume moved was in operations of short duration, which may not be repeated.

These operations have been of benefit to the system because they have not only increased the activity of a number of installations but have also widened the experience of the personnel concerned.

In general, the tariffs for such use were fixed according to the conditions of each specific movement, adapting the approved tariffs for military transportation in such a way as to produce revenue for the system but not to undercut commercial tariffs for conventional means of fuel transportation.

8. PREPARATION FOR WAR

The Emergency Plan for wartime operation was revised; in addition criteria for the construction of divisional war headquarters were established. In conjunction with military authorities the necessity for emergency offtake points was agreed; such additional facilities will provide increased flexibility for the system in wartime.

9. FINANCIAL ASPECTS

The expenses incurred in the operation and maintenance of the Central Europe network have again been met partly by means of charges made for the use of the network to military users as well as to civil users, and partly by contributions called for from the user nations. However, due to increasing civil activity of the network and an increase of the storage tariff, the financial situation has considerably improved on 1962, the difference between expenditure and revenue to be covered by contributions being FF 4.000.000 against FF 10.000.000 in 1962. The total revenue from civil use in 1962/63 amounted to FF 5.155.700; operating and capital expenditure amounted to FF 1.382.700, giving a net additional revenue from this source of FF 3.773.000. Expenditures in 1963 were FF 37.123.000 bringing the total, up to 31st December 1963, financed both by charges and contributions to FF 156.800.000. In addition to these expenditures, the host nations have continued to absorb substantial expenses individually on security, safety, wartime training, etc.

Furthermore, the eight user nations have incurred up to the end of 1963 the expenditure for the initial linefill of the network of 210.650 m3 of petroleum products. The initial linefill at the end of 1962 being 208.149 m3, the 1963 figure shows an increase of 1,2%.

W.C. BULLOCK	A.S. DUNCAN
Major General	Chairman,
Chairman, Central Europe Pipeline Office	Central Europe Pipeline Policy Committee

(5)

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ANNEX A to
AC/112-D/73

STATUS OF CONSTRUCTION AS AT 31st DECEMBER 1963

Item	Year Ending	Construction authorised through Slice XIV (Note 5)	Construction completed (Note 5)	Under Construction (Note 5)	Construction not yet begun (Note 5)
Kilometers of pipeline (Note 1)	1961	5.263	4,630	97	536
	1962	5.510	4,664	88	758
	1963	5.548	4,677	365	506
Number of Pump Stations (Note 2)	1961	103	94	4	5
	1962	105	94	4	7
	1963	(Note 6) 104	(Note 6) 91	6	7
Storage in cubic meters (Note 3)	1961	1,128,800	885,350	113,450	130,000
	1962	1,158,800	918,800	95,000	145,000
	1963	1,158,800	918,800	140,000	100,000
Number of Depots (Note 4)	1961	50	36	5	9
	1962	52	37	5	16
	1963	52	37	8	7

Note 1 - Includes both main lines and pipeline connected airfield spur lines.

Note 2 - Includes NATO pump in United States pump station at CHALONS.

Note 3 - Includes only main line tank farms. Does not include airfield off-base storage.

Note 4 - Indicates actual number of tank farms.

Note 5 - Includes work newly programmed up to and including projects in Infrastructure Slice XIV.

Note 6 - Reduction due to a clerical error in carrying three (3) low pressure booster stations in previous reports.

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ANNEX B to
AC/112-D/73

OPERATIONAL STATUS AS AT 31st DECEMBER 1963

Item	End 1961	End 1962	End 1963
Kilometers of Pipeline (Note 1)	4,207	4,210	4,255
Storage Capacity (Notes 2 & 5)	885	933	963
Number of Pump Stations (Note 3)	88	94	91 (note 4)
Number of Connected Airfields	42	45	47
Number of Depots (Note 5)	36	39	39

Note 1 - Includes only main lines. Does not include spur lines to pipeline connected airfields.

Note 2 - In thousands of cubic meters (See Note 5).

Note 3 - Includes NATO pump in United States pump station at CHALONS.

Note 4 - Reduction due to a clerical error in carrying three (3) low pressure booster stations in previous reports.

Note 5 - Includes use of NATO depots KEHL and GOCH.

NATO SECRET

RESEAU PIPELINES CENTRE EUROPE CENTRAL EUROPE PIPELINES NETWORK

ACTIVITE DES LIGNES PAR RAPPORT A L'ACTIVITE JOURNALIERE MAXIMUM THEORIQUE *
LINE ACTIVITY BASED ON A THEORETICAL DAILY MAXIMUM ACTIVITY *

Activité < 4,5 %
4,5 % < Act. < 9 %
9 % < Act. < 16 %
16 % < Act. < 24 %
24 % < Activité

PL UTILISES POUR TRANSPORTS CIVILS
P.L. USED FOR CIVIL TRANSPORT

Ouvrages non exploitables en cours de construction d'achèvement.
Under construction or not fully operational.

*Les installations figurant sur la carte sont repérées par un Groupe de trois lettres répondant aux conventions suivantes :

*The installations shown in the map are denoted by three letters made up as follows :

(a) La première lettre représente le pays où l'installation est implantée conformément au code suivant :

(a) The first letter shows the country in whose territory the installation lies : thus

B = Belgique	B = Belgium
D = Allemagne	D = Germany
F = France	F = France
L = Luxembourg	L = Luxembourg
N = Pays-Bas	N = Netherlands

(b) Les deux lettres suivantes sont les deux premières lettres ou les lettres clés du nom de l'installation même.

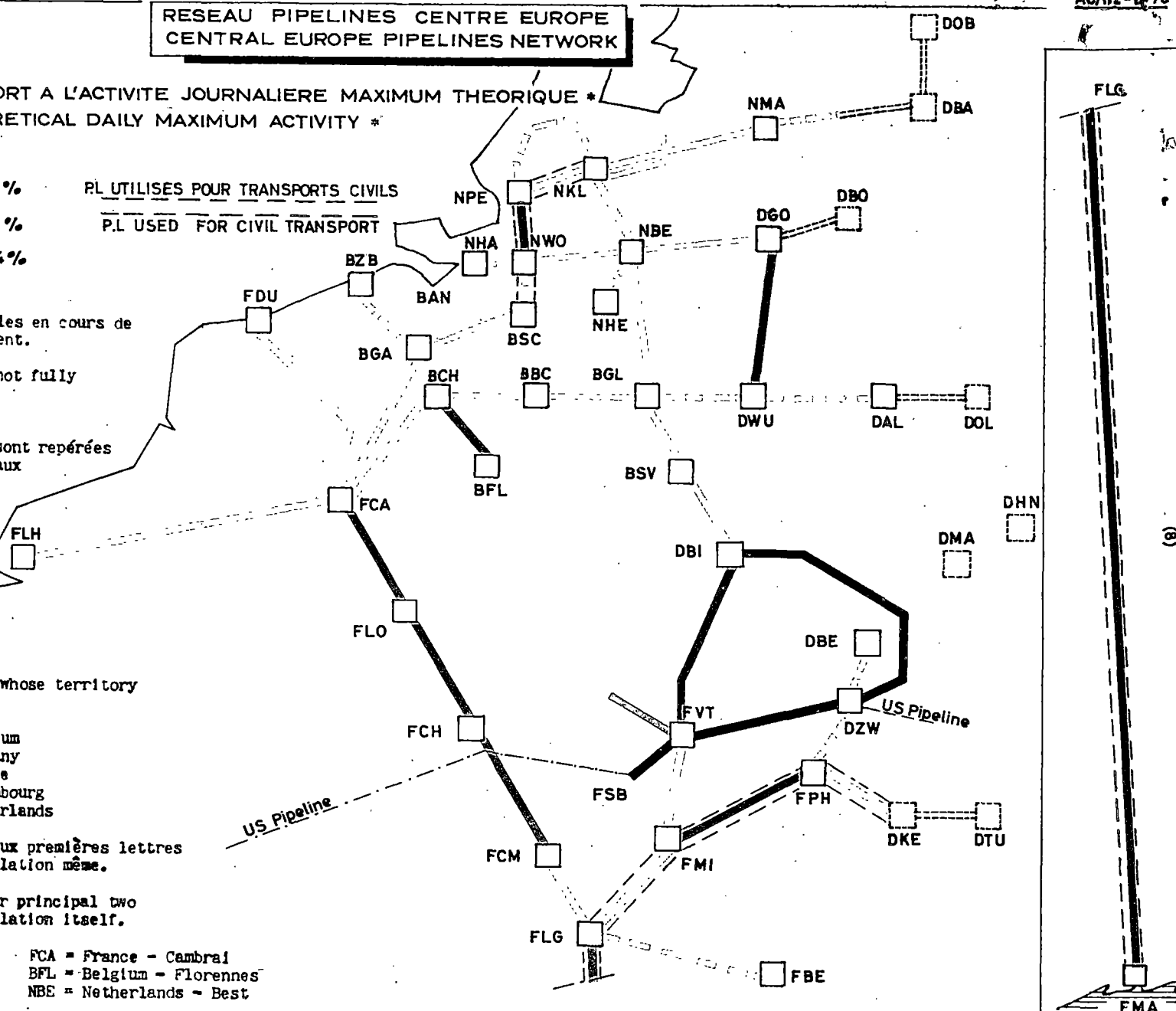
(b) The second two letters are the first or principal two letters of the nameplace of the installation itself.

Ainsi : FCA = France - Cambrai
Thus : BFL = Belgique - Florennes
NBE = Pays-Bas - Best

FCA = France - Cambrai
BFL = Belgium - Florennes
NBE = Netherlands - Best

* En fait le réseau est normalement exploité avec 1 seule équipe

* In fact the system is normally operated on a one-shift basis



Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 TD 129
(SO/LCG) INFO
DOCUMENT
CLASSIFICATION: SECRET

DATE: 11 MAY 64

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPE OPERATIONS AGENCY
1964 EMERGENCY PLAN

DESCRIPTION: AS ABOVE - CAC(64)501 DATED 24 APR 64

1. The attached document is referred to:

CGS - No. 083
CAS - No. 001
CJ/DND - No. 082

JPS - on file - No. 000 ✓


1-R
3-113

2. JPS/✓

2.

3. Copies distributed by:

11A/2-0465/CH



(R.L. Purves)
Brigadier
for Chairman, Chiefs of Staff

CENTRAL EUROPE OPERATING AGENCY

11, rue du Général-Pershing, Versailles, S-et-O.

Tél : 950 78.80

*With the compliments
of*

Dispatch CEGA

Please find herewith four copies of 1964
Emergency Plan (OAO(64)D/304) + one copy
of covering letter (OAO(64)501) for MOD
Canada

000240

**Pages 241 to / à 350
are withheld pursuant to section
sont retenues en vertu de l'article**

13(1)(b)

**of the Access to Information Act
de la Loi sur l'accès à l'information**

au 20 décembre 1963

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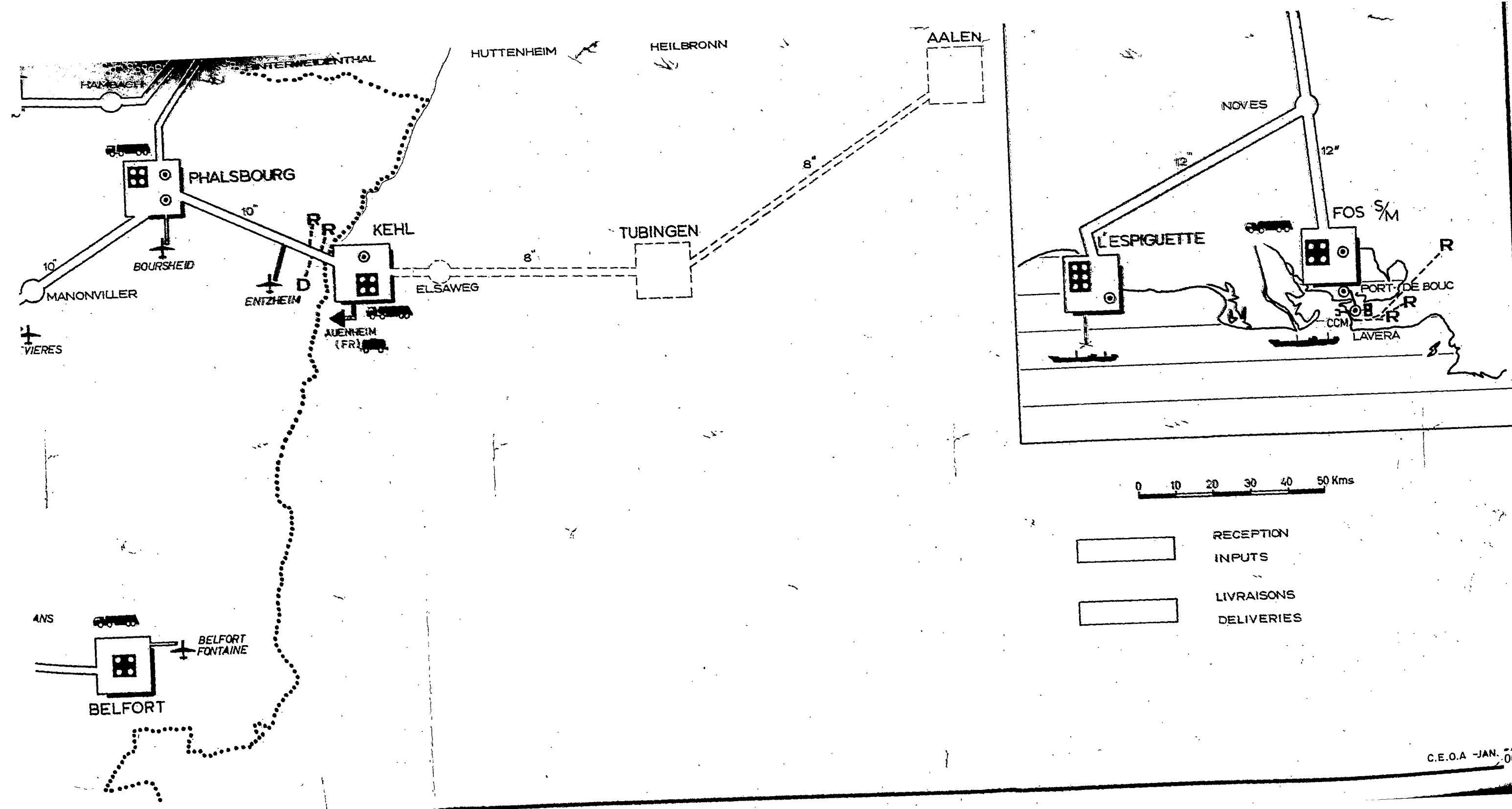
SYSTEME CENTRE EUROPE DES PIPELINES

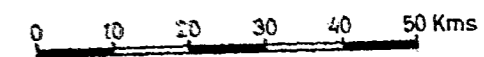
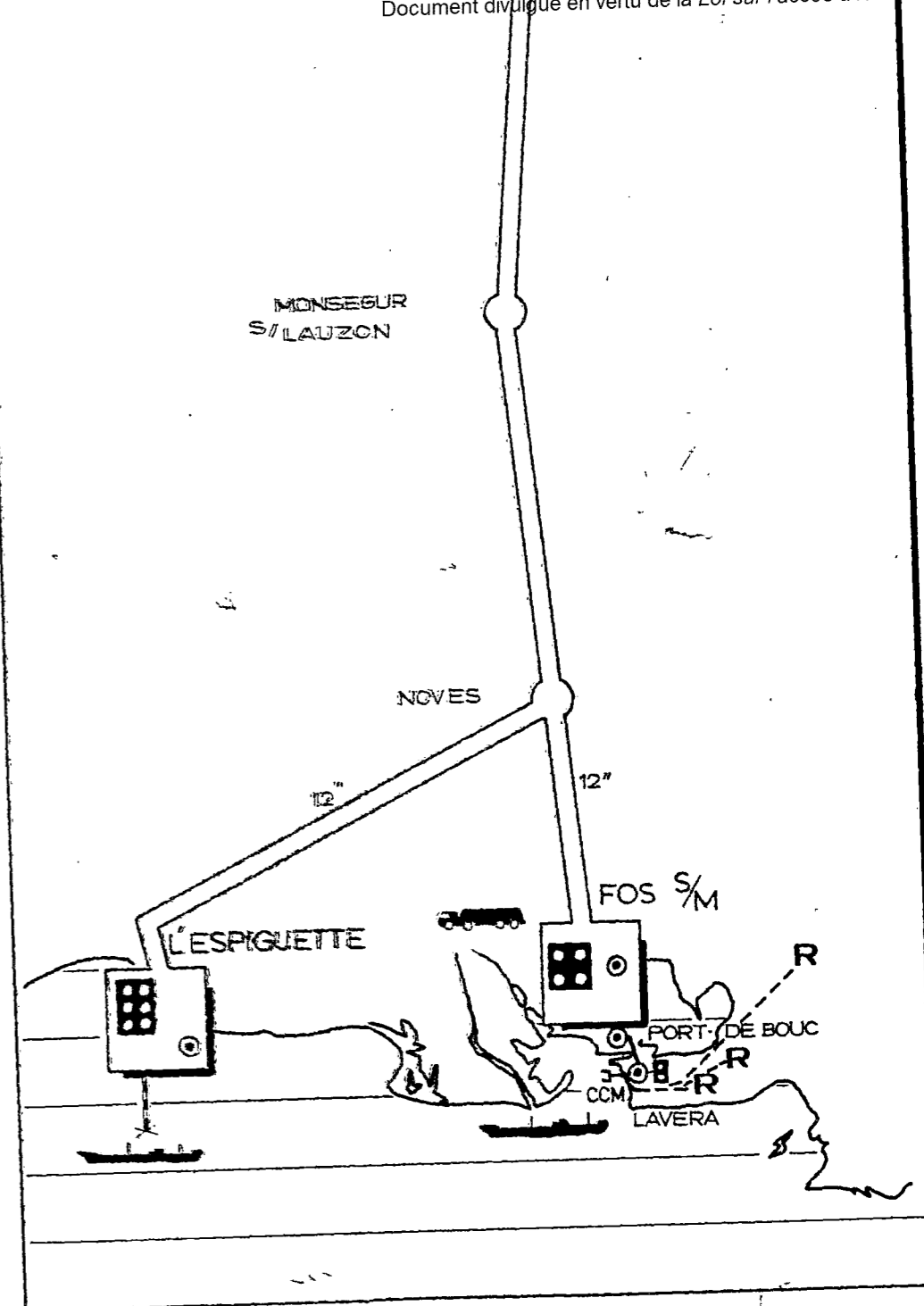
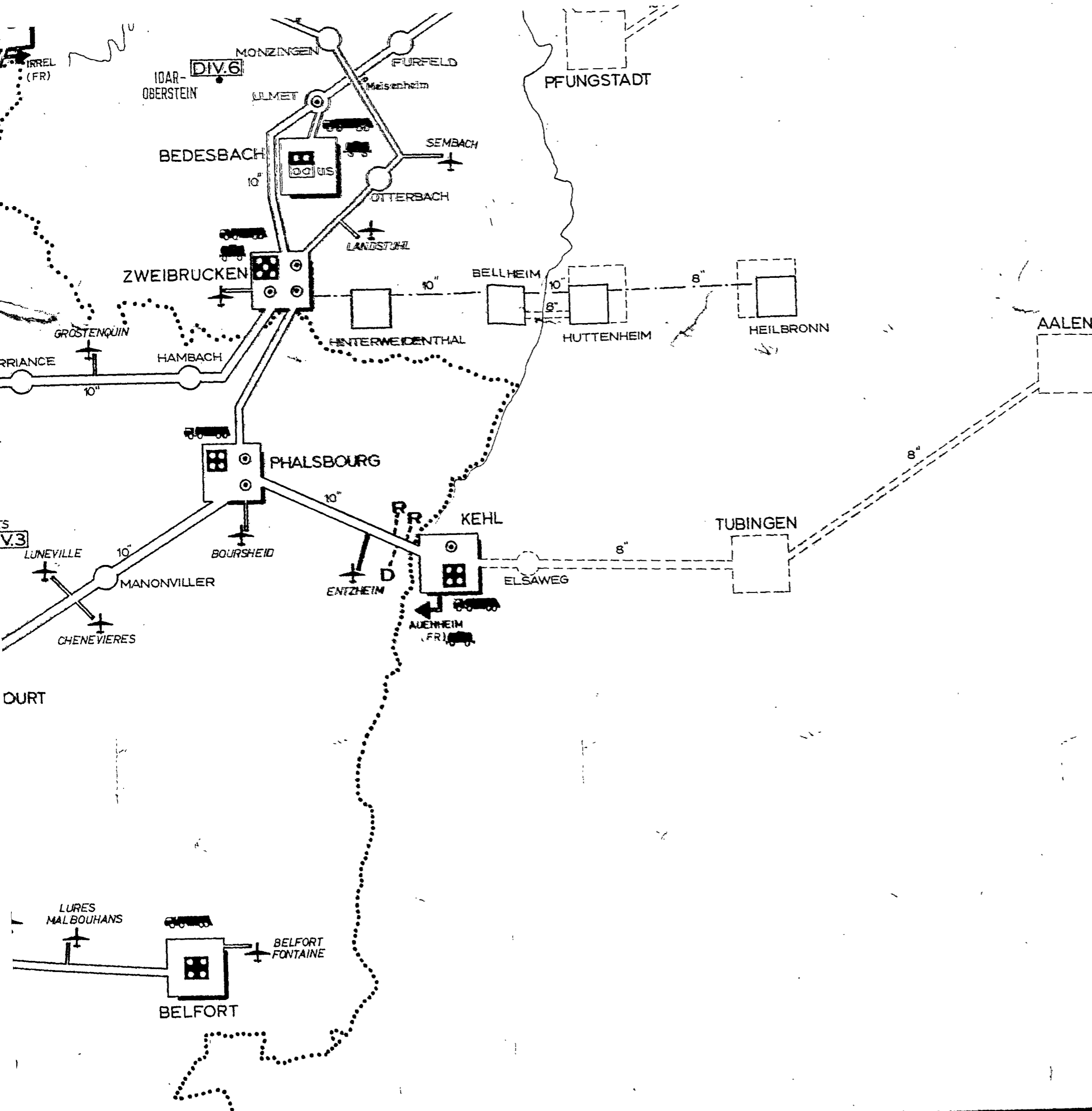
A P P R O U V E S

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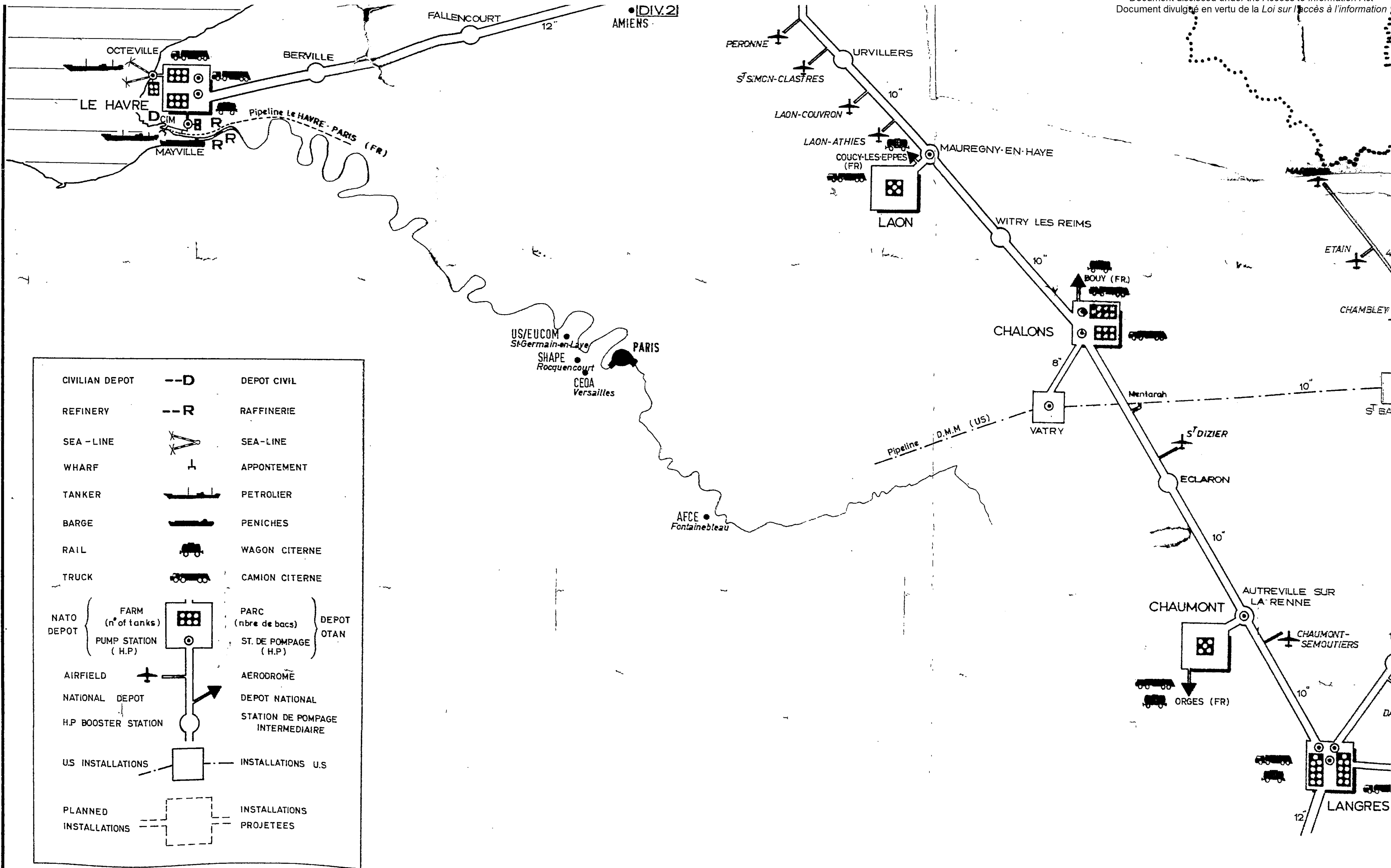
AGENCE CENTRE EUROPE D'EXPLOITATION

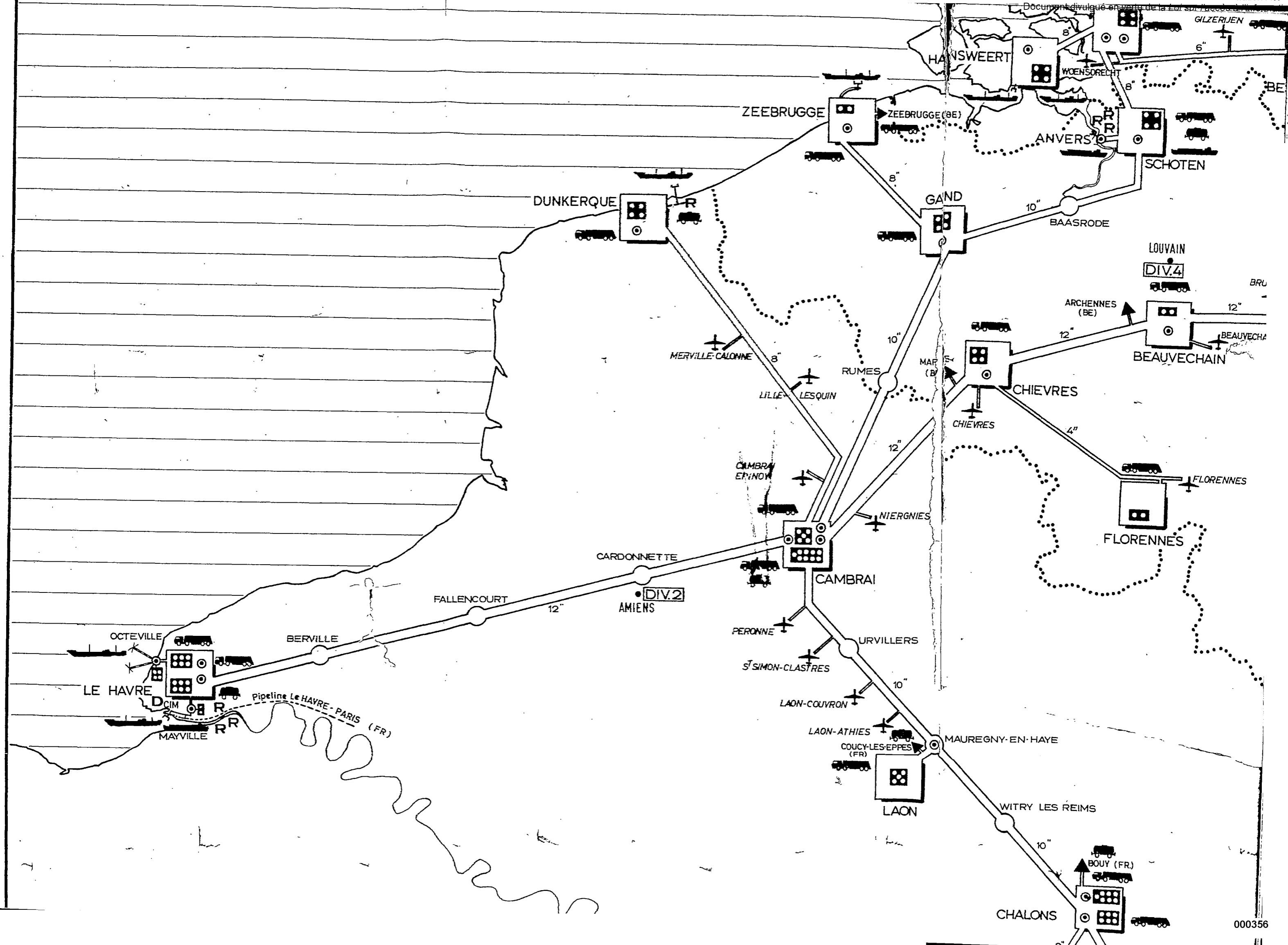
NATO DIFFUSION RESTREINTE

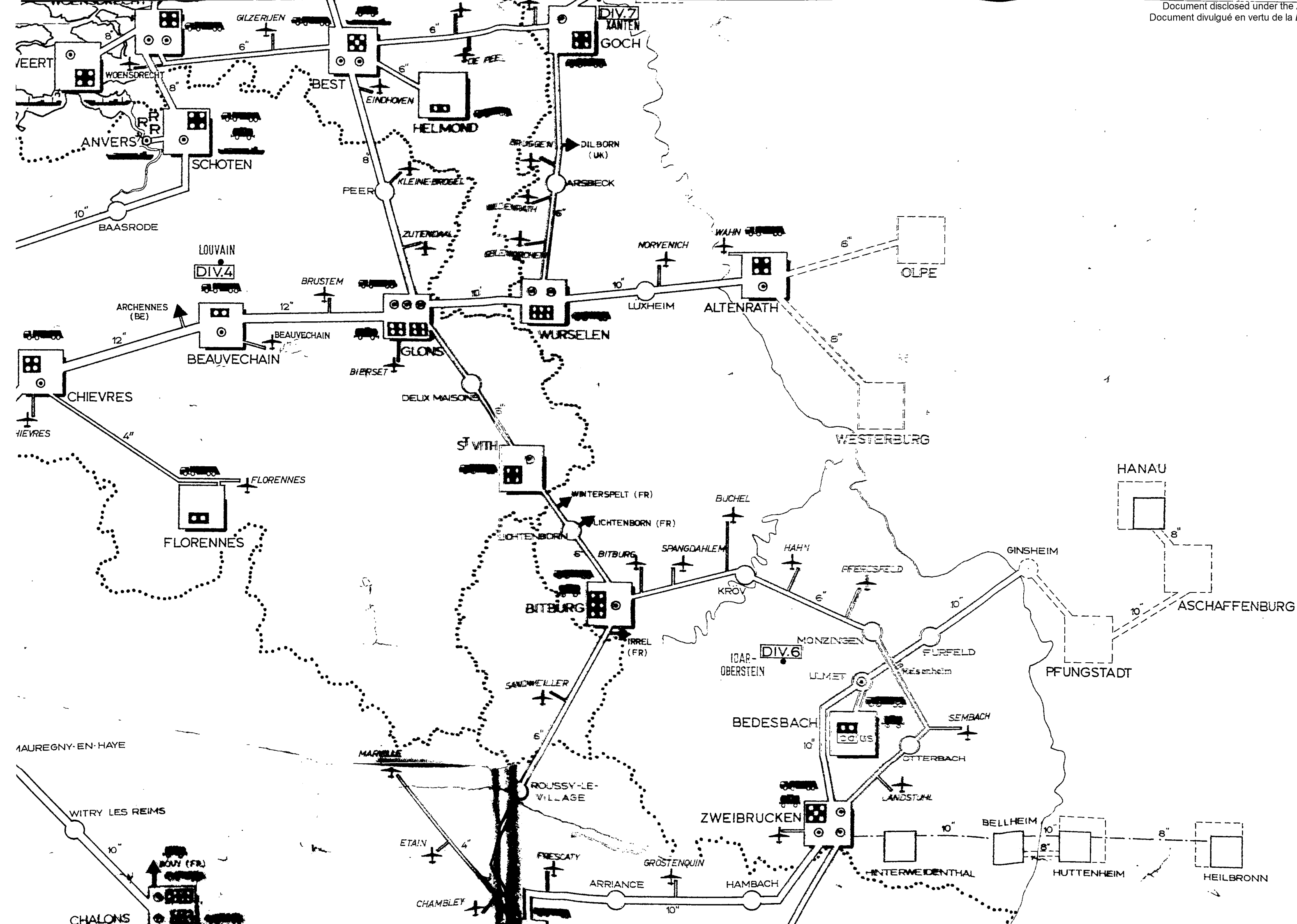


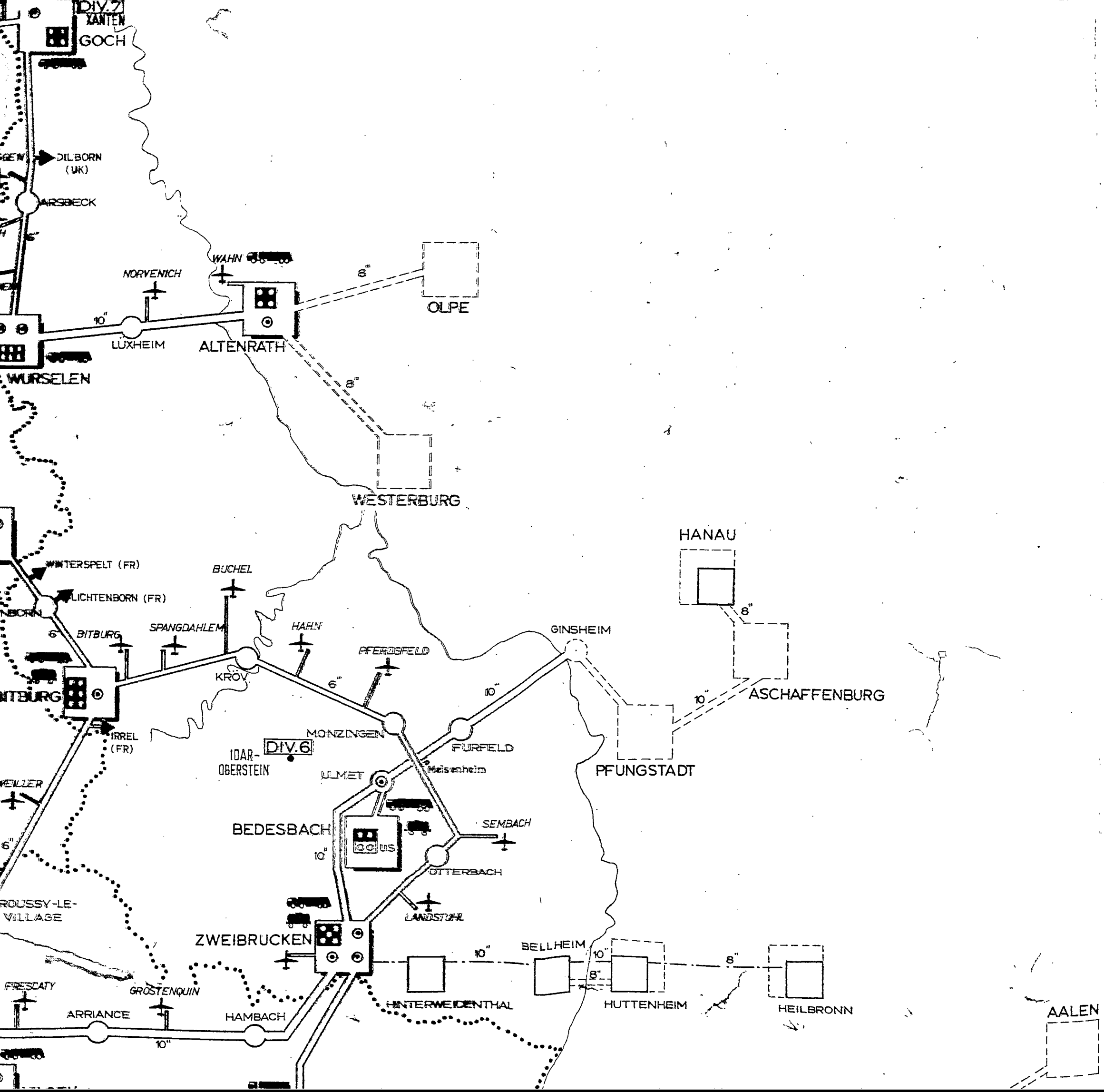


	RECEPTION
	INPUTS
	LIVRAISONS
	DELIVERIES







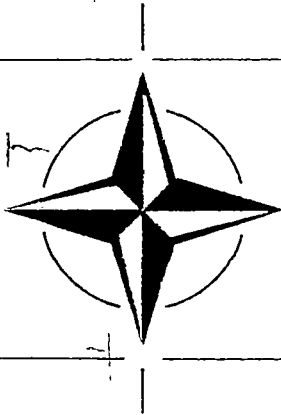


ST TRIVIER
S/MOIGNANS

OYTIER ST OBLAS

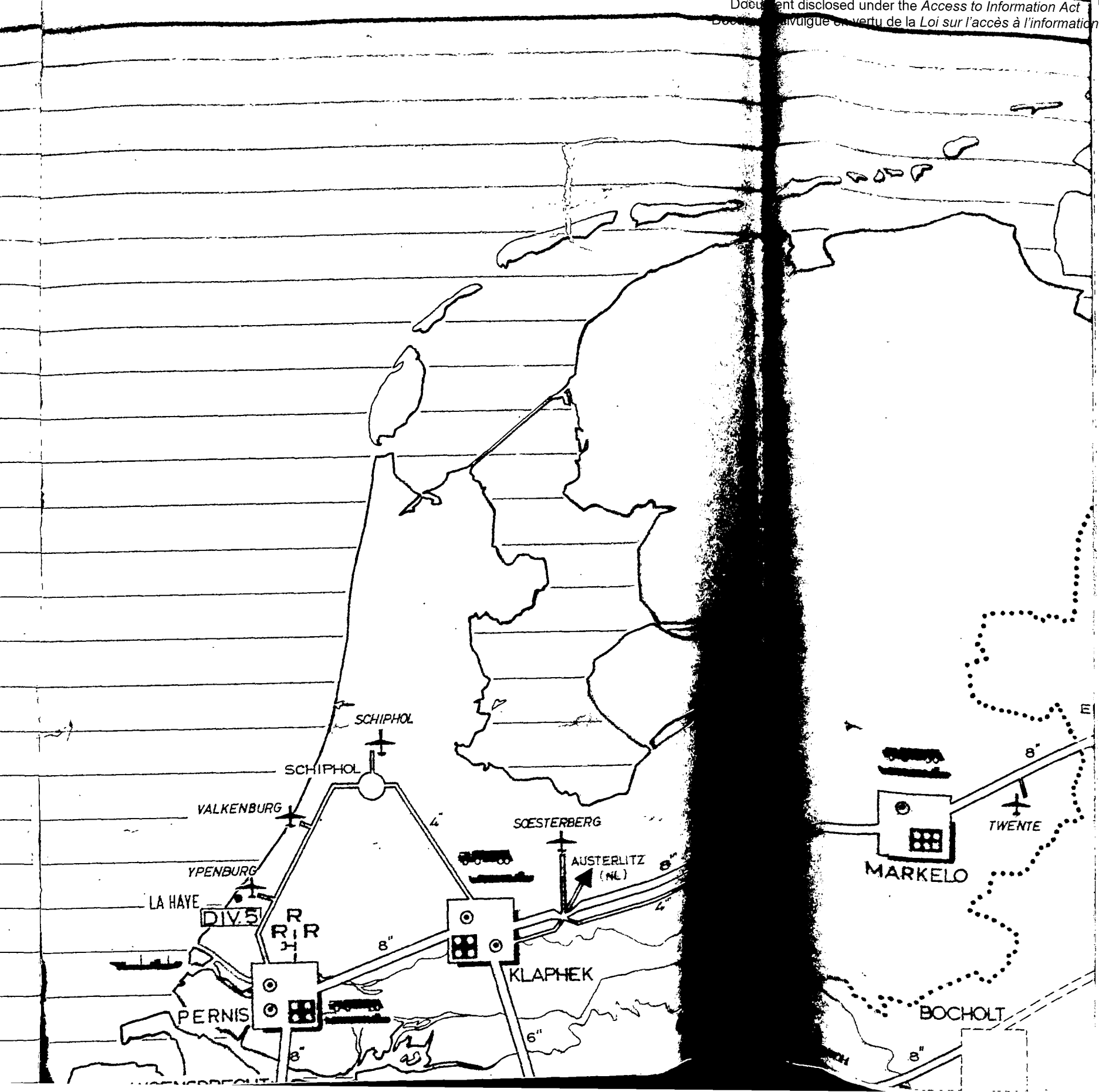
BEAUMONT MONTEUX

MONSEBUR
S/LAUZON



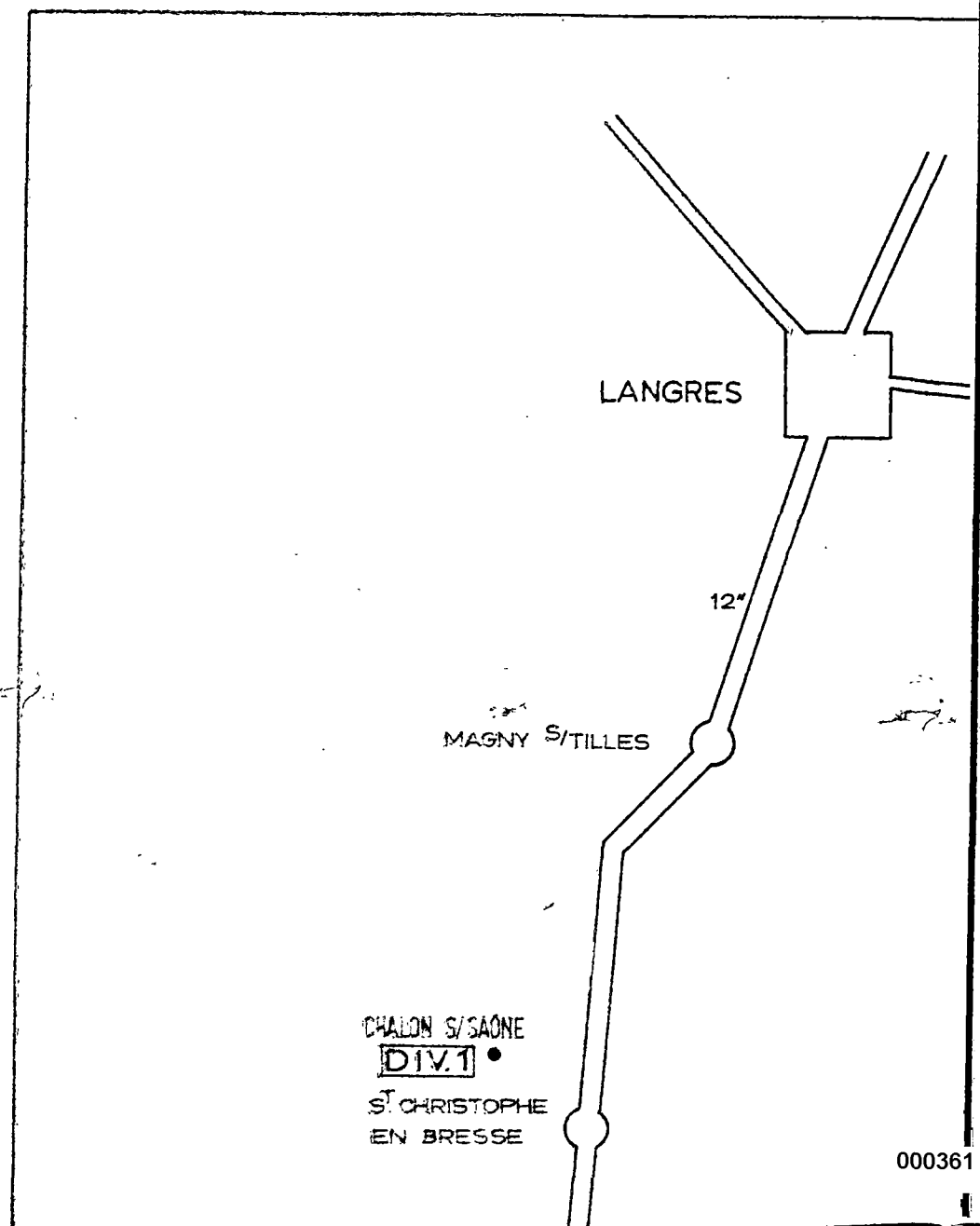
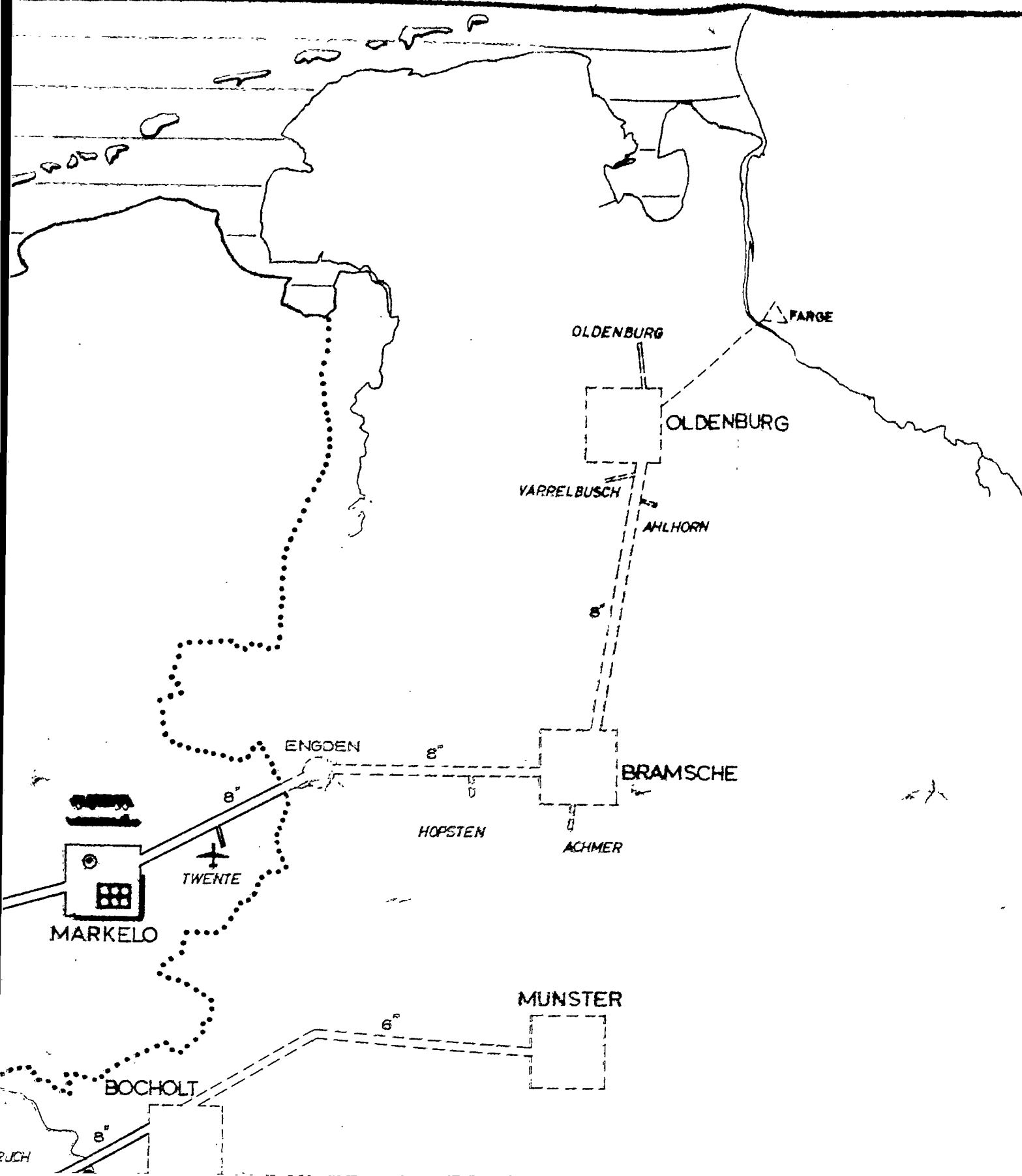
RESEAU CENTRE EUROPE DES PIPELINES
CENTRAL EUROPE PIPELINE SYSTEM

EAU CENTRE EUROPE DES PIPELINES
CENTRAL EUROPE PIPELINE SYSTEM



NATO SECRET
ANNEX A1
OAO (64) D 304

080



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CSC/JS

MAY 8 11 25 AM '64

REFERRED TO

FILE

PHOTO TO

7 May, 1964

Under-Secretary of State
for External Affairs,
East Block,
Ottawa, Ontario.

Attention: Mr. A. Kroeger

Insurance of CEPS Covering
the Claims of Third Parties

With reference to our NATO Delegation's latest report on this subject, which is contained in letter No. N-673, dated 23 April, 1964, this Department is prepared to accept the view that the CEPS should obtain third party liability insurance coverage, including coverage for absolute liability, if all other nations agree to it.

G. Y. LOUGHEAD

E.B. Armstrong,
Deputy Minister

rh/df

cc: CCOS (Attn: Lt. Col. Arnold).
DM, FINANCE

Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)

DOCUMENT
CLASSIFICATION: UNCLASSIFIED

DATE: 7 MAY 64

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION: DOCUMENT AC/120-D/337 (REVISED) DATED 23 APR 64

1. The attached document is referred to: CGS - 1
CAS - 1

2.

3. Copies distributed by: USSEA to DM/DND & DM/FIN



(R.L. Purves)
Brigadier
for Chairman, Chiefs of Staff

WMA/2-0465/dh

DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./J.I. CHANON/ld

To:

Chairman, Chiefs of Staff 5 copies Unn
DM/National Defence 1 copy Unn
DM/Finance 1 copy Unn
DM/Trade and Commerce
DM/Defence Production
DM/Transport
Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
Chairman, Defence Research Board
National Energy Board
DND/Judge Advocate General
Director, Emergency Measures Organization

USSEA
U.S.A. Division
Commonwealth Division
DL(1) Division
DL(2) Division
Economic Division
European Division
Far Eastern Division
Finance Division
Information Division
Legal Division
African and Middle Eastern Division
United Nations Division
Disarmament Division
Press and Liaison Division

Secret JS
Confidential
Restricted
Declassified
NATO May 8, 1964

REFERRED TO: 1196-6

FILE

CHC'D TO: 5/1/64

CAS

CAS

WU

Attached for your information:

NATO DOCUMENT: AC/120-D/337 (Revised) (Corrigendum 2 to Document) of
April 25, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

MAY 6 4 34 PM '64

ORIGINAL : ENGLISH/FRENCH
23rd April, 1964

REFERRED TO
FILE
CHORD TO

NATO UNCLASSIFIED
CORRIGENDUM 2 to
DOCUMENT

AC/120-D/337(Revised) d/20-3-64
1196-6

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Corrigendum No.2

Line 3 of the paragraph :

Instead of "commercial", read : "civil".

ORIGINAL : ANGLAIS/FRANCAIS
23 avril 1964

NATO SANS CLASSIFICATION
RECTIFICATIF 2 au
DOCUMENT
AC/120-D/337(Révisé)

COMITE DE GESTION CENTRE EUROPE DES PIPELINES

Rectificatif No. 2

2ème ligne du paragraphe

Remplacer "commerciales" par : "civiles".

OTAN/NATO
Paris, XVIe.

NATO UNCLASSIFIED
NATO SANS CLASSIFICATION



Address Reply:
The Chairman,
Chiefs of Staff,
Ottawa

File: CSC 1196-6 (SO/LOG)
Document
Classification: RESTRICTED
Date: 5 MAY 64

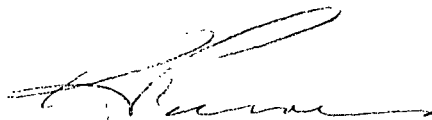
JOINT STAFF MEMORANDUM

Subject: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Description: DOCUMENT AC/120-D/359 DATED 28 APR 64

The attached document is referred to: CGS
CAS

USSEA distribution to DM/DND & DM/Fin



(R.L. Purves)
Brigadier,
for Chairman, Chiefs of Staff.

WMA/2-0465/dn



DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./ J.I. CHAGNON/id

~~Secret~~
~~Confidential~~
~~Restricted~~
Unclassified

NATO
MAY

To:

Chairman, Chiefs of Staff
DM/National Defence
DM/Finance
DM/Trade and Commerce
DM/Defence Production
DM/Transport
Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
Chairman, Defence Research Board
National Energy Board
DND/Judge Advocate General
Director, Emergency Measures Organization

Ottawa, May 4, 1964
4 copies Nos. 7 to 10
1 copy No. 11
1 copy No. 12

Refer
CAS - 1
CAS - 1
dm

USSEA
U.S.A. Division
Commonwealth Division
DL(1) Division
DL(2) Division
Economic Division
European Division
Far Eastern Division
Finance Division
Information Division
Legal Division
African and Middle Eastern Division
United Nations Division
Disarmament Division
Press and Liaison Division

Attached for your information:

NATO DOCUMENT: AC/120-D/359 of April 28, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

CSC/JS

MAY 4 2 40 PM '64

EXEMPLAIRE

N°

7

COPY

REFERRED TO

FILE

CHRG'D TO

ORIGINAL : ENGLISH/FRENCH
28th April, 1964

NATO RESTRICTED
DOCUMENT
AC/120-D/359

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CEOA FIRST SUPPLEMENTARY BUDGET FOR 1963

Note by the Secretary

The first supplementary budget 1963 for CEOA (AC/120-D/254 of 25 February 1963) in a total amount of F.F. 108,407 was approved subject to confirmation by France (AC/120-R/89 of 9th April 1963, item III).

Through an oversight, this confirmation was never recorded in the CEPPC minutes.

The Auditors in checking the 1963 accounts have questioned the propriety of the expenditures under the supplementary budget.

According the CEPPC is now requested to regularise this situation.

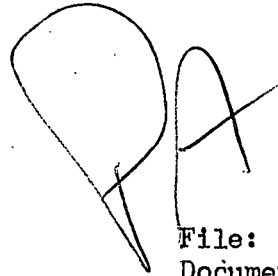
The French member of CEPPC has confirmed that his authorities no longer have a reservation against the supplementary budget.

Accordingly, at the next meeting of CEPPC, it is proposed to note that France has confirmed its agreement to expenditures being made under first supplementary budget 1963 for CEOA.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO
Paris, XVIe.

NATO RESTRICTED



Address Reply:
The Chairman,
Chiefs of Staff,
Ottawa

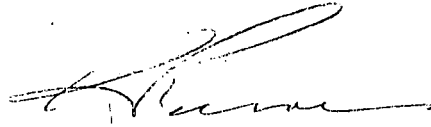
File: CSC 1196-6 (SO/LOG)
Document: _____
Classification: RESTRICTED
Date: 4 MAY 64

JOINT STAFF MEMORANDUM

Subject: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

- Description: A. CORRIGENDUM TO THE ANNEX TO
DOCUMENT AC/120-D/339(REVISED)
DATED 24 APR 64
B. DOCUMENT AC/120-D/354 DATED 20 APR 64
C. CORRIGENDUM TO AGENDA AC/120-A/103
DATED 23 APR 64
D. WORKING PAPER AC/120-WP/152 DATED 21 APR 64

The attached document is referred to: CGS
CAS



(R.L. Purves)
Brigadier,
for Chairman, Chiefs of Staff.

WMA/2-0465/64

DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./ J.I. CHAGNON/id

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NATO

Ottawa, April 30, 1964

To: Chairman, Chiefs of Staff 2 individual documents Unn 3 copies each

DM/National Defence 2 " " 1 " "

DM/Finance 2 " " 1 " "

DM/Trade and Commerce

DM/Defence Production

DM/Transport

Secretary, Air Transport Board

Secretary to the Cabinet

Secretary, Treasury Board

President, National Research Council

Chairman, Defence Research Board

National Energy Board

DND/Judge Advocate General

Director, Emergency Measures Organization

CSC/JS

MAY 4 12 16 PM '64

REFERRED TO

CHIEF TO

USSEA

U.S.A. Division

Commonwealth Division

DL(1) Division

DL(2) Division

Economic Division

European Division

Far Eastern Division

Finance Division

Information Division

Legal Division

African and Middle Eastern Division

United Nations Division

Disarmament Division

Press and Liaison Division

Refer CGS
CAS
unn

Attached for your information:

NATO DOCUMENT: AC/120-A/103 (Corrigendum to Agenda) of April 23,/64
" " AC/120-D/354 of April 20, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

CSC/JS

MAY 4 12 16 PM '64

EXEMPLAIRE

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FILE

CHANGED TO

ORIGINAL: FRENCH
20th April, 1964

NATO UNCLASSIFIED
DOCUMENT
AC/120-D/354

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

GENERAL CLAUSES AND CONDITIONS GOVERNING SERVICES
MOVEMENTS AND STORAGE IN THE CENTRAL EUROPE PIPELINE
SYSTEM IN PEACETIME: TIME ALLOWED FOR PAYMENT OF INVOICES
(Article 25)

Note by the Secretary

Attached is a letter by the Belgian Representative requesting an extension from 30 to 45 days of the time allowed for the payment of invoices, and giving reasons for his request.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO,
Paris, XVIIe.

NATO UNCLASSIFIED

NATO UNCLASSIFIED

-2-

ANNEX to
CG/120-D/354

Paris, 2nd April, 1964

Dear Mr. Chairman,

My purpose in writing is to request you to include in the Agenda for the next meeting of the Pipeline Policy Committee consideration of an amendment proposed by the Belgian Delegation to Article 25 of the General Clauses and Conditions Governing Services, Movements and Storage in the Central Europe Pipeline System in peacetime. This Article reads as follows: "Invoices will be payable at 30 days".

Following criticisms by the General Manager of the Agency of the delays which had occurred in the payment of the sums due by Belgium, my Authorities believe that the best solution would be to extend to 45 days the 30-day time-limit laid down in the aforementioned Article. The normal clearance procedure for all Belgian Government expenditures - including, therefore, those of the Belgian Pipeline Division - involves action by the Financial Services of the Department concerned (the Defence Ministry, in this instance), by the State Audit Office, and lastly by the Ministry of Finance which makes the payment. The time which is physically necessary to complete this procedure is 45 days and the Belgian Authorities are therefore unable to respect the time-limit laid down in Article 25.

I should be obliged if you would circulate copies of this letter to my colleagues on the CEPPC.

Yours, etc.

(Signed) H. PAUWELS
Financial Advisor

NATO UNCLASSIFIED

000372

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

CSC/JS

MAY 4 12 16 PM '64

REFERRED TO

ORIGINAL : ENGLISH/FRENCH

23rd April, 1964

CHC/DT

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CORRIGENDUM to

AGENDA

AC/120-A/103 1196-6

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Corrigendum

ITEM IX

Instead of "commercial", read "civil"

ORIGINAL : ANGLAIS/FRANCAIS

23 avril 1964

NATO SANS CLASSIFICATION

RECTIFICATIF à

l'ORDRE DU JOUR

AC/120-A/103

COMITE DE GESTION CENTRE-EUROPE DES PIPELINES

Rectificatif

POINT IX

Remplacer "commerciale" par : "civile".

OTAN/NATO
Paris, XVIe.

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NATO SANS CLASSIFICATION

DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./ J.I. CHAGNON/lg

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~~Unclassified~~

NATO
Ottawa, April 30, 1964

To:

Chairman, Chiefs of Staff 3 copies Unn
DM/National Defence 1 copy Unn
DM/Finance 1 copy Unn
DM/Trade and Commerce
DM/Defence Production
DM/Transport
Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
Chairman, Defence Research Board
National Energy Board
DND/Judge Advocate General
Director, Emergency Measures Organization

CSC/JS

MAY 4 12 24 PM '64
REFERRED TO *Lo/Roy*
FILE *11.96-6*
CHANGED TO *Do/Koz*

USSEA
U.S.A. Division
Commonwealth Division
DL(1) Division
DL(2) Division
Economic Division
European Division
Far Eastern Division
Finance Division
Information Division
Legal Division
African and Middle Eastern Division
United Nations Division
Disarmament Division
Press and Liaison Division

Attached for your information:

NATO DOCUMENT: AC/120-D/339 (Revised) (Corrigendum to the Annex
to the Document) of April 24, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

MAY 4 12 24 PM '64

REFERRED TO

ORIGINAL : ENGLISH/FRENCH
24th April, 1964

FILE
1196-16
CHANGED TO

NATO UNCLASSIFIED

CORRIGENDUM to
the ANNEX to

DOCUMENT

AC/120-D/339(Revised) d/28-2-64

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Corrigendum

Paragraph 7

Heading : to replace by "Use of the System for Other Than
Military Purposes"

In the text:

1st sub-para. 1st line : to be replaced by : "In 1963 the use
of the network for other than military
purposes increased considerably. "

3rd sub-para. 1st line : instead of "commercial use", read :
"such use".

These amendments have the agreement of the Vice-Chairman of CEPO.

ORIGINAL : ANGLAIS/FRANCAIS
24 avril 1964

NATO SANS CLASSIFICATION
RECTIFICATIF à
l'ANNEXE au
DOCUMENT
AC/120-D/339(Révisé)

COMITE DE GESTION CENTRE-EUROPE DES PIPELINES

Rectificatif

Paragraphe 7

Intitulé : à remplacer par : "Utilisation du Réseau à d'Autres
fins qu'à la Satisfaction des Besoins Militaires. "

Contexte :

1er sous-para. 1ère ligne: à remplacer par : "En 1963, l'utili-
sation du réseau à d'autres fins qu'à la satisfaction des besoins mi-
litaires à considérablement augmenté. "

3ème sous-para. 1ère ligne: remplacer "ces opérations commerciales"
par : "ce genre d'utilisation".

Ces modifications ont l'agrément du Vice-Président du CEPO.

OTAN/NATO
Paris, XVII

NATO UNCLASSIFIED
NATO SANS CLASSIFICATION

DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./ J.I. CHAGNON/id

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To:

Ottawa, APRIL 30, 1964

Chairman, Chiefs of Staff 1 copy No. 7(a) (photostat)

DM/National Defence

DM/Finance

DM/Trade and Commerce

DM/Defence Production

DM/Transport

Secretary, Air Transport Board

Secretary to the Cabinet

Secretary, Treasury Board

President, National Research Council

Chairman, Defence Research Board

National Energy Board

DND/Judge Advocate General

Director, Emergency Measures Organization

CSC/JS

MAY 4 12 26 PM '64
REFERRED TO
FILE
1196-6
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USSEA

U.S.A. Division

Commonwealth Division

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DL(2) Division

Economic Division

European Division

Far Eastern Division

Finance Division

Information Division

Legal Division

African and Middle Eastern Division

United Nations Division

Disarmament Division

Press and Liaison Division

Attached for your information:

NATO DOCUMENT: AC/120-WP/152 of April 21, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

CSC/JS

Ottawa-1

2642

MAY 4 12 26 PM '64

N°

7A

ORIGINAL : ENGLISH/FRENCH
21st April, 1964

FILE COPY

REFERRED TO COPY

FILE RESTRICTED
WORKING PAPER
AC/120-WP/152

APR 27 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

MONTHLY STATISTICS

Note by the Secretary

CSC/JS

MAY 4 12 26 PM '64

So/Ry
1196-6

Attached herewith are CEQA monthly traffic statistics
for February 1964.

REFERRED TO

FILE

(Signed)

R. LAGASSE de LOCHT

ORIGINAL : ANGLAIS/FRANCAIS
21 avril 1964

NATO DIFFUSION RESTREINTE
DOCUMENT DE TRAVAIL
AC/120-WP/152

COMITE DE GESTION CENTRE-EUROPE DES PIPELINES

STATISTIQUES MENSUELLES

Note du Secrétaire

On trouvera ci-jointes les statistiques mensuelles de la
CEQA relatives aux livraisons effectuées en février 1964.

(Signé) R. LAGASSE de LOCHT

OTAN/NATO
Paris, XVIe.

NATO RESTRICTED
NATO DIFFUSION RESTREINTE

000377

DIRECTEUR GENERAL
—C.E.O.A.—
GENERAL MANAGER

STATISTIQUES MENSUELLES
MONTHLY STATISTICS

MOIS de Février 1967
MONTH February

NATIONS	TOTAL DES LIVRAISONS (Metres cubes) TOTAL OF DELIVERIES (Cubic meters)	FACTURATION TOTALE EN N.F. (Transport - Stocks - Manutention) TOTAL INVOICING IN N.F. (Movement - Storage - Handling charges)
BELGIQUE BELGIUM	14.302	189.200.-
CANADA CANADA	3.951	18.700.-
FRANCE FRANCE	35.771	661.200.-
ALLEMAGNE GERMANY	7.109	348.300.-
LUXEMBOURG LUXEMBURG		400.-
PAYS-BAS NETHERLANDS	16.281	145.500.-
ROYAUME-UNI UNITED KINGDOM	9.082	127.000.-
ETATS-UNIS UNITED STATES	101.529	765.800.-
TOTAL	188.025	2.256.100.-

OBSERVATIONS :
REMARKS :

Civil :

Esso Nederland :	12.639	}	30.900.-
Shell Pernis-Schiphol :	905		
	<u>12.544</u>		<u>30.900.-</u>
	<u>201.569</u>		<u>2.287.000.-</u>

TEMPORARY DOCKET

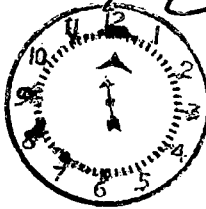
Room 4444 "A" Bldg.

INSPECTED
IN C.R.
BY

HRB

000379

30 APR '64 AM



Address Reply:
The Chairman,
Chiefs of Staff,
Ottawa

OFFICE OF THE QMC
DQOP

File: CSC 1196-6 TD128
Document (SO/LOG)
Classification: RESTRICTED
Date: 29 Apr 64

JOINT STAFF MEMORANDUM

Subject: 103RD MEETING OF CEPPC

Description: NUMBERED LETTER N-673 DATED 23 APR 64 FROM
THE CANADIAN DELEGATION

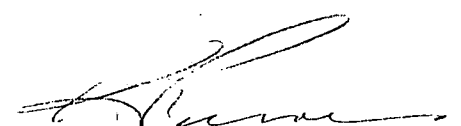
The attached document is referred to:

CGS

CAS

Handwritten notes:
✓ Kelt
✓ Hrb
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by RCAF.

WMA/2-0465/meb


(R.L. Purves)
Brigadier,
for Chairman, Chiefs of Staff.

CSC/JS

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APR 28 2 39 PM '64

N- 673

REFERRED TO

The Canadian Delegation to NATO

CHC'D TO

23 April, 1964

Air

NIL

103rd Meeting of CEPPC

*CHS
CHS
on T.D.*

1. CEPPC held its 103rd Meeting on 17 Apr 64. The more important subjects considered are given below:

SUPPLEMENTARY BUDGETS

2. Routine supplementary budgets were considered and approved for CEOA, The French Divisions, Netherlands (2) and Belgium. Additionally, a budget of F 360,500 was approved for introduction of diesel into the system for military use (AC/120-D352 and 355). This involves cleaning of some tanks to make them available for storage, modification of depots, pump stations and pipeline to handle the product, and provision of specialized laboratory equipment to test diesel fuel. The CM/CEOA stated that, on the basis of potential traffic indicated by user nations, the revenue in 1965 should exceed the outlays to adapt the system for diesel by over F 200,000. Most of the revenue thereafter should be "profit" and should increase significantly for several years, so that the use of the System for diesel should prove quite worthwhile. Additionally, the System will be put in a better position to accept diesel movements from commercial users.

SETTLEMENT FOR ACCIDENTAL LOSS OF PRODUCT

3. CEPPC accepted a CEOA proposal (AC/120-D/308 (Revised) to absorb accidental losses of product into allowances for normal losses, thereby avoiding the necessity of developing a special procedure for replacing these losses. In the approximate six years of operation of the System only 244 cubic metres of product have been accidentally lost.

PROVISION OF EQUIPMENT FOR REPAIR OF DAMAGE TO THE CEPS IN WARTIME

4. At this meeting and at the preceding one an involved discussion on principles and procedures took place on this subject. CEPO, also, at its last meeting spent about half its time on the same subject. Since the provision of this equipment is now a stated military requirement, most of the discussion turned on how the problem should be handled, since there was a distinct possibility that Infrastructure would finally assume responsibility for financing. So that CEPO could proceed with the technical details, CEPPC finally decided to approve the project in principle on the understanding that Infrastructure Payments and Progress Committee be informed that the user countries were prepared to pre-finance the undertaking and assume financial responsibility if the project did not ultimately qualify for Infrastructure funding and on the further understanding that Infrastructure procedures would be used throughout so as not to prejudice ultimate financing by Infrastructure. Additionally, the UK stated its position that if final responsibility for fin-

CCOS

DM/DND

IM/FIN

ancing mated with CEPPC, the rate of financing would not be permitted to increase the annual deficit of the System, which must continue to decrease. In other words, funds would have to be found from additional revenue and/or reduced cost of operations. There is no immediate financial impact from this decision, and if the CEPPC adopts the UK position, which is likely, the financing, if it continues to be a CEPPC responsibility, may be spread over a considerable number of years.

DAMAGE AT KEHL

5. The Committee, after considering a number of suggested formulae for making a contribution to Germany to compensate her for damage claims she has had to settle as a result of a break in a flexible pipe provided and operated by Germans as part of the emergency movement of heating fuel a year ago, decided on a sum of DM 40,000 with Germany having the right of acceptance or of making further representations to the CEPPC. Since this is an ex-gratia payment it is unlikely that Germany will make further representations.

REPLACEMENT OF HEAD OF OPERATIONS

6. The Chairman of CEPPC and CEOA reported that the selection committee established to find a replacement for Mr. Hayward as Head of Operations had recommended Mr. Baylac, a French candidate, and that members of both committees, on a secretarial basis, had given their country's concurrence. GM/CEOA stated that action had been initiated to obtain Mr. Baylac.

INSURANCE COVERING THIRD PARTY CLAIMS

7. An inconclusive discussion of AC/120-D/353 took place. Most of the attention was directed to obtaining a clarification of "legal liability" and "absolute liability", since coverage for the latter would increase the premium by about 50 per cent. It was explained that legal liability arises out of a tort, such as negligence, while absolute liability can exist without any wrong doing but through merely being the ~~OWNER~~ owner on an inherently dangerous thing. (About a year ago, investigation of a pipeline leak in France revealed that a farmer had tapped into the pipeline to get a private supply of petroleum for his home and his farm equipment. He was sent to jail complaining that he was being wronged because the product in the pipeline had damaged the engines in which he used it. Had this incident occurred in Germany and had the leak caused by the farmer polluted the sub-soil water, the CEPS could have been liable for the full damage under the German Water Conservation Laws, regardless of the liability of the farmer.)

8. We said that we were not yet in a position to give approval in principle for insurance. All other delegations stood by their 1960 position in favour of insurance (AC/120-R/74), the question mark only arising with respect to whether the coverage should extend to absolute liability. It was agreed to leave the question open and for host countries to ascertain whether their authorities were prepared to provide experts for a working group to advise CEOA on the technical aspects of insurance.

9. In DL 838 of 16 Apr 64 you requested certain information relevant to taking out insurance against third party claims. The answers are as follows:

- (1) The extent to which CEPS has carried insurance in the past and the annual cost - The CEPS has never had insurance against third party risk. For some years, CEOA carried a small policy giving partial protection of its office building and against claims for injury suffered by its employees during the course of their employment.

- 3 -

This item, however, was eliminated in the 1964 budget. However, in the recently concluded long-term contracts for the movement of commercial product between Antwerp-Pernis and Pernis-Schipol provision has been made for insurance against third-party claims. The annual cost for this is about FF 6,500 (\$1,300). The same action has been taken on a current transient movement of commercial product between Strasbourg and Kehl at a cost of FF 1,100 (\$250). These have been looked on as expedients until comprehensive insurance was provided.

- (2) Whether insurance carried has been satisfactory in meeting claims brought against the CEPS - No experience.
- (3) Nature and extent of third party claims submitted in past and how they have been handled - With the exception of the case dealt with in the following para, the number of damage claims have been few and the size of the claims minimal. Since ~~we~~ these have been settled at the divisional level using contingency funds, there is no formal record of them.

10. In connection with the emergency movement of heating fuel to Germany a year ago, there were two incidents. A leak in the Kehl depot, which did not result in a damage claim; and a break in a flexible pipe operated by the German military, which dumped about 35 cubic metres of product that contaminated the waterworks of the Village of Auenhien and resulted in the German Government being liable for damages. Para 5 above deals with an ex gratia payment to Germany in connection with this case. Total damages were of the order of DM 400,00 (\$100,000). (Documents AC/120-D/298,305 and 347 refer).

11. Past discussions of this subject have highlighted the fact that self-insurance is not as acceptable a solution to third-party claims in the case of the CEPS as in other areas of NATO activity. The foreseeable potential size of damage claims are far higher than is likely to occur in other activities, and is aggravated by the inherent liability rule. Thus, in the preceding paragraph, the spilling of a few dollars ~~worth~~ worth of leaking fuel cost CEPS and ~~Germany~~ Germany \$100,000 and could have cost many times more had not quick preventive action been taken or had the break occurred near a large centre of population instead of a village of a few hundred people. Probably more important is the fact that seven user nations might not see eye to eye with the eighth nation on how the damage claims should be met, particularly if the eighth nation felt it had an obligation to deal with some claims on an ex gratia basis. Host nations, in particular, have felt that it would "make life easier for them" if an answer was interposed between them and their citizens. Another important consideration in early deliberations was the expectation the CEPS would be plagued with claims. This fear has not been realized, but it must be recognized that a new system should be more fault-free than when it is older.

12. In DL 838 you indicate that you can probably go along with the majority in taking out insurance. We would appreciate confirmation or otherwise of this before the next meeting of CEPPC on 28 May. Additionally, we should be informed whether you have a strong objection to the insurance coverage of absolute liability in view of the 40-45

- 4 -

per cent increase in the premium to get this coverage. Netherlands and Germany, which have stringent laws to protect their water supplies, are strong advocates of this coverage.

A handwritten signature in dark ink, appearing to be 'McFinnish', written in a cursive style.

The Canadian Delegation

Our file ref.S110-704.....(CAS).



DEPARTMENT OF NATIONAL DEFENCE

ROYAL CANADIAN AIR FORCE

Ottawa, Ont
4 May 64

Ref your CSC 1196-6 (SO/LOG) 23 Apr 64

Chairman,
Chiefs of Staff,
Ottawa, Ontario.

Storage Allocations of ACIANT
FOL Infrastructure Facilities

1 The RCAF has no comments on document 11656/
ACIANT/N-457 dated 16 April 64.

CSC/JS

MAY 4 11 33 AM '64

REFERRED TO Lo/Ry
FILE 1196-6
CHG'D TO _____

G. Kennedy
(CR Dunlap)
Air Marshal
Chief of the Air Staff

See folio 66
Oct 37

Address Reply:
The Chairman,
Chiefs of Staff,
Ottawa

File: CSC 1196-6 (SO/LOG)
Document
Classification: NATO
Date: RESTRICTED
29 Apr 64

JOINT STAFF MEMORANDUM

Subject: INFRASTRUCTURE COMMITTEE

Description: ADDENDUM TO MEMORANDUM AC/4-M/125 DTD
14 APR 64

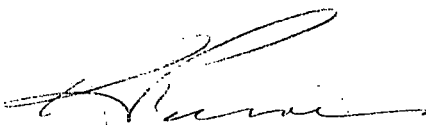
The attached document is referred to:

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Our memo of 31 Jan 63 refers.

Copies distributed by USSEA TO DM/DND, DM/FINANCE



(R.L. Purves)

Brigadier,

for Chairman, Chiefs of Staff.

WMA/2-0465/meb



DL 1462

CSC/JS

DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./

J.I. CHAGNON/ld

APR 27 4 32 PM '64

REFERRED TO

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1196-6

CHG'D TO

Ottawa, April 22, 1964

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TO: Chairman, Chiefs of Staff 4 copies Nos. 5 to 8

DM/National Defence 1 copy No. 2

DM/Finance 1 copy No. 10

DM/Trade and Commerce

DM/Defence Production

DM/Transport

Secretary to the Cabinet

Director, Emergency Measures Organization

President, National Research Council

Secretary, Chairman, Air Transport Board

Chairman, Defence Research Board

National Energy Board

DND/ Judge Advocate General

USSEA

U.S.A. Division

Commonwealth Division

DL(1) Division

DL(2) Division

Economic Division

European Division

Far Eastern Division

Finance Division

Information Division

Legal Division

African and Middle Eastern Division

United Nations Division

Disarmament Division

Press and Liaison Division

C G S
C A S

Refer To our memo 31 Jan 64.
for info please.

Attached for your information:

NATO DOCUMENT: AC/4-M/125 (Addendum to Memorandum) of
April 14, 1964

INFRASTRUCTURE COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

CSC/JS

APR 27 4 32 PM '64

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FILE

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EXEMPLAIRE

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ORIGINAL: ENGLISH
14th April, 1964

NATO RESTRICTED
ADDENDUM to
MEMORANDUM
AC/4-M/125 d/21-1-63
1196-6

INFRASTRUCTURE COMMITTEE

Addendum

Note by the Controller for Infrastructure

In the letter attached at Annex A hereto SHAPE has modified the requirement for a distance of nine metres between the pump station building line and the concrete splinter-barrier.

2. The International Staff called a meeting on 25th March, 1964 to consider the implications of this change on the guidance in AC/4-M/125. The meeting was attended by Representatives from France, Germany, Italy, Netherlands, CEOA, SHAPE and the International Staff. It resulted in the modifications shown at Annex B hereto. It should be noted that the modifications include an additional clarification concerning the checks on resistance. Furthermore the modifications take account of the Committee's recent decision on personnel doors at NATO pipeline pump stations (SHAPE 6100/18-13-311/63-INFRASEC/63/181 and AC/4-DS/460, Item III).

3. The Committee is invited to note the present Addendum.

(Signed) M. CHASE

OTAN/NATO,
Paris, XVIe.

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ANNEX A to
ADDENDUM to
AC/4-M/125

SUPREME HEADQUARTERS ALLIED POWERS EUROPE

PROTECTION OF POL PUMP STATIONS

To: Secretary General, NATO
(THRU Standing Group Representative
Attention Controller for Infrastructure)

Info: Standing Group Representative

25th February, 1964
6100/18-13-85/64

References: (a) Letter, SHAPE, 6100/18-8-107/62, Subject: Blast
Doors for Pumping Stations, 12th October, 1962
(b) Letter, SHAPE, 6100/18-8-138/62, Subject: same
as reference (a), 22nd November, 1962
(c) AC/4-M/125 and Corrigendum

1. By references (a) and (b), SHAPE set forth the criteria to be taken into consideration for the protection of POL pump stations.

2. Reference (a) stated in particular that, in order to provide for removal and displacement of skid mounted pumping units, it would be necessary to provide a distance of some nine metres between the building line and the concrete barrier.

3. It is now SHAPE's position that the above is no longer a NATO military requirement and the pump stations should be designed to permit the removal and displacement of engines, pumps and speed increasers independently of each other.

4. The International Staff is requested to examine the incidence of this new concept on the technical directives on the protection of POL pump stations given by reference (c).

(Signed) E. PISTOTTI
Major General, Italian Army
Assistant Chief of Staff, Logistics

-3-

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ANNEX B to
ADDENDUM to
AC/4-M/125

MODIFICATIONS PROPOSED TO ANNEX TO AC/4-M/125

1. Add a last article (c) under Part II as follows:

"(c) Rebound:

Resistance to rebound will be checked."

2. Part III. Delete the whole Section III.A, and replace by the following:

"A. Large apertures

The new requirements on the removal of engines may permit, in general, some large openings to be blocked. For this purpose, the cheaper solution meeting the protection requirement will be retained.

The remaining large openings will be closed by a door. The most economical solution is to be chosen: either a door withstanding blast and splinters or a door withstanding blast and a splinter-proof wall, or any other solution meeting the protection requirements.

If the engine room has only large outside openings, a small opening will be provided in a blocked up large opening."

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Address Reply:
The Chairman,
Chiefs of Staff,
Ottawa

File: C5C 1196-6(SO/LOG)
Document NATO
Classification: RESTRICTED
Date: 29 Apr 64

JOINT STAFF MEMORANDUM

Subject: a. CENTRAL EUROPE PIPELINE POLICY COMMITTEE
b. CIVIL MOVEMENT IN THE CEPS - REISCHSTETT/KEHL

Description: a. WORKING PAPER AC/120-WP/151 DATED 16 APR 64
b. DOCUMENT 6100.013/CE/LOG/195/64 DTD 3 APR 64

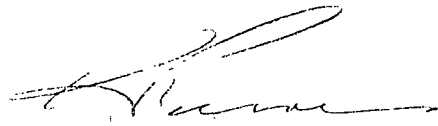
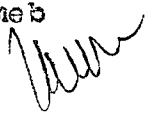
The attached document is referred to:

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WMA/2-0465/meb



(R.L. Purves)
Brigadier,
for Chairman, Chiefs of Staff.

DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./J.I. CHAGNON/id

CSC/JS

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~~Unclassified~~

To:

Chairman, Chiefs of Staff
DM/National Defence
DM/Finance
DM/Trade and Commerce
DM/Defence Production
DM/Transport
Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
Chairman, Defence Research Board
National Energy Board
DND/Judge Advocate General
Director, Emergency Measures Organization

APR 28 / 11 29 AM '64
Ottawa, April 24, 1964
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S. L. G.
1196-6

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Economic Division
European Division
Far Eastern Division
Finance Division
Information Division
Legal Division
African and Middle Eastern Division
United Nations Division
Disarmament Division
Press and Liaison Division

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Attached for your information:

NATO DOCUMENT AC/120-WP/151 of April 16, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

CSC/JS

ORIGINAL: ENGLISH
16th April, 1964

APR 28 11 29 AM '64
REFERRED TO *Sollog*
FILE 1196-6
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NATO UNCLASSIFIED
WORKING PAPER
AC/120-WP/151

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

RESALE OF VEHICLES OF THE NETHERLANDS DIVISION

Note by the General Manager CEOA

Due to an internal reorganization in the Netherlands Division in 1963 whereby mobile crews were allocated permanently to depots, the following vehicles have become redundant :

<u>Type</u>	<u>Year of acquisition</u>	<u>Registration</u>	<u>No. of km run</u>	<u>Original Cost H.Fl.</u>
Taunus				
17M Combi	1959	AG 28-83	101,116	7,778.80
"	1959	AG 28-84	112,624	7,778.80
"	1959	AG 28-85	106,823	7,778.80
"	1959	AK 52-51	96,764	7,778.80
"	1960	DK 83-25	100,060	7,936.80
				<u>39,052.00</u>

2. It is estimated that the resale value of these vehicles as a group is approximately H.Fl. 7,000.00 and the proceeds will be credited in the books of account of the Division.

3. In accordance with paragraph 44.313 of the Financial Regulations (AC/120-D/234) the Committee is requested to approve the write-off of these five vehicles.

(Signed) O. HARTEON

OTAN/NATO
Paris, XVIe.

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DEPARTMENT OF EXTERNAL AFFAIRS

DL(1) Div./ J.I. CHADON/

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To:

Chairman, Chiefs of Staff
DM/National Defence
DM/Finance
DM/Trade and Commerce
DM/Defence Production
DM/Transport
Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
Chairman, Defence Research Board
National Energy Board
DND/Judge Advocate General
Director, Emergency Measures Organization

REFERRED TO
Ottawa, April 27, 1964
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S. Log
1196-6

USSEA
U.S.A. Division
Commonwealth Division
DL(1) Division
DL(2) Division
Economic Division
European Division
Far Eastern Division
Finance Division
Information Division
Legal Division
African and Middle Eastern Division
United Nations Division
Disarmament Division
Press and Liaison Division

CAS
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Attached for your information:

NATO DOCUMENT/ 6100.013/CE/LOG/195/64 of April 3, 1964

CIVIL MOVEMENT IN THE GEPs - REISCHSTETT/KEHL.

CSC/JS

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HEADQUARTERS ALLIED FORCES CENTRAL EUROPE
Fontainebleau France

APR 28 12 14 PM '64

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ORIGINAL/FRENCH

CE/PO - 36/6

3 April 1964

6100.013/CE/LOG/195/64

Subject: Civil Movement in the CEPS - REISCHSTETT/KEHL.

Distribution: CEPO list "A"

References: (a) 6100.013/CE/LOG/93/64; (CE/PO - 61/3) of 11 Feb 64
(b) CE/PO - 62/2 dated 19 March 1964 (limited distribution)

Attached are the General Conditions and Technical Agreement (CAG(64)390 dated 4 March 1964), as revised at the Joint meeting of CEPO and CEPPC (reference (b)), for the movement of gas oil from REISCHSTETT refinery to KEHL.

Signed: E.D. WARDLEWORTH
Lt. Col. U.K.A.
Secretary CEPC.

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CSC 146
CENTRAL EUROPE OPERATING AGENCY

APR 28 12 14 PM '64

Address for classified documents:
c/o NATO Central Registry
Place du Maréchal-de-Lattre-de-Tassigny
Paris, XVIIe.

11, rue du Général-Pershing
Versailles (S.' O.)

Tel: 950 78-80

So/Log
1196-6

NATO RESTRICTED
OAG(64)390

4th March 1964

To : The Chairman
Central Europe Pipeline Policy Committee

The Chairman
Central Europe Pipeline Office

Subject : Movement of gas oil between Reichstett and Kehl

As requested, I have the pleasure to forward herewith the revised Annexes A and B to document OAF(64)D/296 with the agreed changes which make up the approved general and technical agreements for the movement of gas oil between Reichstett and Kehl.

B. Hartéon
O. Hartéon

Enc.

Distribution

	<u>Eng.</u>	<u>Fr.</u>
Chairman, CEPPC	1	-
Secretary, CEPPC	1	1 together with full distribution of annexes
Chairman, CEPO	-	1
Secretary, CEPO	100	59

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CENTRAL EUROPE OPERATING AGENCY

ORIGINAL : FRENCH
4th March 1964

ANNEX B (Revised) to AC/120-D/337

NATO RESTRICTED
ANNEX A (Revised) to
OAF(64)D/296

GENERAL CONDITIONS FOR DELIVERY OF PETROLEUM PRODUCT FROM REICHSTETT
REFINERY TO KEHL DEPOT FOR NON-NATO PURPOSES FROM MARCH 1964 TO MAY 1964

The German and the French Governments propose, and CEPPC and CEPO, in consultation with CINCENT, accept that operations (transports, storage and handling) for commercial purposes be carried out in accordance with the following conditions:

Article 1 - Object

- 1.1 The following General Conditions constitute the principles in accordance with which all the operations in question should be carried out in the interest of the Central Europe Pipeline System, hereafter called CEPS. These operations are included in the normal operations of this System in conformity with the following provisions:
- 1.2 The procedures for their application will be fixed for this operation:
 - 1.2.1 On the one hand by a technical agreement between CEOA, responsible for putting the System into operation on behalf of the CEPS on one side and the Federal Ministry of Defence, hereafter called MOD Bonn, and the Service National des Oléoducs Interalliés, hereafter called SNOI, representing the French Government, on the other side.
 - 1.2.2 On the other hand by contracts between Fernleitungs-Betriebsgesellschaft m.b.H., hereafter called FBG, acting for MOD Bonn, and the SNOI on one side and the oil companies concerned on the other side.

Article 2 - Scope

- 2.1 The scope of the present provisions is strictly limited to:
 - the period from March 1964 to May 1964
 - movement of gas oil for the oil company concerned through the pipeline Phalsbourg-Kehl, starting from Reichstett refinery, hereafter called section, to Kehl-Depot.
 - a total volume not exceeding 60.000 m³.

Article 3 - Operation and Control

- 3.1 No modification will be made to the rules in force in the CEPS concerning the division of responsibilities, in particular with a view to ensuring the necessary relations with the German and French public services concerned.

(2)

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ANNEX A (Revised) to
OAF(64)D/296

- 3.2 All phases of planning, dispatching, operation and maintenance relating to the operations covered by these General Conditions will be carried out by CEOA, FBG and SNOI in the same manner as for the normal operations of the CEPS.
- 3.3 FBG and SNOI will be responsible for the co-ordination of the requests for movements formulated by the oil company and for the submission of these requests to CEOA for the purpose of carrying out the overall planning for the System.
- 3.4 In peacetime, the installations of CEPS will not be able to be used for civilian purposes to the detriment of military requirements that will be met under the most favourable conditions according to the exigencies of military planning.
- 3.5 FBG undertakes to obtain from the oil company concerned the provision of storage in refineries or depots connected to the CEPS equivalent to the capacity of the NATO System required by CEPS for the execution of civil operations.
- 3.6 FBG undertakes to obtain from the oil company concerned the guarantee that it will evacuate all or part of the gas oil contained in the System at the normal throughput of the System, in case of military operational or technical necessity.
- 3.7 The oil company should agree to accept contamination (military products and gas oil) resulting from normal pipeline operation, to pay for its transportation and to reimburse in kind at a point of entry of the System the quantities of military products included in the contaminated product resulting from the said operation. These military products should conform to a standard approved by CEOA.

Article 4 - Financial Provisions

- 4.1 Financing, accounting and auditing of the expenditure for investments, operations and maintenance in accordance with approved budgets will be carried out under the application of the Financial Regulations established by CEPPC for the administration of the National Agencies, Centralised Head Offices and divisions within the CEPS (AC/120-D/234(Final)).
- 4.2 The revenue resulting from the operations will be for the benefit of the CEPS who will not be able to hold the German and French Authorities and Services including FBG in any way responsible, financially or otherwise.

Article 5 - Liability for Damage and Loss

- 5.1 FBG and SNOI will be responsible for obtaining from the oil company acceptance of liability for damage caused directly or indirectly to the pipeline system and to third parties through its fault, the fault of its personnel or of its representatives.

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ANNEX A (Revised) to
OAF(64)D/296

- 5.2 FBG and SNOI will be responsible for obtaining from the oil company agreement to waive all claims or requests for compensation for damage to the products moved and stored in transit or for delay in acceptance or delivery of the said products caused by Act of God, the public enemy, quarantine, the authority of the Law, strikes, fires, explosions, sabotage, spontaneous combustion, floods, riots or the state of war.
- 5.3 In such instances, the oil company concerned shall bear a percentage of the loss of product equal to the ratio of the volume of its product taken over in the section concerned with the transportation and the total volume of product contained in the latter including the product taken over. The oil company will thus have the right to claim only the balance of its shipment after deduction of the percentage loss falling to it.
- 5.4 FBG and SNOI will be responsible for obtaining from the oil company an agreement to waive claims for compensation for losses, damage or delays resulting from all cases of discontinuance or delay in movement owing to military exigencies and for operational losses below the percentage laid down for each operation.

Article 6 - Complaints

Complaints will be entertained only if received within 30 days of the action giving rise to them.

Article 7 - Tariffs

The tariffs, fixed in accordance with German and French legislation and regulations will require to be approved by the competent authorities of the CEPS.

Article 8 - Invoicing

The SNOI will invoice the oil company for the movements carried out and FBG will invoice the oil company for the utilisation of Kehl Depot, in conformity with tariffs fixed and approved in accordance with the provisions of Article 7 above.

Article 9 - Payments

The sums due from the oil company shall be paid to FBG and SNOI within a period of 30 days following the receipt of the invoices except bilateral agreements between GEOA and one of the National Authorities providing for another way of payment for technical reasons. A penalty clause shall be included in the contracts covering delays in payment.

(3)

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ANNEX A (Revised) to
OAF(64)D/296

Article 10 - Security

No person employed by the oil company or its agents shall have access to classified information relating to the CEPS and its military use unless such person has received from the national security authorities, in conjunction with the NATO security authorities, the necessary security clearance at the appropriate level, and it is necessary for him to have such information in order that the operations in question may be properly carried out.

Article 11 - Military Safeguards

In order to satisfy the military conditions and safeguards, FBG and SNOI shall insert in the contracts clauses that:

- in the event of war or the declaration of an alert, absolute priority shall be given to the movement of product destined for the Allied Armed Forces, and the oil company shall agree to relieve FBG and SNOI of all or part of their obligations under their contract as shall be deemed necessary for the fulfilment of the essential mission of the section. The Military Authorities reserve the right to use or discharge the product, if such a course is operationally necessary;
- military, operating and technical standards will be complied with;
- specifications of product to be transported will be, as agreed by the Military Authorities.

Article 12 - Disputes

- 12.1 Any dispute arising out of the application of these General Conditions between FBG and/or SNOI on one side and the oil company on the other side shall be brought to the notice of the competent authorities of the CEPS.
- 12.2 In case of dispute, FBG and SNOI are authorised to seek a settlement by direct negotiation to which agreement shall be given only after the agreement of the competent authorities of the CEPS has been obtained.
- 12.3 Disputes that cannot be settled by direct negotiation between FBG and/or SNOI on one side and the oil company on the other side shall be settled in accordance with German or French law according to the case by a competent court, the authorities of the CEPS being kept fully informed.

Article 13 - Insurances

So long as the Central Europe Pipeline System is not covered by a third party insurance policy, FBG will conclude for that part of the system laying within the territory of the Federal Republic of Germany for the account of GEOA a third party insurance covering the operations under consideration.

(4)

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(5) ANNEX C (Revised) to AC/120-D/337
NATO RESTRICTED
ANNEX B (Revised) to
OAF(64.)D/296

TECHNICAL AGREEMENT

between

CEOA

and the "Service National des Oléoducs Interalliés" (SNOI) and the Federal Ministry of Defence (MOD)

concerning movements of gas oil from STRASBOURG to KEHL in 1964,

in implementation of the General Conditions governing the utilisation for civil purposes of the NATO installations situated between STRASBOURG and KEHL from March 1964 to May 1964 (documents AC/120-R/100 and CE/PO-62/2) agreed to by the User Nations of the Central Europe System in consultation with CINCENT.

*

*

*

The signatories of the present agreement:

Central Europe Operating Agency, hereinafter referred to as CEOA, acting on behalf of the competent authorities of the Central Europe Pipeline System (CEPS),

and

"Le Service National des Oléoducs Interalliés", hereinafter referred to as SNOI, acting on the authority of the French Government,

The Federal Ministry of Defence, hereinafter referred to as MOD, acting on the authority of the German Government,

Agree to the following:

Article 1 - Object

- 1.1 The operation for the movement of gas oil for civil purposes between 10th March 1964 and 30th April 1964 destined for delivery from NATO KEHL depot will be carried out in accordance with the following provisions.
- 1.2 The point of entry of the gas oil into the System at REICHSTETT is defined as the valve of the CEPS situated at the REICHSTETT refinery tapping.
- 1.3 The offtake point of the gas oil is defined as the truck loading facilities at the NATO KEHL depot.

(5)

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(6)

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ANNEX B (Revised) to
OAF(64)D/296

Article 2 - Operation and Control

- 2.1 The necessary storage for the gas oil to be loaded into trucks at NATO KEHL, namely, two 2.500 cu.m. tanks, shall be freed for this operation.
- 2.2 The oil company shall be ready to evacuate at the normal throughput of the System the gas oil belonging to it contained in the System.
- 2.3 FBG shall forward as soon as possible the forecast of offtakes of gas oil, so that the necessary plans can be drawn up, taking into consideration movements required for the Armed Forces.
- 2.4 Permanent arrangements will be maintained for the exchange of information between CEOA, SNOI and FBG for the execution of the movements, so as to enable them to take place under the most favourable conditions.

Article 3 - Losses and Contamination

- 3.1 The consignees shall stand the losses up to a limit of 0.5% of the quantities received for transportation through the System.
- 3.2 FBG shall take the necessary steps to obtain the agreement of the oil company to accept contamination (JP4 - gas oil) resulting from normal pipeline operation, to pay for its transportation and to reimburse in kind at a point of entry into the System the quantities of JP4 included in the contaminated product resulting from the said operation. In the contract with the oil company, it can be assumed that JP4 forms 50% of the contaminated product at 15°C. The JP4 should conform to the German standard VTL 9130-006 AMZ or to the French standard AIR 3407/A. CEOA undertakes to reduce the number of interfaces to a minimum.

Article 4 - Measurement of Quantities

- 4.1 Measurement of the quantities provided for transportation shall be expressed in litres at 15°C, corrected in relation to the temperature of the gross volumes gauged in accordance with the tables officially approved by the French Customs authorities. These quantities shall be gauged jointly by representatives of the oil company, the pipeline division and the French Customs authorities in the tanks of the REICHSTETT refinery.
- 4.2 The deliveries to KEHL shall be weighed or gauged under the control of the German Customs authorities and expressed in kilograms and converted, as necessary, into litres at 15°C using the tables officially approved by the said authorities.

The documents drawn up on this occasion by the German Customs authorities shall be produced when requested by the French Customs authorities in order to justify the arrival at their destination of the petroleum products moved under the present technical agreement.

(6)

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(7)

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ANNEX B (Revised) to
OAF(64)D/296

Article 5 - Quality Control

- 5.1 The gas oil should conform to the specification agreed to between CEOA, SNOI, FBG and the oil company.
- 5.2 A complete analysis shall be supplied by the company before the product is introduced in the System. The check analyses of the gas oil, on being taken over, will be carried out by the System, these analyses being accepted by the oil company who shall agree to bear half the expenses, should it be necessary to make use of approved outside laboratories.
- 5.3 The check samples taken on entry into the System and offtake shall be retained for a period of 30 days following the delivery of the product.

Article 6 - Tariff

- 6.1 The tariffs to be included in the contracts drawn up between FBG and SNOI on the one hand and the oil company on the other, will be:
- for transportation from REICHSTETT to KEHL
during a period of 30 days
of quantities between 1 and 10.000 cu.m. F 1.40/cu.m.
of quantities between 10.000 cu.m. and 20.000 cu.m. F 1.26/cu.m.
of quantities in excess of 20.000 cu.m. F 1.12/cu.m.
 - for truck loading at KEHL depot
during normal working hours F 0.60/cu.m.
outside normal working hours F 0.75/cu.m.
 - for the utilisation of KEHL depot
comprising all additional expenses storage,
during a period of 30 days,
for quantities moved between 1 and 10.000 cu.m. F 2.40/cu.m.
for quantities moved between 10.000 cu.m. and
20.000 cu.m. F 2.16/cu.m.
for quantities moved in excess of 20.000 cu.m. F 1.92/cu.m.
- The 30 days period is counted from the date of commencement of the transportation.
- 6.2 The penalty rate for delay in payment provided for under Article 9 of the General Conditions mentioned in the preamble above, shall be 5%.

(7)

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(8)

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ANNEX B (Revised) to
OAF(64)D/296

Article 7 - Invoicing

7.1 So as to enable SNOI and FBG to prepare the necessary invoices, CEOA shall, on completion of the operation, draw up a statement of the quantities entered and delivered including all necessary details.

A copy of the said invoices shall be forwarded by SNOI and FBG to CEOA for information.

7.2 As regards the invoicing of the transportation, SNOI will undertake to recover the sums due within a period of 30 days and will then pay into the account of CEOA, after deduction of the particular tax applicable to this transportation.

Signed in three copies

In PARIS, on

In BAD GODESBERG, on

In VERSAILLES, on

For SNOI

For FBG

For CEOA

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