

CSC 1196:6

PT. 39

SECRET

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

CHAIRMAN, CHIEFS OF STAFF VOL.39

Department of National Defence

NATO INFRASTRUCTURE P.O.L. PROGRAMME

FROM 30 JUNE 1964 TO 28 Sept 1964

SECRETARIAT OR REGISTRY POINT	INTERNAL ROUTING	FOR REMARKS	DATE OF PASS	INITIALS	DATE OF P.A.	INITIALS	DATE OF B.F.	CENTRAL REGISTRY	INSPECTED IN C.R. BY
Sol/Log		M-1-5	3/7/64	B	3/16/64	Ullm			let
Sol/Log		R	6-7-64	D	6-7-64	D			let
Sol/Log		M-6	8/7/64	R	8/16/64	Ullm			let
Sol/Log (F9)	1196-3	M-7 P.O. on 135	10/7/64	B	13 Oct	M			CK
Sol/Log		M-12	13/7/64	B	13/10/64	Ullm			CK
Sol/Log		M-16	14/7/64	B	14/10/64	Ullm			let
Sol/Log		M-17-10 22	15/7/64	M	15/9/64	M			CK
Sol/Log		M-24 to 29	16/7/64	M	16/9/64	M			let
Sol/Log		M-29	22/7/64	R	28/10/64	Ullm			CK
Sol/Log		M-30	20/7/64	B	20/10/64	Ullm			let
Sol/Log		M-31	21/7/64	B	21/10/64	Ullm			let
Sol/Log		M-32	23-7-64	D	23/10/64	Ullm			let
Sol/Log		M-33	27/7/64	B	27/10/64	Ullm			let
Sol/Log		M-34	29/7/64	B	29/10/64	Ullm			CK
Sol/Log		M-35-36	30/7/64	B	30/10/64	Ullm			let
Dir/Sec	W/C Menu	M-38-40	4/8/64	B					R
ACDS	W/C Menu	Mein 2 pleap	7 Aug 64	Ullm	17 Aug 64	Ullm			R
Sol/Log			18/8/64	R	18/10/64	Ullm			R
Sol/Log		M-44	19/8/64	R	21/10/64	Ullm			R
Sol/Log		M-53	3-9-64	D	3/10/64	Ullm			R
Sol/Log		R	8-9-64	D	9/10/64	Ullm			let
Sol/Log		M-55	11-9-64	B	11/10/64	Ullm			CK
Sol/Log		M-56	16-9-64	B	16/10/64	Ullm			CK
Sol/Log		R	18/9/64	Ullm	22/10/64	Ullm			CK
Sol/Log		Ref	1/10/64	Ullm	19/10/64	Ullm			R

FILE NUMBER CSC 1196:6 VOL.39 NATO INFRASTRUCTURE P.O.L. PROGRAMME

265857

CSC 7198:8 VOL.39



CONTRACT INFRASTRUCTURE

P.O.L. PROGRAMME

CHARGED OUT

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TO	PER	DATE	BY	DATE	FILED BY
Sol/Log	m	3 7 64	B	6 7 64	B
Sol/Log	R	6 7 64	B	6 7 64	B
Sol/Log	m	8 7 64	B	8 7 64	B
Sol/Log	m	10 7 64	B	13 7 64	B
Sol/Log	m	14 7 64	B	16 7 64	B
Sol/Log	M	16 7 64	B	17 7 64	B
Sol/Log	m	20 7 64	B	20 7 64	B
Sol/Log	m	20 7 64	B	20 7 64	B
Sol/Log	m	21 7 64	B	21 7 64	B
Sol/Log	M	23 7 64	B	24 7 64	B
Sol/Log	m	27 7 64	B	27 7 64	B
Sol/Log	m	29 7 64	B	29 7 64	B
Sol/Log	m	30 7 64	B	31 7 64	B
Director's Office	m	4 8 64	B		
Acad.	P	7 8 64	B		
Sol/Log	P	18 8 64	RW	18 8 64	RW
Sol/Log	P	19 8 64	RW	25 8 64	RW
Sol/Log	M	3 9 64	B	3 9 64	B
Sol/Log	R	4 9 64	B	8 9 64	B
Sol/Log	R	8 9 64	B	9 9 64	B
Sol/Log	m	11 9 64	B	11 9 64	B
Sol/Log	m	16 9 64	B	16 9 64	B
Sol/Log	m	18 9 64	B	28 9 64	B
Sol/Log	m	16 10 64	B	19 10 64	B

NOT TO BE REMOVED FROM FILING CABINET

Address reply to:

Chief of Defence Staff,
Room 4444 "A" Bldg.,
Ottawa, Ontario.

FILE:

CSC 1196:6 (SO/LOG)

DOCUMENT

CLASSIFICATION:

RESTRICTED

DATE:

28 Sep 64

DEFENCE STAFF SECRETARIAT MEMORANDUM

SUBJECT: CEOA: WAR DAMAGE WORKING GROUP

DESCRIPTION: COPY OF MESSAGE DL 1864 FM EXTERNAL TO NATO PARIS
DATED 15 SEP 64

1. The attached document is referred to: ADMR

Attention: Mr. Hobson

2.

3. Copies distributed by



WMA/2-0465/meb



(R. L. Purves)
Brigadier
for Chief of Defence Staff.

Address reply to:

Chief of Defence Staff,
Room 4444 "A" Bldg.,
Ottawa, Ontario.

9
FILE: CSC 1196-6 (SO/LOG)

DOCUMENT RESTRICTED
CLASSIFICATION:

DATE: 16 Sep 64

DEFENCE STAFF SECRETARIAT MEMORANDUM

SUBJECT: CEOA: WAR DAMAGE WORKING GROUP

DESCRIPTION: MESSAGE DL 1864 FM EXTERNAL TO NATO PARIS
DATED 15 SEP 64

1. The attached document is referred to: CLED/DQOP - 1
CLED/DSM - 1

2. For information, please. Your HQS 1235-13
(CLED DQOP Q2B) dated 11 Sep 64 and SL 190-104-3
(DSM) dated 10 Sep 64 refers.

3. Copies distributed by



(R. L. Purves)
Brigadier

for Chief of Defence Staff.

WMA/2-0465/meb


RESTRICTED

AC Paraphrase not required
No unclassified reply or reference

CSC/JS
SEP 16 9 44 AM '64
SEP 16 06 44 AM '64
CSC/JS

Lo/dfg
asc 1196-6

FM EXTERNAL OTT SEP15/64 RESTR
TO NATOPARIS DL1864
INFO CDS
CEOA:WAR DAMAGE WORKING GROUP
WE DO NOT RPT NOT PROPOSE TO SEND CDN REPS TO WAR DAMAGE WORKING
GROUP BUT WOULD APPRECIATE BEING KEPT INFORMED OF ITS ACTIVITIES.

1578 SEP 64

CHED/DOOP, 1
CHED/DSM - 1
Information please
Your HQS 1235-13
(CHED DOOP Q2B) dated
11 Sep 64 and
3h 190-104-3 (DSM)
dated 10 Sep 64
refers

61

RESTRICTED

DEPARTMENT OF NATIONAL DEFENCE

MINUTE SHEET

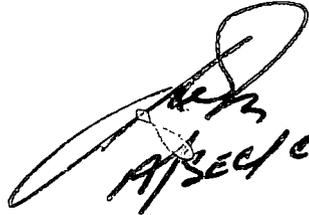
Referr^e 

REMARKS

To be signed in full showing Appointment, Telephone Number & Date

See d.s.

Referred plus .x

 10/9
A/SEC/CLER

SL190-104-3 (DSM)

MEMORANDUM

10 Sep 64

Ref (a) Your CSC 1196-6 (SO/LOG) 9 Sep 64
(b) CEPO letter 6100.013/CE/PO-25/20 22 Jul 64

Secretary Defence Staff (through A/Sec CLED)

Equipment for Repair of War Damage to the
Central European Pipeline System

1 Since construction of the pipeline was an infrastructure project, and since the operation and maintenance of the CEPS is primarily a CEOA/Host Nation function, the RCAF has not had occasion to develop experts on the technical operations and type of equipment used in the system. Thus it is considered that any Canadian military representative which might be selected would not contribute substantially to the deliberations of the Working Group. It is assumed that the report of the Working Group eventually will be circulated for national review and acceptance, at which time we will provide comments on the document as necessary.

2 It is recommended therefore that the invitation in reference (b) be declined.

PA
Arthur Leves
SEP 17 1964
W. M. ARNOLD
Chief Officer Logistics

W.C.
(AN Harris)W/C
DSM
2-2508

59

000413

CSC 1196-6(SO/LOG)

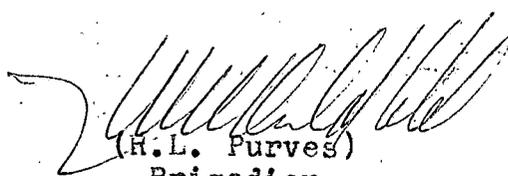
NATO RESTRICTED
Enclosures

9 Sep 64

A/Sec CLED (for DQOP & DSM) ✓

Equipment for Repair of
War Damage - Meeting

1. Reference is made to telephone conversation Captain Copcutt (DQOP) and S/L Kennedy (DSM) with Lt Col Arnold on the attached copy of N 1249 dated 29 Aug 64 concerning a meeting on repair of war damage to the NATO Pipeline System.
2. The letter from the CEOA referred to in N 1249 was not received in this office. 6100.013/CE/PO-25/20 dated 22 Jul 64 on the same subject is attached for ease of reference.
3. In view of paragraph 2 of N 1249, an immediate reply is expected.



(H.L. Purves)

Brigadier

Secretary Defence Staff

WMA/2-0465/nab

cc: ADM(M) *(Mr. Anderson)*

File Note
Checked with Mr Donal + Gc Paveil (DCEC) who
concur that the invitation to declined

Attestation de
SMA 2-3

JA

UNCLASSIFIED

E- 1249

29th August, 1964

The Canadian Delegation to The North Atlantic
Council

Seven (7)

Air

QUETEL 1480 of 29 July, 1964

Equipment for Repair of War Damage - Meeting
of Working Group of Experts

1. Attached please find seven copies of a letter from the Central European Operating Agency concerning the meeting of The Working Group of National Experts on war damage spares. This meeting has been scheduled now for 13 and 14 October. The meeting will be held at CMOA Offices in Versailles.
2. Please let us know by 7 Sep if Canada proposes to send delegates and if so we would appreciate having their names.

W. Mad
The Delegation *W. Mad*

CSC 15
SEP 3 1964
SC/149

→ CSC
M/100
M/D VTN

7

87

Page 416

**is withheld pursuant to section
est retenue en vertu de l'article**

13(1)(b)

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

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CSC/JS

SEP 11 9 20 AM '64

EXHIBIT TO *So/Log*
CSC 1196-6

MEMORANDUM

①

HQS 1235-13 (CLED DQOP Q2B)

OTTAWA, 11 Sep 64

Chief of the Defence Staff

Equipment for Repair of War Damage to the NATO Pipeline

1. Reference is made to CSC 1196-6 (SO/LOG) dated 9 Sep 64 and enclosures.
2. The Canadian Army is not directly concerned with the NATO Pipeline System, 4 CIBG needs being held by the British, and therefore does not wish to send a representative to the meeting in question.

ACAF - no rep.

[Signature]
 (C.L. Annis)
 Air Marshal
 for Chief of Defence Staff

②

Min to [unclear]
 1 spoke w/ Kennedy - No ACSE rep
 2 cleared with ADM(F) (Anderson)
 and advised [unclear] (Kraeger) to send msg to
 Del saying we could not produce a rep
 but wished to be kept informed.

SEP 11 1964
[Signature]
 W. M. ARNOLD
 Officer Legation

RESTRICTED

→ CSC 1196-6(80/LOC)

NATO RESTRICTED
Enclosures

9 Sep 64

A/Sec CLED (for DQOP & DSM)

Equipment for Repair of
War Damage - Meeting

1. Reference is made to telephone conversation Captain Copeutt (DQOP) and S/L Kennedy (DSM) with Lt Col Arnold on the attached copy of N 1249 dated 52305-6 29 Aug 64 concerning a meeting on repair of war damage to the NATO Pipeline System.
2. The letter from the CEOA referred to in N 1249 was not received in this office. 6100.013/CE/PO-25/20 dated 22 Jul 64 on the same subject is attached for ease of reference.
3. In view of paragraph 2 of N 1249, an immediate reply is expected.


(R.L. Purves)
Brigadier
Secretary Defence Staff

WKA/2-0465/meb

cc: ~~(A/N)~~ V.N. Andersby

**NATO
CONFIDENTIAL**

CSC/JS
SEP 3 8 58 AM '64
So 1 Log.
REFLECTED TO
FILE **PRIORITY** 11 96-6
RECD TO

DE RXFPCR 020 02/0937Z

P 021744Z

FM SACEUR

TO AIG 5223

BT

N A T O C O N F I D E N T I A L C I T E S H 31940.

CEPD ITEM 40 F WAS SUPERSEDED BY CHANGE NO. 7 TO CEPD ITEM 40 D.

BT

PRIORITY

PA
W

0319 SEP 64

**NATO
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Address, reply to:

Chief of Defence Staff
OTTAWA.

7 FILE: CSC 1196-6(SO/LOG)

DOCUMENT NATO SECRET

CLASSIFICATION:

DATE: 25 Aug 64

DEFENCE STAFF SECRETARIAT MEMORANDUM

SUBJECT: GEOA 1963 ANNUAL REPORT

DESCRIPTION: DOCUMENT 6100.013/CE/PO - 23/23 DATED 10 AUG 64

1. The attached document is referred to: A/Sec CLED - 2 COPIES
- 2.
3. Copies distributed by USSEA to: DM/DND, DM/FINANCE.

WMA/2-0465/meb


(R.L. Purves)
Brigadier
for Chief of Defence Staff

DEPARTMENT OF EXTERNAL AFFAIRS

NATO

~~Secret~~
Confidential
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Unclassified

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

To:

Ottawa, August 18, 1964

Chairman, Chiefs of Staff 3 copies Nos. 9 to 11
DM/National Defence 1 copy No. 12
DM/Finance 1 copy No. 13
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

AUG 20 1964

So Log
1196-6
So Log

A See CLED-2

um

Attached for your information:

NATO DOCUMENT: 6100.013/CE/PO - 23/23 of August 10, 1964

CEOA 1963 ANNUAL REPORT

000

N A T O S E C R E T

A L L I E D F O R C E S C E N T R A L E U R O P E

Central Europe Pipeline Office
Cour Henri IV, Fontainebleau (S3M), France

AUG 20 1964
F. / h. 09
1196-6

6100.013/CE/PO - 23/23

10 August 1964

Distribution : CEPC list "A"

Subject : CEOA 1963 Annual Report.

1. Please find attached the Annual Report for CEOA for 1963, document OAG(64)D/323 dated 20 July 1964. This document will be considered at the next CEPC meeting to be held on 21 September.

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

Signed: G. VENAILLE
Cdt. F.A.F.
Assistant Secretary CEPC

N A T O S E C R E T

NATO SECRET

CENTRAL EUROPE OPERATING AGENCY

ANNUAL REPORT

1963

NATO SECRET

Address reply to:

Chief of Defence Staff
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)

DOCUMENT
CLASSIFICATION: NATO SECRET

DATE: 24 Aug 64

DEFENCE STAFF SECRETARIAT MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION:

- a. DOCUMENT AC/120-D/382 DATED 5 AUG 64
- b. WORKING PAPER AC/120-WP/156 DTD 4 AUG 64

1. The attached document is referred to: A/Sec CLED - 3 copies of each
Copy Nos. 8, 9, 10, 8, 9, 10

2.

3.

WMA/2-0465/meb


(H.L. Purves)
Brigadier
for Chief of Defence Staff

DEPARTMENT OF EXTERNAL AFFAIRS

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Unclassified

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

To: Ottawa, August 12, 1964

Chairman, Chiefs of Staff *copies Nos. 7 to 10*

DM/National Defence 1 copy " 11

DM/Finance 1 copy " 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

A/sec chEd-3

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

So/ Joy
1196-6
So/ Joy

FILE
REFERRED TO
AUG 20 10 32 PM '64
CSC/JJS

Attached for your information:

NATO DOCUMENT: A C/120-WP/156 of August 4, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

EXEMPLAIRE N° 7
COPY

ORIGINAL: ENGLISH/FRENCH
4th August, 1964

NATO CONFIDENTIAL
WORKING PAPER
AC/120-WP/156

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

COST-SHARING FORMULA

Note by the Secretary

Attached is the United States statement on this matter,
in accordance with summary record AC/120-R/102, Item X.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO,
Paris, XVIe.

NATO CONFIDENTIAL

-3-

NATO CONFIDENTIAL
AC/120-WP/156

UNITED STATES STATEMENT REGARDING
COST-SHARING FORMULA FOR THE CENTRAL EUROPE PIPELINE SYSTEM

The United States concurs in the recommendations of the United Kingdom Representative, made at the 9th to 10th July, 1964 meeting of CEPPC, to the effect that a cost-sharing formula for the Central Europe Pipeline System be developed in two steps. Therefore, the following proposals are made:

- (1) That, on an interim basis, the contributions of user nations be based on the mathematical revisions shown in AC/120-D/338, paragraph 5.
- (2) That the member countries agree to restudy the entire cost-sharing formula and make this study a matter of priority.

To assure maximum equity in the formula for cost-sharing this programme and to get the views of all user nations incorporated in the study, the United States proposes that each user nation be asked to provide a military representative familiar with petroleum operations as well as cognizant of the operation of the Central Europe Pipeline System. Participating countries should also be prepared to make available to the study group a technically qualified petroleum specialist from civilian industry when and as required. These personnel should be brought together expeditiously as a study group to review all pertinent elements of the pipeline operation, including applicable military requirements, military safeguards, rate structure, standby lines, commercial use, etc., to recommend an equitable formula for sharing the legitimate costs of the pipeline operation not covered by operating revenue.

The United States is prepared to provide the type personnel referred to above with minimum delay upon notification that this multiple approach to the cost-sharing problem in the Central Europe Pipeline System is acceptable to the user nations. The United States participant will have an intimate knowledge of the United States pipeline operation in Europe as well as of NATO's Central Europe Pipeline System.

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DEPARTMENT OF EXTERNAL AFFAIRS

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

To:

Ottawa, August 13, 1964

- Chairman, Chiefs of Staff 4 copies Nos. 7 to 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

A/Sec checked - 3

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NOV 20 10 09 AM '64

CSC/JS

80/Joy

1196-6

20/Joy

Attached for your information:

NATO DOCUMENT: AC/120-D/382 of August 5, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CENTRAL EUROPE OPERATING AGENCY
AGENCE CENTRE EUROPE D'EXPLOITATION

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

NATO SECRET
OAG(64)1164

30th July 1964
le 30 juillet 1964

To : The Chairman
Central Europe Pipeline Office

The Chairman
Central Europe Pipeline Policy Committee

088

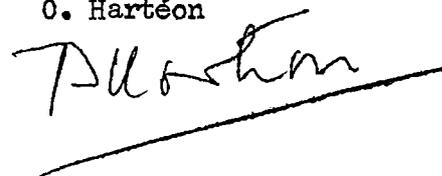
Subject : CEOA 1963 Annual Report

I have pleasure in forwarding herewith the CEOA Annual Report for 1963.

This letter may be downgraded to NATO UNCLASSIFIED when separated from its enclosure.

Enc.

O. Hartéon



A : Monsieur le Président
Bureau Centre Europe des Pipelines

Monsieur le Président
Comité de Gestion Centre Europe des Pipelines

Objet : Rapport Annuel CEOA 1963

Monsieur le Président,

J'ai l'honneur de vous remettre ci-joint le Rapport Annuel de la CEOA pour 1963.

Cette lettre peut être déclassée NATO SANS CLASSIFICATION une fois séparée de la pièce jointe.

Je vous prie d'agréer, Monsieur le Président, l'assurance de ma haute considération.

P.J.

(signé) O. Hartéon

Distribution:

Eng./Ang.

Fr.

Chairman CEPO/M. le Président CEPO	-	1
Secretary CEPO/M. le Secrétaire CEPO	80	39
Chairman CEPPC/M. le Président CEPPC	1	-
Secretary CEPPC/M. le Secrétaire CEPPC	1	1 *

* with full distribution of the annex
avec distribution complète de la pièce jointe

NATO SECRET

NATO SECRET

CENTRAL EUROPE OPERATING AGENCY

ANNUAL REPORT

1963

NATO SECRET

000430

CENTRAL EUROPE OPERATING AGENCY
AGENCE CENTRE EUROPE D'EXPLOITATION

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

NATO SECRET
OAG(64)1164

30th July 1964
le 30 juillet 1964

To : The Chairman
Central Europe Pipeline Office

The Chairman
Central Europe Pipeline Policy Committee

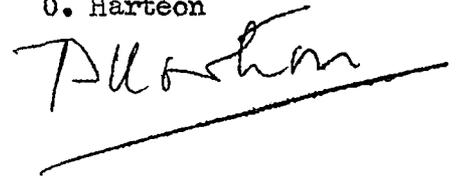
Subject : CEOA 1963 Annual Report

045

I have pleasure in forwarding herewith the CEOA Annual Report for 1963.
This letter may be downgraded to NATO UNCLASSIFIED when separated from its enclosure.

Enc.

O. Hartéon



A : Monsieur le Président
Bureau Centre Europe des Pipelines

Monsieur le Président
Comité de Gestion Centre Europe des Pipelines

Objet : Rapport Annuel CEOA 1963

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Je vous prie d'agréer, Monsieur le Président, l'assurance de ma haute considération.

P.J.

(signé) O. Hartéon

Distribution:

	<u>Eng./Ang.</u>	<u>Fr.</u>
Chairman CEPO/M. le Président CEPO	-	1
Secretary CEPO/M. le Secrétaire CEPO	80	39
Chairman CEPPC/M. le Président CEPPC	1	-
Secretary CEPPC/M. le Secrétaire CEPPC	1	1 *

* with full distribution of the annex
avec distribution complète de la pièce jointe

NATO SECRET

CENTRAL EUROPE OPERATING AGENCY
AGENCE CENTRE EUROPE D'EXPLOITATION

045

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

11, rue du Général-Pershing
Versailles (Seine-et-Oise)
Tel : 9 50 7 8.80 (5 lines)
Telegrams : "CEOA Versailles"

ORIGINAL: FRENCH/ENGLISH
20th July 1964

NATO SECRET
DOCUMENT
OAG(64)D/323

ANNUAL REPORT

1963

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(1)

NATO SECRET

ETAT DU RESEAU PIPELINES CENTRE EUROPE
 STATUS OF THE CENTRAL EUROPE PIPELINE NETWORK

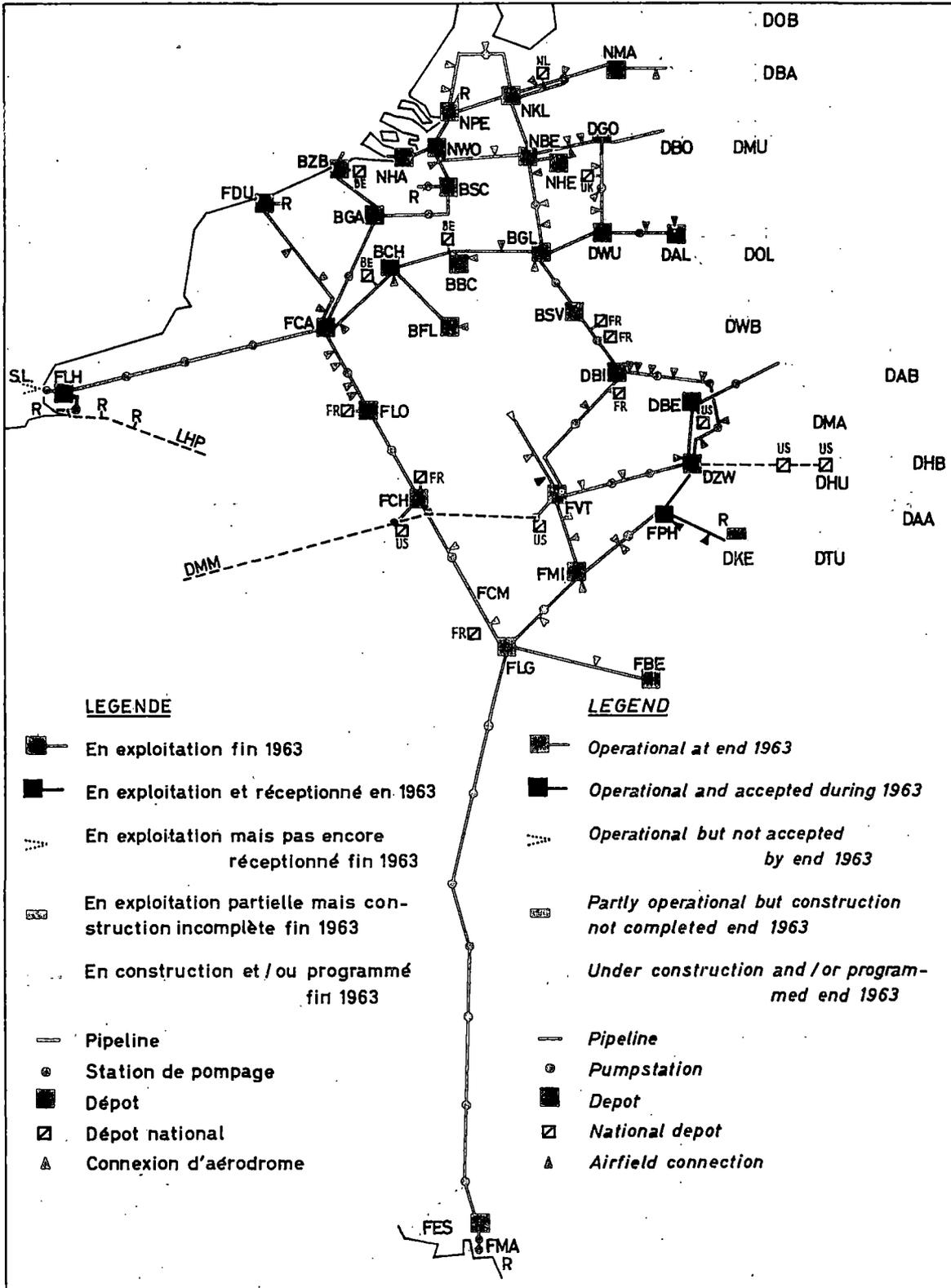


FIGURE 1

NATO SECRET

(3)

NATO SECRET
OAG(64)D/323

I. INTRODUCTION

The period covered by this report extends from 1st January to 31st December 1963. Military transport was appreciably the same as in 1962, but on the other hand there was an increase in the volume of stored products. 1963 was noteworthy for the commencement of two kinds of non-military use of the CEPS, occasional and long-term.

II. DEVELOPMENT OF THE INSTALLATIONS

1. During the course of 1963 the following installations were put into operation:

Division 1 : Connections to the Rhône-Alpes refinery at FEYSIN and to the ST.QUENTIN/FALLAVIER tank farm.

Division 2 : Rail loading facility at LE HAVRE.

Division 3 : Spur pipeline to STRASBOURG ENTZHEIM airbase. Filling of spur pipeline to airbase CHENEVIERES.

Division 6 : Temporary commissioning of a further two storage tanks at KEHL.

Division 7 : Filling of the pipeline GOCH-BOCHOLT.

2. Final acceptances in 1963

The status of the pipeline system at 31st December 1963 is as shown on the map at Figure 1. Although the number of final inspections carried out during 1963 was less than in 1962, the workload of the technical department of CEOA was at least as heavy as in the previous year. It had, in fact, to carry out a large number of inspections of an interim nature for the constructional programme in Germany and also in all divisions to check the rectification of previously noted deficiencies. Although having no direct responsibility for construction, CEOA is required to participate in these activities.

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Numerically the operational status at 31st December is as follows:

- Length of main pipelines : 4.255 kms
- Total storage capacity : 963.000 m³
- No. of high pressure pump stations : 91
- No. of connected airfields : 47

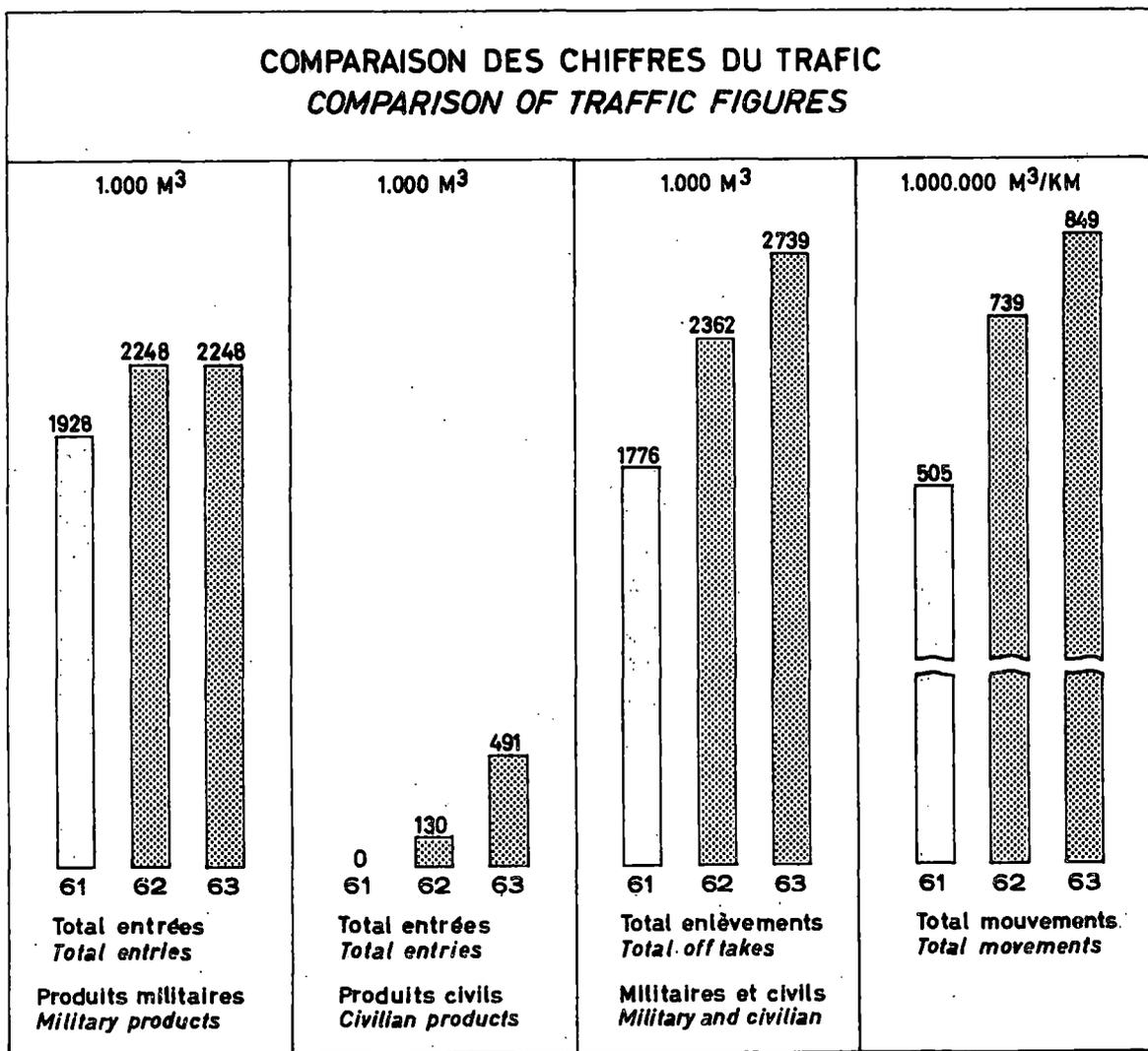


FIGURE 2

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III. ACTIVITY OF THE NETWORK - TRAFFIC STATISTICS

Comparison of the overall traffic figures given diagrammatically in Figure 2 on page 4, shows:

1. <u>Entries into the network</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>
MT gasolene	755.761	738.662	694.323
Jet fuel	1.013.272	1.282.865	1.196.180
Jet fuel with AIA	-	-	90.133
Military diesel	119.907	179.306	228.154
Avgas	27.885	47.492	39.907
Premium grade fuel	<u>11.883</u>	<u>-</u>	<u>-</u>
Total of military products (m3)	<u>1.928.708</u>	<u>2.248.325</u>	<u>2.248.697</u>
Civilian gas oil	-	129.785	404.095
Civilian kerosene	-	-	22.502
Water	-	-	65.120
Total of civil products (m3)	-	129.785	491.717
Grand total of entries (m3)	1.928.110	2.378.110	2.740.414
Total of offtakes (m3)	1.776.003	2.362.356	2.739.009
Total movements (m3/km)	504.751.000	738.824.000	849.435.000
Average annual storage (m3)	600.845	680.000	706.000

The average monthly movement during the year 1963 has been:
 188.000 m3 not counting civil transport (188.000 m3 in 1962)
 227.000 m3 including civil transport (197.000 m3 in 1962).

The transit movement of diesel for the American Forces reached an average of 19.000 m3 per month with a maximum of 27.000 m3 during the winter months.

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The transport of both AVGAS and MOGAS remained virtually the same.

Conversely, deliveries of JP4 were subject to considerable fluctuation due to both atmospheric conditions and exercises.

The average storage for 1963 was 706.000 m³ whereas the average allocated storage was 713.000 m³; this resulted in an average utilisation factor of 99%.

The average working storage was 216.000 m³ distributed throughout the system. The storage unavailable for maintenance reasons (tank cleaning) reached a total volume of 50.000 m³ leading to a reduction of the same volume of working storage available for movements.

2. 83,2% of resupplies inclusive of non-military products were carried out by pipeline whilst 55,5% of the offtakes were deliveries made to airfields, road tankers, rail trucks and barges.

The "civil" deliveries account for 18,01% of the total made by the system during 1963.

3. Figures 3 and 4 show on maps the true activity of the various sections of the system during 1963 compared with 1962. A definite improvement in the utilisation of the pipelines can be seen.

4. The operational losses for the whole of the system in 1963 remained lower than the permitted percentages:

- for movements : 0,105% (maximum authorised 0,25%)
- for storage : 0,012% (maximum authorised 0,08%).

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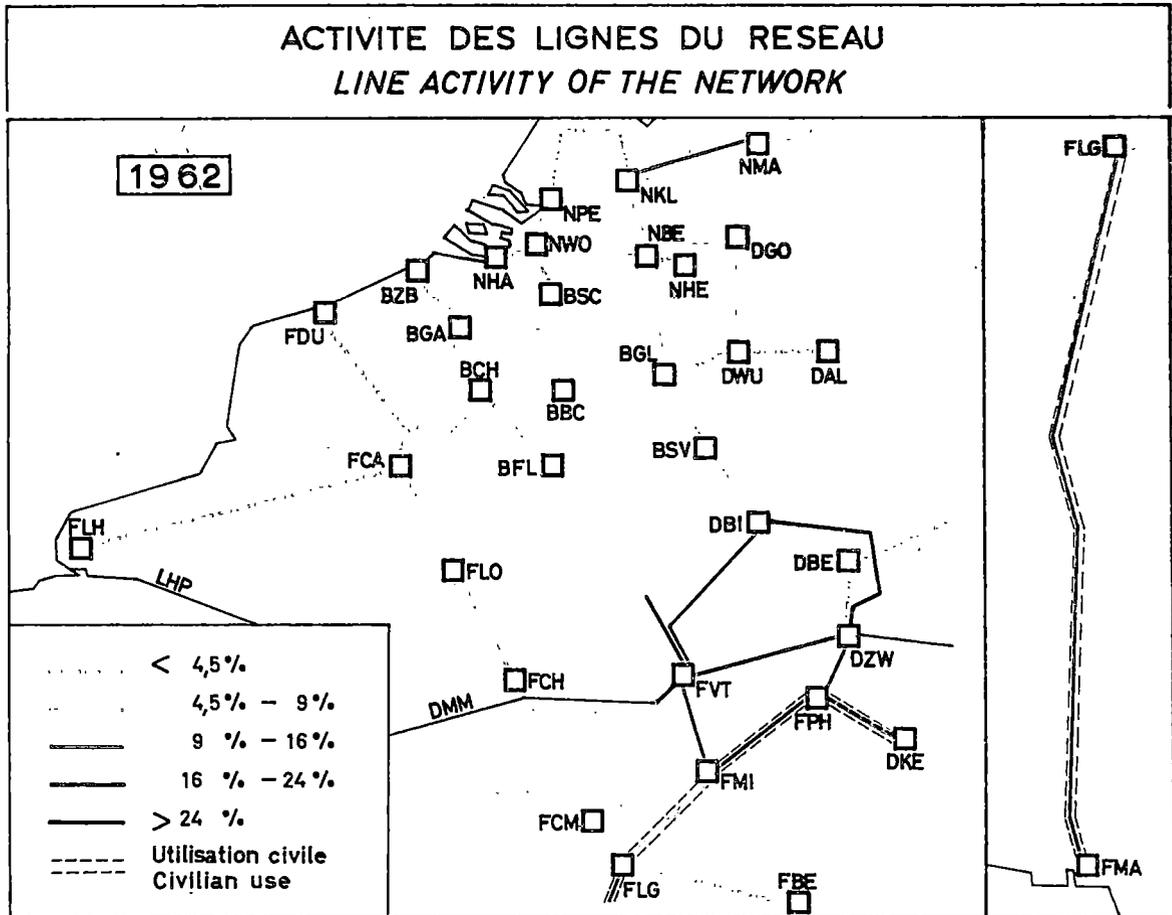


FIGURE 3

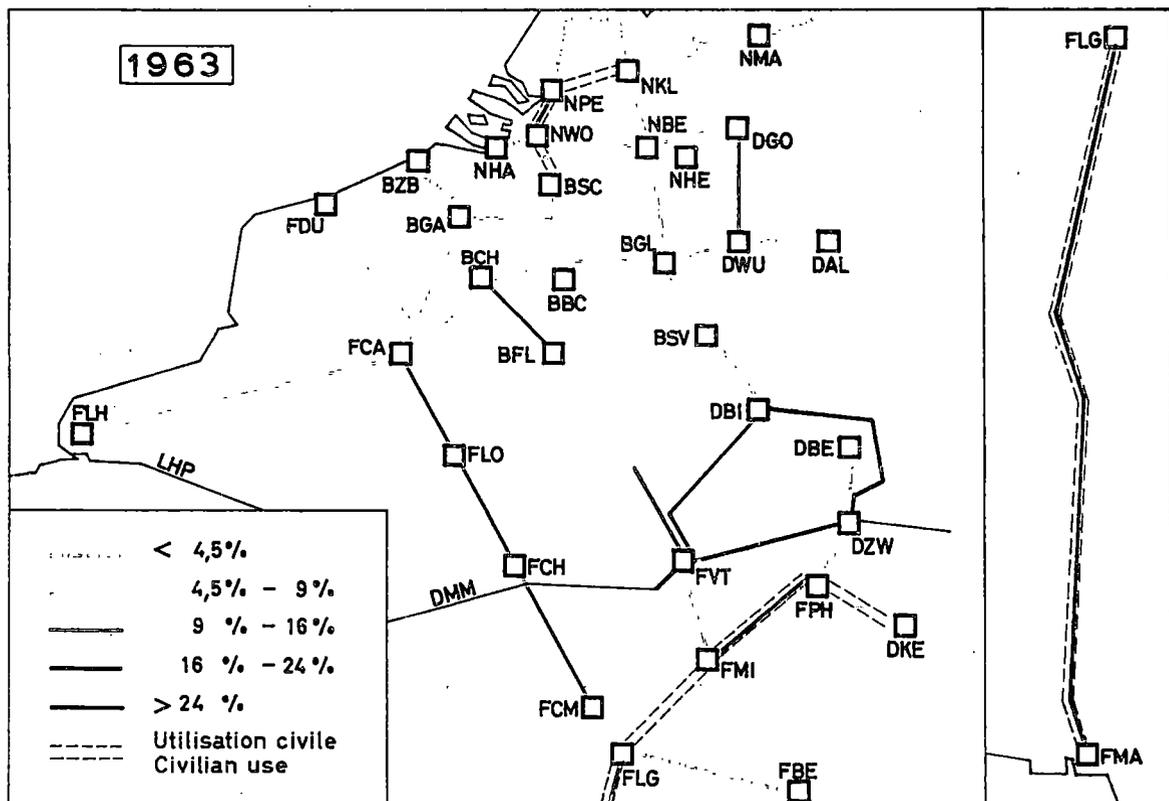


FIGURE 4

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5. Figure 5 on the opposite page shows the breakdown of entries, deliveries, movements and storage between the User Nations and the civil users. For the three latter operations, the percentages were as follows:

	<u>Deliveries</u>	<u>Movements</u>	<u>Storage</u>
	%	%	%
BELGIUM	5,96	6,41	8,53
CANADA	2,39	0,66	0,89
FRANCE	10,16	18,50	18,35
GERMANY	3,60	6,90	26,72
LUXEMBOURG	-	-	0,03
NETHERLANDS	6,98	4,61	7,45
UNITED KINGDOM	4,10	5,63	4,28
UNITED STATES	48,80	30,65	33,75
CIVILIAN TRAFFIC	18,01	26,64	-

IV. OPERATIONAL METHODS AND DATA

1. Traffic

(a) Military traffic

The traffic department continued throughout the year to carry out the planning and the general co-ordination of product movement for the whole of the system using the same methods as mentioned in the 1962 Annual Report. The principal item of interest concerning military traffic was the introduction into the system of JP4 containing anti-icing additive (JP4A); this operation was started in November in Division 3. The turnover of stocks from JP4 to JP4A was made progressively by Divisions 3 and 6 in such a way that by the end of the year these two divisions had converted their complete stocks into JP4A with the exception of two storage tanks at BITBURG.

(b) Non-NATO traffic

The non-NATO use of the system increased considerably during 1963. Several agreements resulted in the transport of 492.987 m³ of product; the corresponding figure for 1962 was 125.321 m³.

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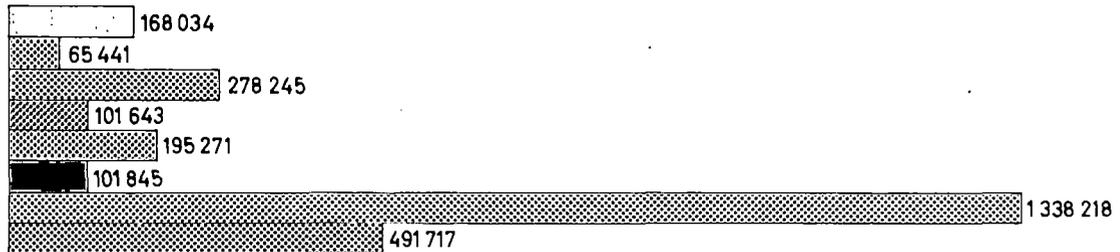
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REPARTITION ENTRE LES USAGERS DES ENTREES, SORTIES, MOUVEMENTS ET STOCKAGES
 BREAKDOWN BETWEEN USERS OF INPUTS, OFF TAKES, MOVEMENT AND STORAGE

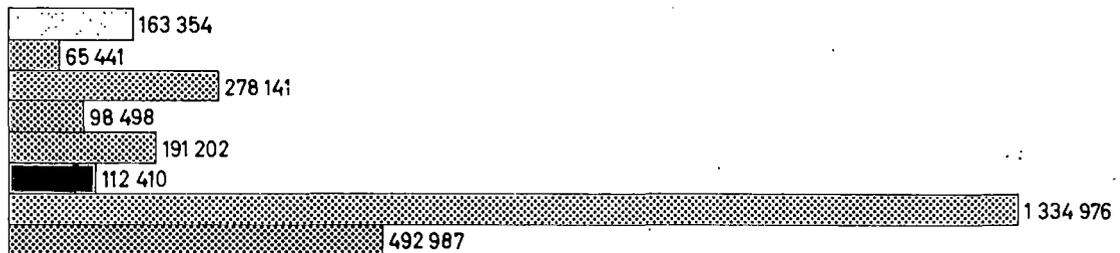
ENTREES - INPUTS

(m³)



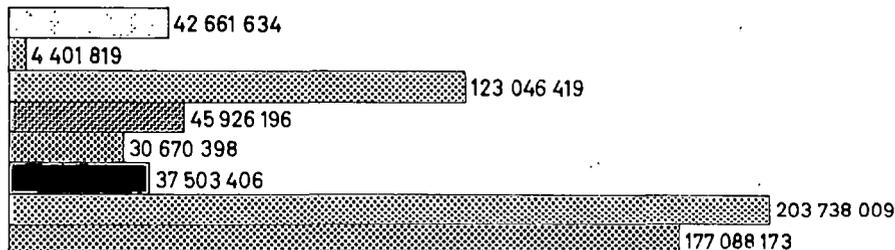
SORTIES - OFF TAKES

(m³)



MOUVEMENT TARIFABLE - CHARGEABLE MOVEMENT

(m³km ajustés) (adjusted m³km)



STOCKAGES ALLOUES - ALLOCATED STORAGE

(m³ mois) (m³ month)

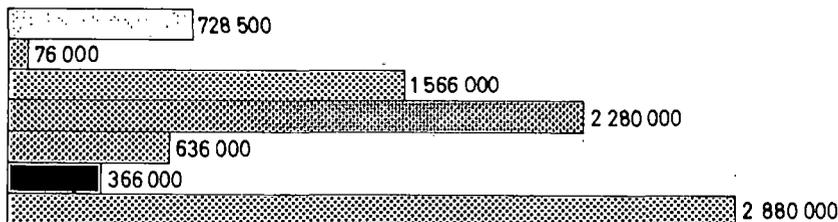


FIGURE 5

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The breakdown of these movements is as follows:

- (i) Transport of gas oil from MARSEILLES/LAVERA to STRASBOURG/REICHSTETT as a result of a contract notified in 1962: 42.172 m³. In addition 43.295 m³ of gas oil were pumped from REICHSTETT to KEHL and 10.327 m³ direct from MARSEILLES to KEHL.
- (ii) Because of a shortage of fuel in Germany a contract was concluded at the beginning of 1963; 186.028 m³ of gas oil were pumped from MARSEILLES to KEHL, 182.750 m³ being withdrawn from the storage installations and offloading facilities at the NATO and SEA depots at KEHL. The balance was transported directly to a civil tank farm.
- (iii) 65.120 m³ of fresh water were transported from the NATO depot at WOENSDRECHT and a point on the pipeline system near the NATO depot at KLAPHEK as far as one of the PERNIS refineries; this operation allowed the refinery to continue operations despite the fact that the level of sea water in the River Meuse had exceeded the point at which this refinery normally draws its fresh water supplies.
- (iv) During the autumn of 1963, 123.491 m³ of gas oil were transported from MARSEILLES to FEYSIN/ST.QUENTIN.
- (v) A five year renewable contract was negotiated for the transport of a minimum 60.000 m³ annually of kerosene from ANTWERP refinery to the PERNIS refinery. It is envisaged that this movement will be in the order of 170.000 m³ per year; the transport was started during November and had reached a total of 22.554 m³ by the end of 1963. The necessary storage capacity required for these operations is being provided by the interested civilian firm.
- (vi) A five year renewable contract was also concluded for the transport of a minimum volume of 60.000 m³ of jet fuel between PERNIS and SCHIPHOL. The actual volumes which are to be expected to be handled under this contract will be in the order of 120.000 m³ per year. This operation should start at the beginning of 1964.
- (vii) A breakdown of the annual traffic between types of entries and offtakes is shown in Figure 10 on page 24. On pages 25 and 26 are shown a graph of quantities of entries into and offtakes from the system in Figure 11 and in Figure 12 a graph showing capacities and stocks in the system, giving monthly variations.

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2. Quality of products

In 1963 CEOA was obliged to draw the attention of purchasing authorities to the tendency of oil companies to supply products bordering the specification limits. One delivery of MOGAS was returned to the supplier whilst another of JP4 was unacceptable while still in stock at the refinery. In both these cases the products were outside specification according to CEOA analyses.

The movement and storage of JP4 inhibited with anti-icing additive (JP4A) focussed attention on the importance of determining the exact additive percentage in the final product. The losses of additive sustained during the last quarter of 1963 were negligible.

Investigations were started to determine the quantity of sediment and water in turbine fuel; it is now the intention of CEOA to establish a specification to cover these particular characteristics.

3. Safety

No major accidents occurred during 1963; this is certainly due to the rapid action of personnel and reflects favourably on their training. One small incident which did occur was caused by an outside contractor, but this incident, like any other, might well have had serious consequences.

A request from the French authorities concerning the installation of water systems at depots in Divisions 1, 2 and 3 was accepted by the appropriate Infrastructure Committee, but at the same time mobile fire-fighting equipment including vehicle mounted pumps was refused. Fire-fighting arrangements at these depots therefore still call for improvement.

This equipment is particularly necessary since the system is not covered by a common insurance. If such a policy were to be taken out, the obligation for having appliances immediately available will still remain.

4. Consumption of gas oil

The consumption of fuel during 1963 continued to be proportional to the volume of traffic moved.

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5. General Maintenance

Scheduled maintenance programmes to ensure the efficient functioning of all equipment and installations presented no unforeseen problems during 1963; the maintenance of building and extensive site areas continued to represent a considerable workload extending available resources to the limit.

(a) Pipeline

Sufficiently clean conditions were achieved on the majority of pipelines which led to a reduction in the frequency of scraping operations.

(b) Depots

A total of 45 storage tanks were cleaned in 1963 both by divisional personnel and by specialised contractors.

(c) Improvements and major modifications

In addition to minor improvements particularly in manifolds, storage areas and offtake facilities, all of which contribute to increased efficiency, some additional modifications of greater importance were made. These included works necessitated by the non-NATO movements ANTWERP-PERNIS and PERNIS-SCHIPHOL; also a 1.8 kilometre diversion in Luxembourg due to industrial development was carried out by the personnel of Divisions 3 and 6.

6. Aerial Survey

In Divisions 1, 2, 3 and 4 the routine of aerial surveys warranted no modification. In the Netherlands the pipeline system is unusual in that it most frequently follows dikes and highways and a request was received from Division 5 that the regularity of overflights should be reduced to one per month; this proposal will be tried on an experimental basis during 1964.

In Germany enquiries have been made amongst specialist contractors with a view to concluding a contract for aerial survey during 1964.

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7. Corrosion

Three cases of corrosion causing leaks and consequently the shut-down of installations have already come to light; such cases were undoubtedly due to the considerable delay between the construction of depots and the installation of cathodic protection. This problem and the serious consequences liable to occur were studied and reported upon to CEPO. It was recommended that an inspection and repair programme should be undertaken at nearly all depots.

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 of NATO pipelines in Turkey.

8. Diesel engines

(a) ADN engines

During 1963 modifications were completed on the remaining 28 supercharged engines scheduled for treatment. A decision by Infrastructure that 11 supercharged engines in Division 2 should also be modified was implemented and works at OCTEVILLE, LE HAVRE and CHALONS were completed in October. All these modifications were carried out by divisional personnel under the supervision of CEOA.

CEOA was similarly requested 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 in December as well as 43 of the 83 engines in Turkey. (1)

Note (1) Revised true figure

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(b) MGO engines

The stage was reached when major overhauls were necessary for three engines after 10.000 hours of operation; this work was carried out by divisional personnel at the central workshop. This programme furnished proof that the spare parts in stock were sufficient to meet the requirements of such overhauls. The average workload was 700 man hours per engine exclusive of transport and dismantling.

9. Filtration and water separation

A study was undertaken to re-examine these two techniques which have a very close bearing upon both quality control and the preservation of mechanical equipment; in addition, the reduction to a minimum of anti-icing additive loss also falls within the scope of these techniques.

As a result of this study improved techniques were established to check water and sediment contents and the characteristics of a mobile filtration plant were defined. This latter equipment will be adopted in France and Germany during the course of 1964.

10. Training of staff

The following training courses were organized by the pipeline divisions:

External : for engineers : organization of maintenance
(Division 3)
: safety (Divisions 1 - 5)

for other personnel:

- the use of test beds for diesel injection pumps (Divisions 1 - 3)
- theory and maintenance of teleprinter equipment, maintenance of diesel engines and regulators (Divisions 1 - 3)
- pumps (Division 6)
- safety (Divisions 1 - 5)
- the improvement of arc welding techniques on high pressure pipes (Divisions 1 and 3)

as well as several courses of lesser importance.

Internal : The training of reservists in Division 5.

11. Operational spare parts

The balance of credits approved by CEPO and CEPPC at the end of 1962 for the provision of divisional operational spare parts was completely committed during the course of 1963. Outstanding reserves of spare parts will be completed in early 1964, dependent only upon delays in delivery.

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V. DEVELOPMENT OF THE ORGANIZATION

The personnel strength of CEPS reached a figure of 1068 in 1963, an increase of 42 over 1962 due to a reduction in the statutory working week in France, and increases in guarding requirements and the overall maintenance workload. The establishment and status of the divisions is shown in the following table:

Division	Status	Personnel (Supervisory and Working)	Personnel (guards)	Total
Common Dept.	Civilian	16	NA-Head Office	16
1	"	118	NA-Contractor	118
2	Military	176	NA-Contractor	176
3	Civilian	127	NA-Contractor	127
4	Military	156	27	183
5	Civilian	121	21	142
FBG	"	37	NA-Head Office	37
6	"	139	26	165
7	"	82	22	104
TOTAL		972 +	96 =	1068

VI. PREPARATION FOR EMERGENCY

During 1963, at the request of AFCENT, CEOA carried out and submitted a completely new study on the subject of equipment for the repair of war damage. The Emergency Plan for wartime operation was brought in line with the current military requirements and CEOA co-operation with the combined AG/ATAF Headquarters was continued through liaison officers attached to JPCG.

Considerable progress was achieved in assessing the requirements and possible operation of emergency offtake points in the forward areas. A study was made to ensure the suitable protection under wartime conditions of the basement of CEOA and criteria for the construction of divisional war headquarters were established. CEOA also passed certain recommendations to the Military Agency for Standardisation concerning a STANAG on flexible pipelines in course of preparation.

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A meeting was held at CEOA on the 29th/30th June of divisional directors and certain national representatives. During the course of this meeting note was taken of the progress so far achieved in preparing for wartime conditions.

VII. FINANCIAL ASPECTS

1. Financial Guidance and Procedures

The "Financial Regulations for the Administration of National Agencies Centralised Head Offices and Divisions within the Central Europe Pipeline System", established by the Central Europe Pipeline Policy Committee, came into force on 1st January 1963.

In compliance with article 12.7 of these Regulations, a number of detailed Finance Office Instructions were issued by CEOA during 1963. Some questions which require further clarification are still under discussion with Divisions.

2. Budgets

The total of appropriations (including supplementary budgets; blocked items not deducted) for CEOA and divisions amounted to:

FF 41.157.000 for 1963

against

FF 37.302.000 for 1962.

Figure 6 shows the breakdown of the budget totals for 1961, 1962 and 1963 both by divisions and by categories of expenditure.

The total of appropriations shows an increase of FF 3.800.000 of which:

Personnel	1.500.000
Operating, maintenance and transportation	600.000
General and administration	100.000
Capital expenditure	1.600.000

The increase in personnel expenditure appropriations is mainly due to increased salary and wage-rates and allowances.

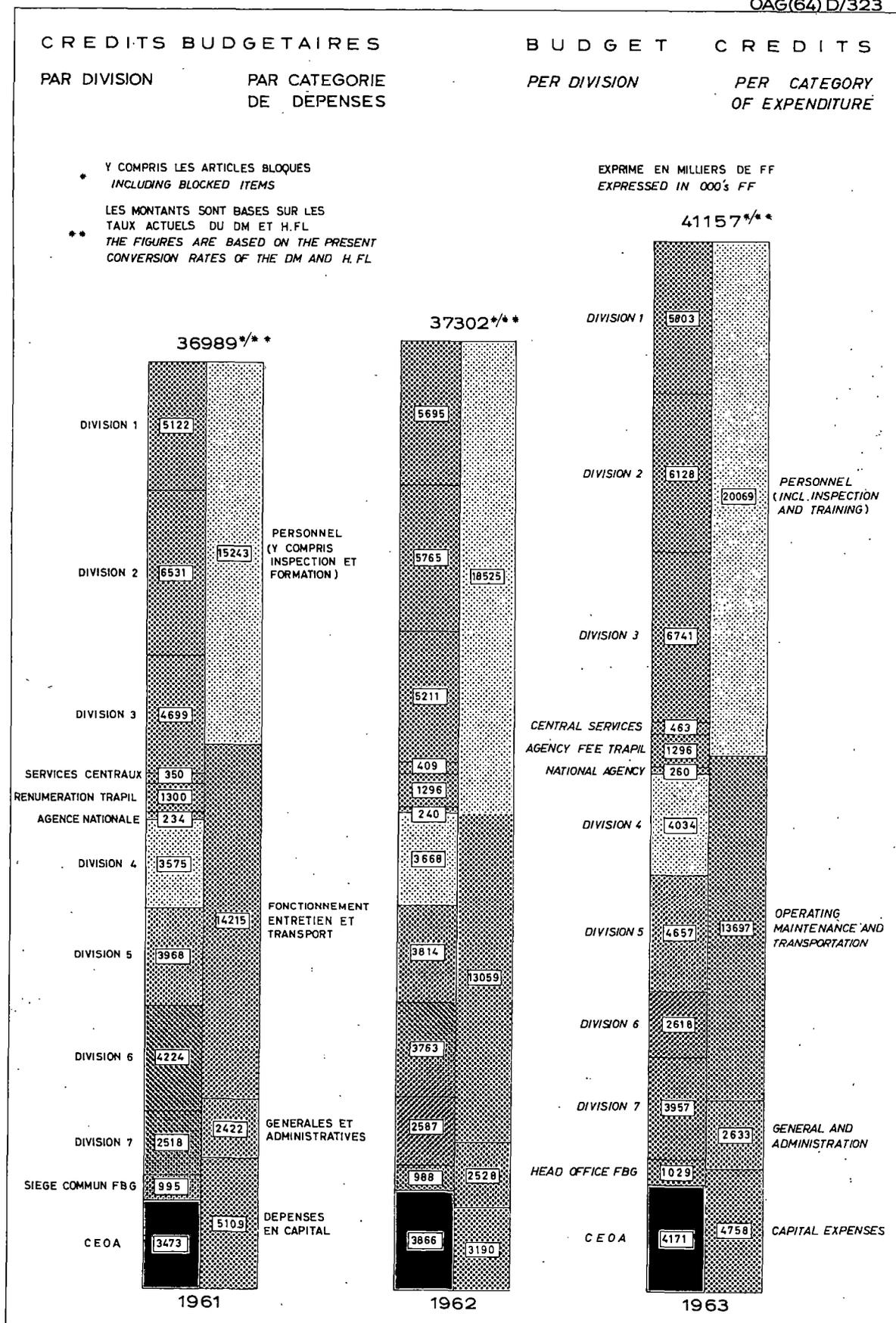


FIGURE 6

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The increase in expenditure for operation maintenance and transportation corresponds to the increase in traffic mainly caused by the increased non-NATO use of the system.

The capital expenditure is mainly due to the second general authorisation for the procurement of an initial stock of spare parts (see AC/120-D/272 and AC/120-R/92).

3. Operating Revenue

In the beginning of 1963 a partial review of tariffs resulted in an increase of the storage tariff by 20% and a modification to bring the tariffs for handling and resupply more in line with the real expenses without, however, increasing the overall handling revenue, whereas the movement tariffs remained unchanged.

Figure 7 shows the operating revenue earned in 1961, 1962 and 1963.

The operating revenue earned in 1963 amounted to:

FF 28.635.000

as compared with

FF 24.354.000 in 1962.

The increase of 17.6% is due to the change in the storage tariff, to higher movement activity for military purposes, and above all to increased non-NATO use of the system.

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A survey of the non-NATO use of the system during 1962/1963 showing its financial aspects is given in Figure 8.

4. Financing

Expenditure during 1963 was financed by:

- (a) income received for the movement, storage and handling of products within the pipeline system;
- (b) contributions from the 8 user nations to cover the excess of expenditure over income.

In August 1963 contributions totalling FF 4.000.000 were requested from user nations for the financing of 1963 expenditures not covered by available funds and receipts.

During 1963 the following contributions were received:

Requested in December 1962 (as reported in the 1962 Annual Report)	FF 9.256.000
Requested in August 1963	FF 4.000.000
Advance contributions from Germany for 1964	<u>FF 524.000</u>
	<u>FF 13.780.000</u>

The total contributions received from the user nations up to the end of 1963 amounted to:	FF 59.280.000
---	---------------

The total income received for services rendered by the system up to the end of 1963 amounted to:	<u>FF 95.800.000</u>
--	----------------------

Total	<u>FF 155.080.000</u>
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Of this amount, up to 31st December 1963, some FF 137.040.000 have been made available to host nations for the financing of divisional expenditure, the remainder being the expenditure incurred by CEOA and the cash and bank balances.

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FINANCIAL ASPECTS REGARDING NON-NATO USE 1962/63

- In French Francs -

Description	REVENUE from			Total revenue	Additional costs (1)		Net additional income
	Transportation	Storage	Handling		Operational expenditure	capital expenditure	
January 1963 - April 1963 Gasoil within France	593.200			593.200)	565.300		2.321.500
January - April 1963 Gasoil from France to Germany	2.153.600	34.400	105.600	2.293.600)			
January-February 1963 Fresh water within the Netherlands	139.300			139.300	-	-	139.300
October - November 1963 Gasoil within France	578.700			578.700		-	578.700
November - December 1963 Kerosene from Belgium to the Netherlands	52.400			52.400		60.000	(7.600)
Total	3.517.200	34.400	105.600	3.657.200	565.300	60.000	3.031.900

Figure 8

Note : (1) The additional costs represent approved supplementary budgets for costs in connection with civilian use, which could not be covered out of the normal budget appropriations. Capital expenditure is taken up in its entirety although the investments made will also be used for future operations for civilian use.

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For the years up to and including 1958, for which no budgets existed, the host nations have been reimbursed on a basis of 60% of their estimated costs in 1958. Thereafter, host nations have been financed on the base of 100% of estimated expenditure, and from the first half of 1961 onwards, pre-financed on the basis of monthly forecasts of expenditure submitted by divisions.

5. Actual Expenditure

Statements of actual expenditure by the divisions up to the end of 1963 have been received. Expenditure statements from inception up to the end of 1961 have been examined by the NATO Board of Auditors and their report, together with final CEOA and divisional comments on the Auditors' remarks, are being submitted to CEPPC. Only after this approval by that Committee can the final settlement with host nations be made.

Pending this final settlement, a consolidated balance sheet and profit and loss account for the whole system cannot yet be drawn up.

Figure 9 shows the total expenditure based on the budgetary statements against the income actually received for the years 1961, 1962 and 1963.

The aggregate total expenditure up to 31st December 1963 amounted to:

Capital	FF	15.200.000
Operations	FF	<u>141.600.000</u>
	FF	<u>156.800.000</u>

These amounts have been drawn from the budgetary statements, and are provisional in so far as they have not been approved by the CEPPC. It should also be remembered that only 60% of estimated expenditure prior to 31st December 1958 has been multilaterally financed.

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DEPENSES ET RECETTES

EXPENDITURES AND RECEIPTS

EXPRIME EN MILLIERS DE FF
EXPRESSED IN 000's FF

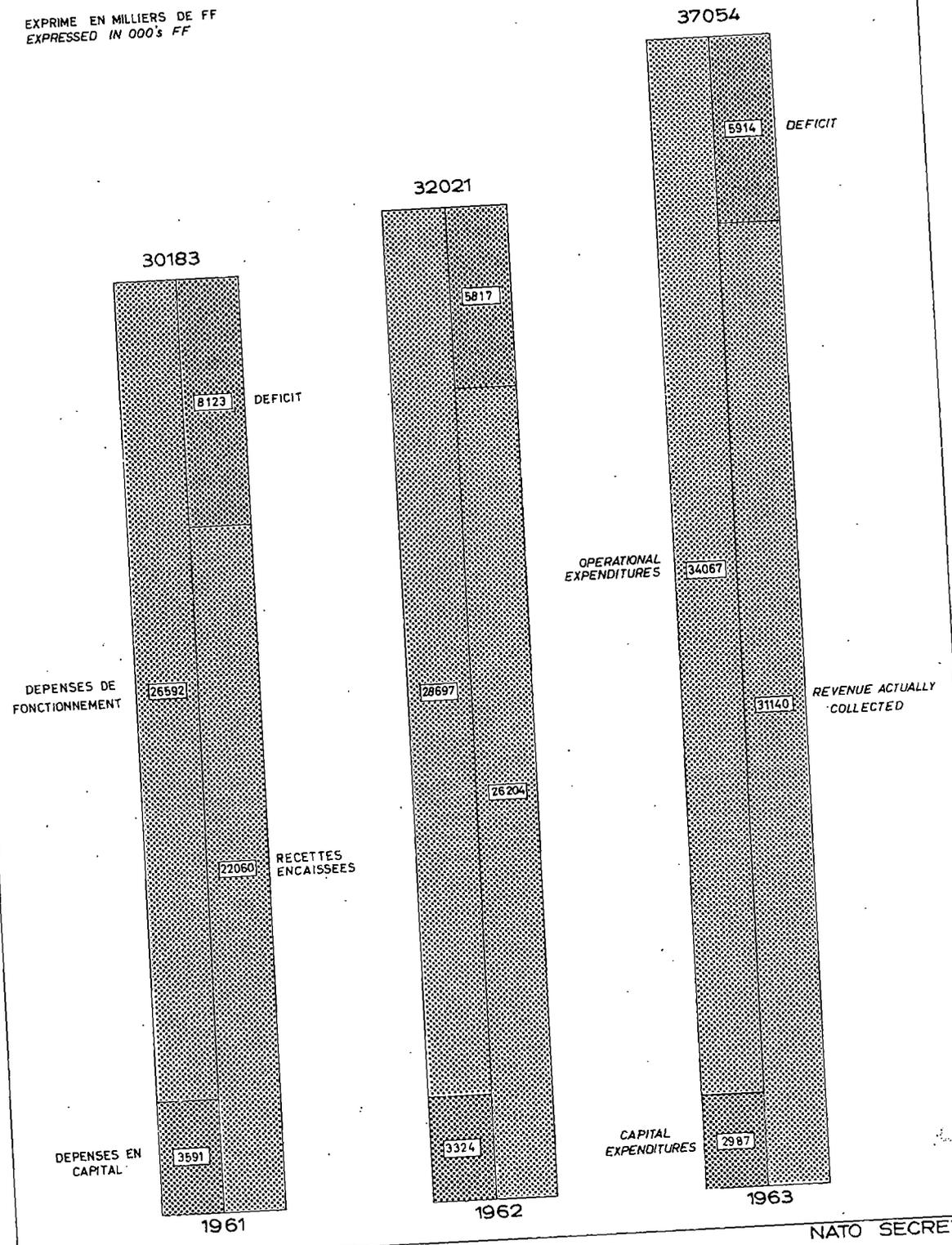


FIGURE 9

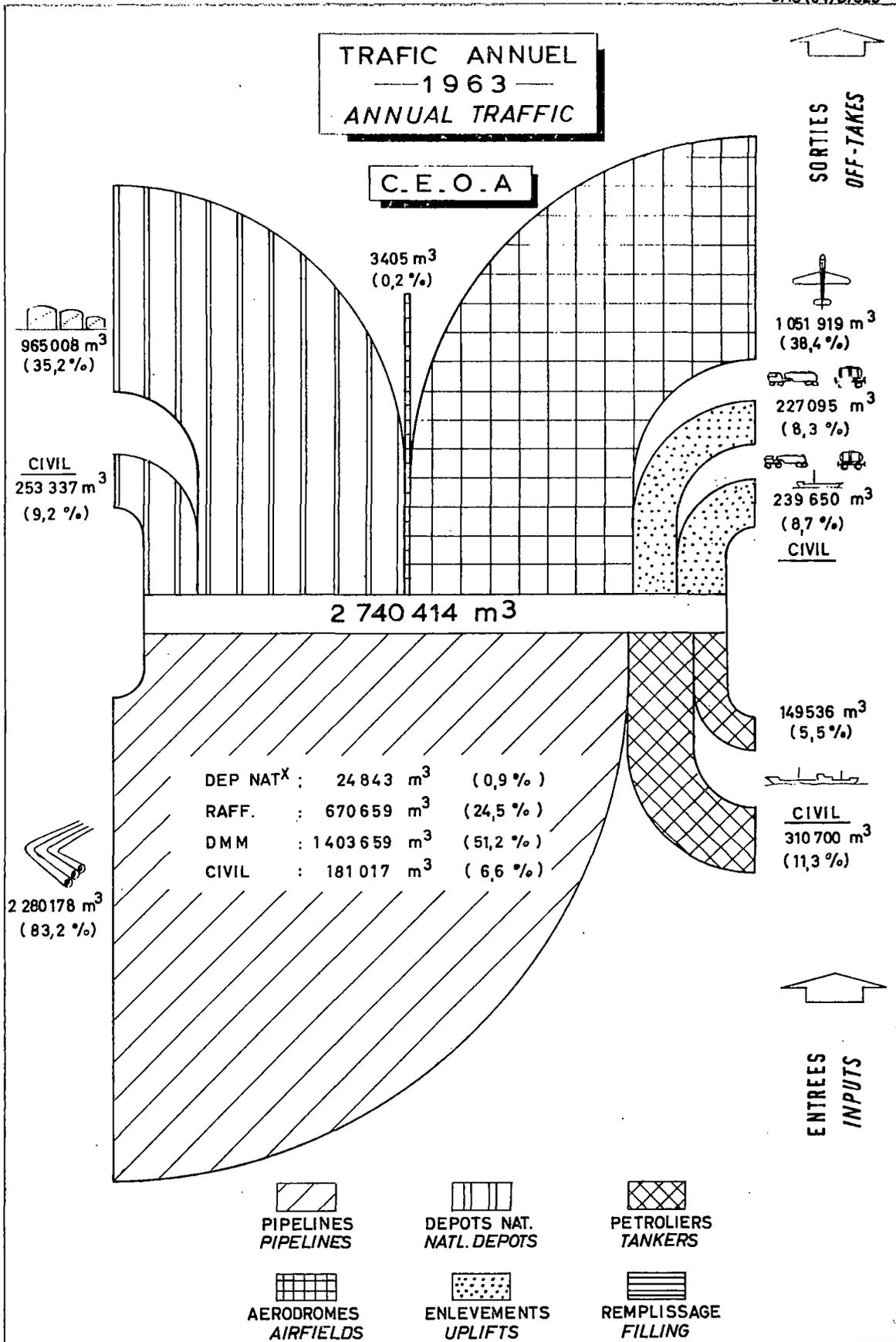


FIGURE 10

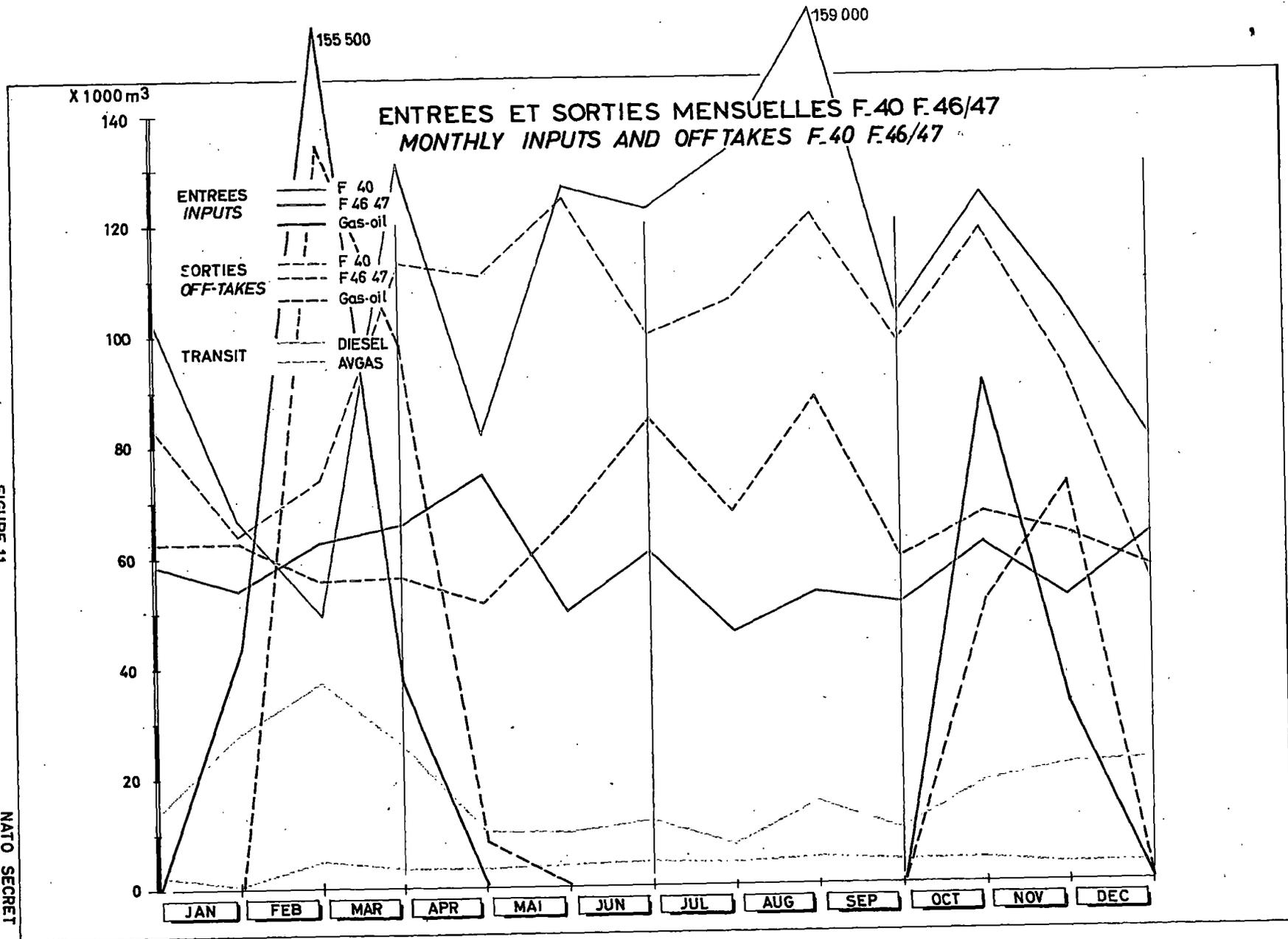


FIGURE 11

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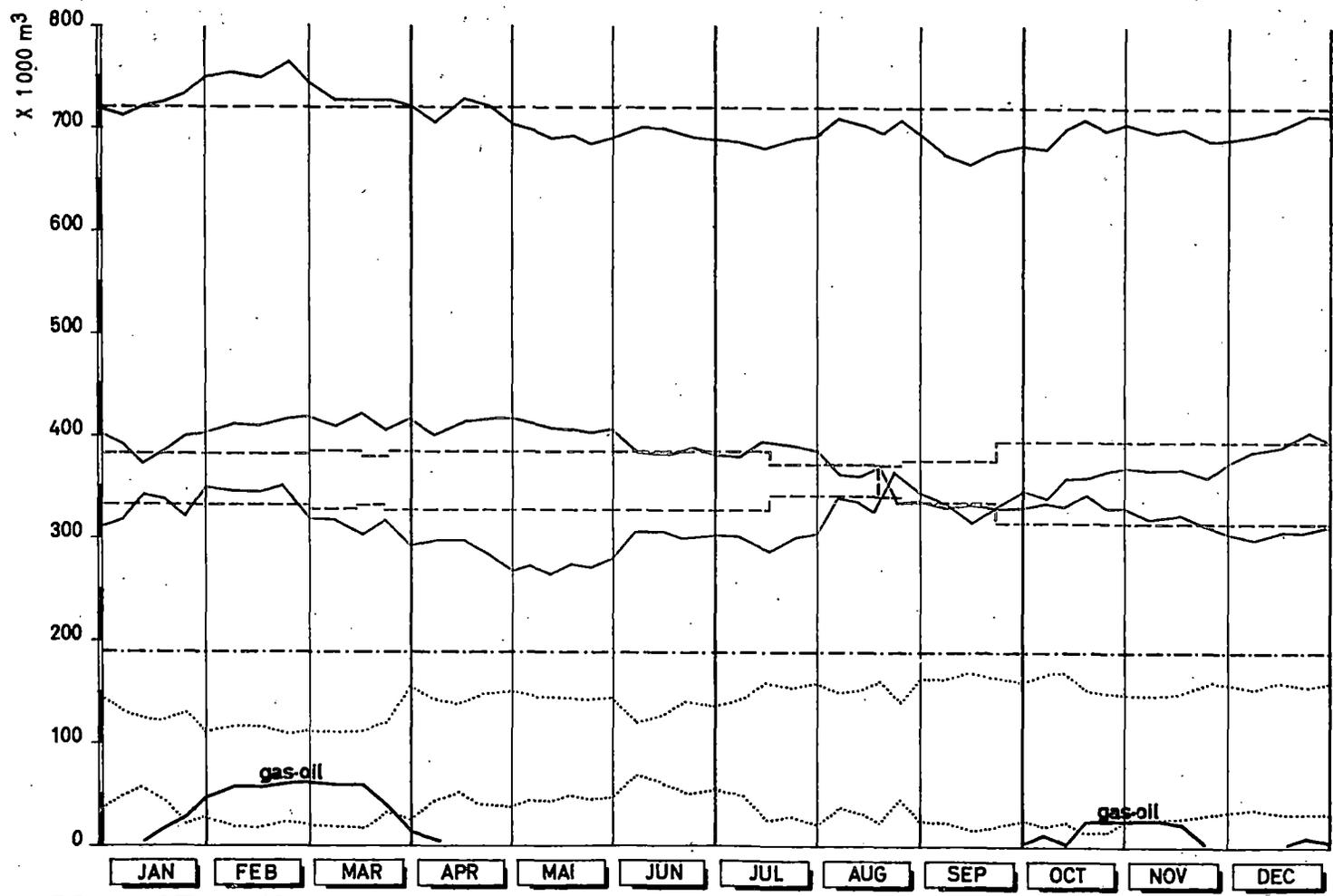
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CAPACITES ET STOCKS DEPOTS & LIGNES

CAPACITIES AND STOCKS DEPOTS & LINES

- - - - 70 & 80%.- Capacité totale dépôts *Total capacity depots*
 ——— F40+F46/47- Stock total *Total stock*
 - - - - 70 & 80%.- F40- Capacité dépôts *Capacity depots*
 ——— F40- Stock dépôts *Depots stock*

- - - - 70 & 80%.- F46/47- Capacité dépôts *Capacity depots*
 ——— F46/47- Stock dépôts *Depots stock*
 - - - - Volume global lignes principales *Total capacity main lines*
 F40- Volume en ligne *Capacity in line*
 F46/47- Volume en ligne *Capacity in line*



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FIGURE 12

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CENTRAL EUROPE OPERATING AGENCY

ANNUAL REPORT

1963

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CENTRAL EUROPE OPERATING AGENCY
AGENCE CENTRE EUROPE D'EXPLOITATION

Address for classified documents
Adresse pour documents classifiés
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Place du Maréchal-de-Lattre-de-Tassigny
Paris, XVIIe

11, rue du Général-Pershing
Versailles (Seine-et-Oise)
Tel : 9 50 7 8.80 (5 lines)
Telegrams : "CEOA Versailles"

ORIGINAL: FRENCH/ENGLISH
20th July 1964

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DOCUMENT
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ANNUAL REPORT

1963

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I. INTRODUCTION

The period covered by this report extends from 1st January to 31st December 1963. Military transport was appreciably the same as in 1962, but on the other hand there was an increase in the volume of stored products. 1963 was noteworthy for the commencement of two kinds of non-military use of the CEPS, occasional and long-term.

II. DEVELOPMENT OF THE INSTALLATIONS

1. During the course of 1963 the following installations were put into operation:

Division 1 : Connections to the Rhône-Alpes refinery at FEYSIN and to the ST.QUENTIN/FALLAVIER tank farm.

Division 2 : Rail loading facility at LE HAVRE.

Division 3 : Spur pipeline to STRASBOURG ENTZHEIM airbase. Filling of spur pipeline to airbase CHENEVIERES.

Division 6 : Temporary commissioning of a further two storage tanks at KEHL.

Division 7 : Filling of the pipeline GOCH-BOCHOLT.

2. Final acceptances in 1963

The status of the pipeline system at 31st December 1963 is as shown on the map at Figure 1. Although the number of final inspections carried out during 1963 was less than in 1962, the workload of the technical department of CEOA was at least as heavy as in the previous year. It had, in fact, to carry out a large number of inspections of an interim nature for the constructional programme in Germany and also in all divisions to check the rectification of previously noted deficiencies. Although having no direct responsibility for construction, CEOA is required to participate in these activities.

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Numerically the operational status at 31st December is as follows:

- Length of main pipelines : 4.255 kms
- Total storage capacity : 963.000 m³
- No. of high pressure pump stations : 91
- No. of connected airfields : 47

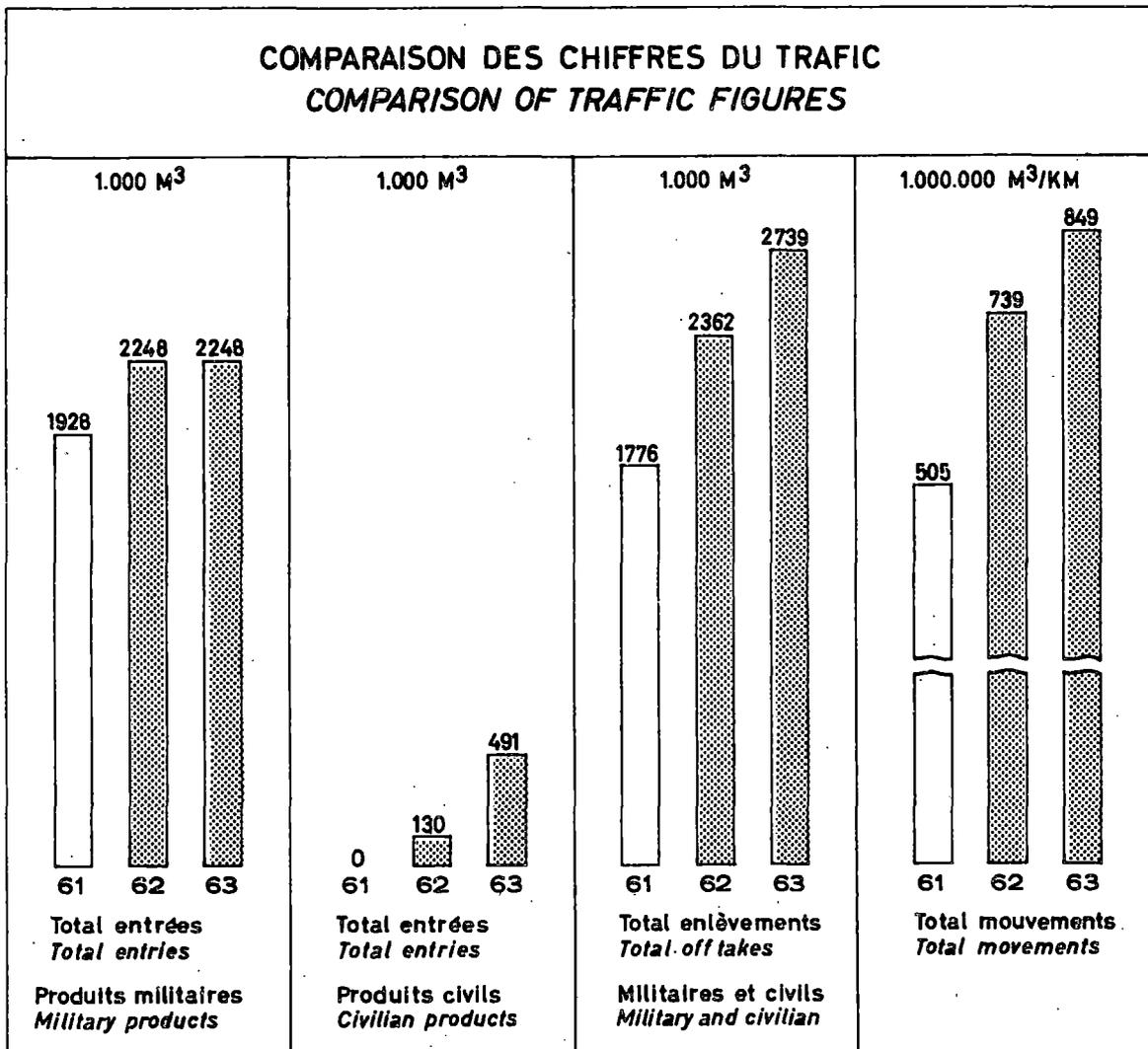


FIGURE 2

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III. ACTIVITY OF THE NETWORK - TRAFFIC STATISTICS

Comparison of the overall traffic figures given diagrammatically in Figure 2 on page 4, shows:

1. <u>Entries into the network</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>
MT gasolene	755.761	738.662	694.323
Jet fuel	1.013.272	1.282.865	1.196.180
Jet fuel with AIA	-	-	90.133
Military diesel	119.907	179.306	228.154
Avgas	27.885	47.492	39.907
Premium grade fuel	<u>11.883</u>	<u>-</u>	<u>-</u>
Total of military products (m3)	<u>1.928.708</u>	<u>2.248.325</u>	<u>2.248.697</u>
Civilian gas oil	-	129.785	404.095
Civilian kerosene	-	-	22.502
Water	-	-	65.120
Total of civil products (m3)	-	129.785	491.717
Grand total of entries (m3)	1.928.110	2.378.110	2.740.414
Total of offtakes (m3)	1.776.003	2.362.356	2.739.009
Total movements (m3/km)	504.751.000	738.824.000	849.435.000
Average annual storage (m3)	600.845	680.000	706.000

The average monthly movement during the year 1963 has been:
 188.000 m3 not counting civil transport (188.000 m3 in 1962)
 227.000 m3 including civil transport (197.000 m3 in 1962).

The transit movement of diesel for the American Forces reached an average of 19.000 m3 per month with a maximum of 27.000 m3 during the winter months.

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The transport of both AVGAS and MOGAS remained virtually the same.

Conversely, deliveries of JP4 were subject to considerable fluctuation due to both atmospheric conditions and exercises.

The average storage for 1963 was 706.000 m³ whereas the average allocated storage was 713.000 m³; this resulted in an average utilisation factor of 99%.

The average working storage was 216.000 m³ distributed throughout the system. The storage unavailable for maintenance reasons (tank cleaning) reached a total volume of 50.000 m³ leading to a reduction of the same volume of working storage available for movements.

2. 83,2% of resupplies inclusive of non-military products were carried out by pipeline whilst 55,5% of the offtakes were deliveries made to airfields, road tankers, rail trucks and barges.

The "civil" deliveries account for 18,01% of the total made by the system during 1963.

3. Figures 3 and 4 show on maps the true activity of the various sections of the system during 1963 compared with 1962. A definite improvement in the utilisation of the pipelines can be seen.

4. The operational losses for the whole of the system in 1963 remained lower than the permitted percentages:

- for movements : 0,105% (maximum authorised 0,25%)
- for storage : 0,012% (maximum authorised 0,08%).

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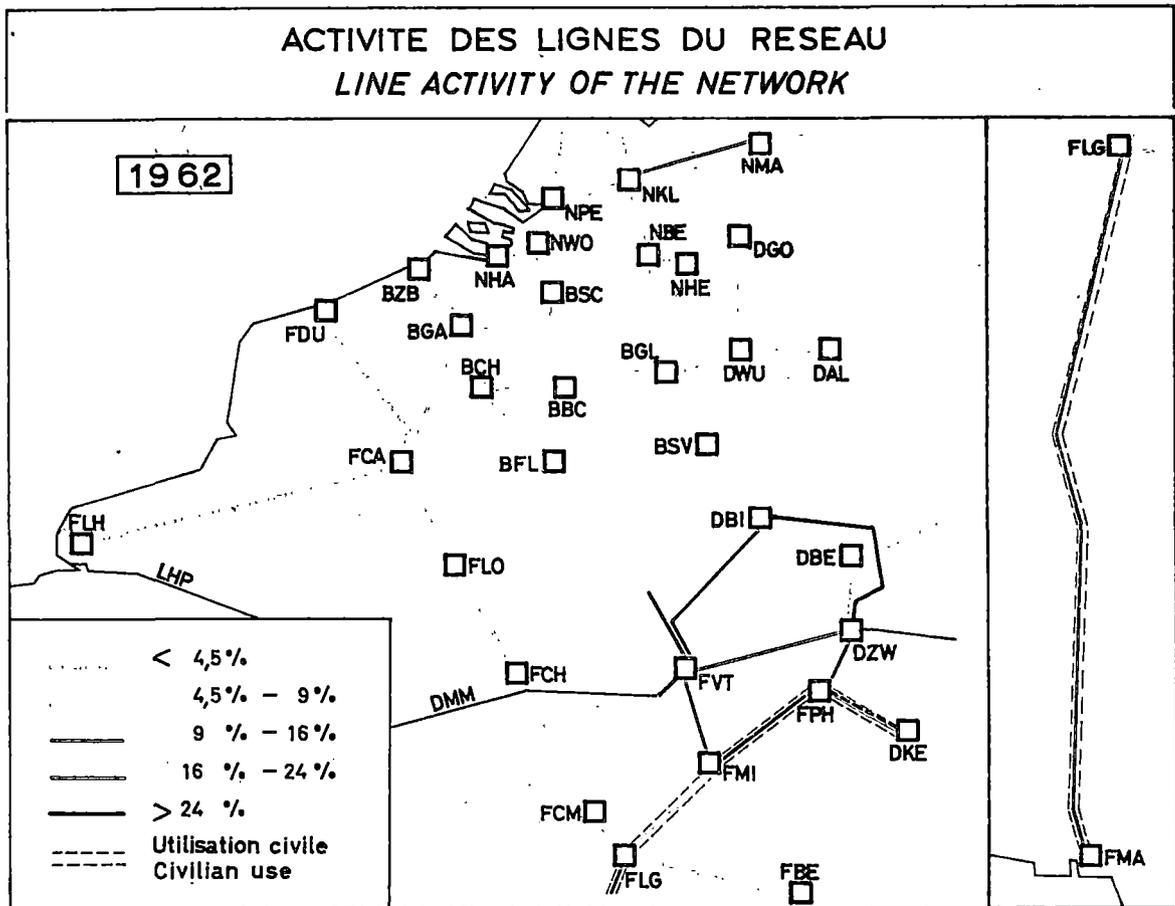


FIGURE 3

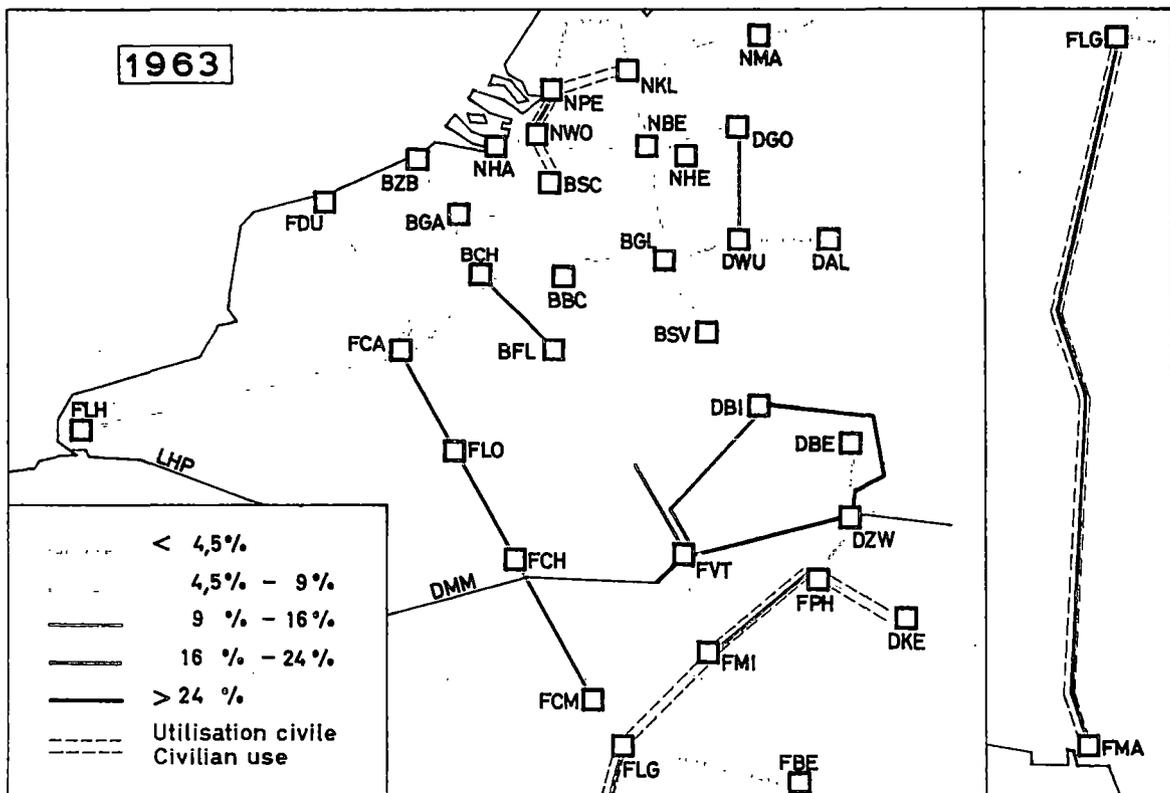


FIGURE 4

(8)

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5. Figure 5 on the opposite page shows the breakdown of entries, deliveries, movements and storage between the User Nations and the civil users. For the three latter operations, the percentages were as follows:

	<u>Deliveries</u>	<u>Movements</u>	<u>Storage</u>
	%	%	%
BELGIUM	5,96	6,41	8,53
CANADA	2,39	0,66	0,89
FRANCE	10,16	18,50	18,35
GERMANY	3,60	6,90	26,72
LUXEMBOURG	-	-	0,03
NETHERLANDS	6,98	4,61	7,45
UNITED KINGDOM	4,10	5,63	4,28
UNITED STATES	48,80	30,65	33,75
CIVILIAN TRAFFIC	18,01	26,64	-

IV. OPERATIONAL METHODS AND DATA

1. Traffic

(a) Military traffic

The traffic department continued throughout the year to carry out the planning and the general co-ordination of product movement for the whole of the system using the same methods as mentioned in the 1962 Annual Report. The principal item of interest concerning military traffic was the introduction into the system of JP4 containing anti-icing additive (JP4A); this operation was started in November in Division 3. The turnover of stocks from JP4 to JP4A was made progressively by Divisions 3 and 6 in such a way that by the end of the year these two divisions had converted their complete stocks into JP4A with the exception of two storage tanks at BITBURG.

(b) Non-NATO traffic

The non-NATO use of the system increased considerably during 1963. Several agreements resulted in the transport of 492.987 m³ of product; the corresponding figure for 1962 was 125.321 m³.

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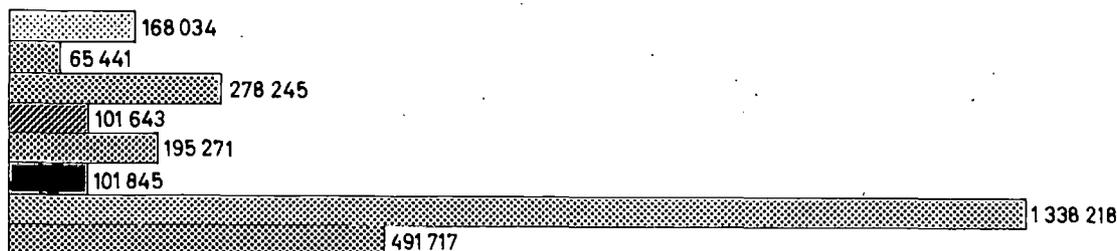
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REPARTITION ENTRE LES USAGERS DES ENTREES, SORTIES, MOUVEMENTS ET STOCKAGES
 BREAKDOWN BETWEEN USERS OF INPUTS, OFF TAKES, MOVEMENT AND STORAGE

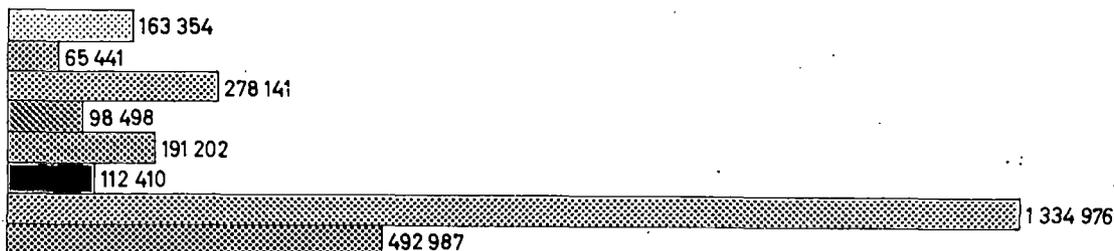
ENTREES - INPUTS

(m³)



SORTIES - OFF TAKES

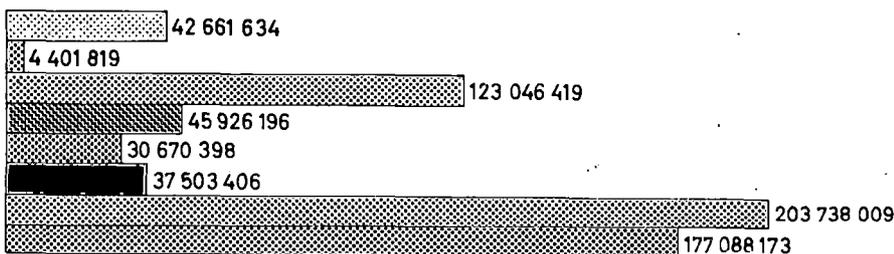
(m³)



MOUVEMENT TARIFABLE - CHARGEABLE MOVEMENT

(m³km ajustés)

(adjusted m³km)



STOCKAGES ALLOUES - ALLOCATED STORAGE

(m³ mois)

(m³ month)

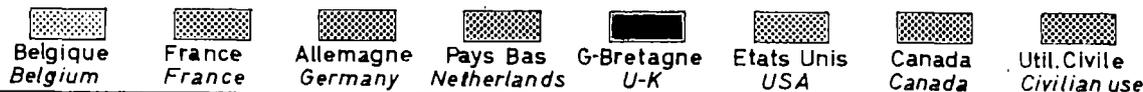
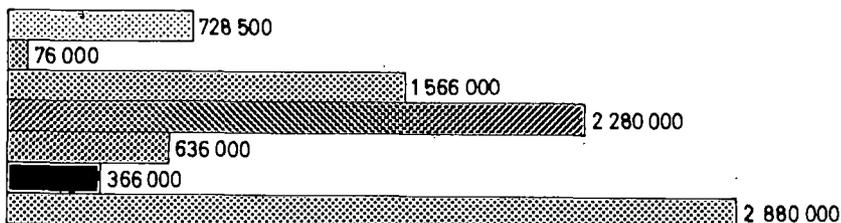


FIGURE 5

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The breakdown of these movements is as follows:

- (i) Transport of gas oil from MARSEILLES/LAVERA to STRASBOURG/REICHSTETT as a result of a contract notified in 1962: 42.172 m³. In addition 43.295 m³ of gas oil were pumped from REICHSTETT to KEHL and 10.327 m³ direct from MARSEILLES to KEHL.
- (ii) Because of a shortage of fuel in Germany a contract was concluded at the beginning of 1963; 186.028 m³ of gas oil were pumped from MARSEILLES to KEHL, 182.750 m³ being withdrawn from the storage installations and offloading facilities at the NATO and SEA depots at KEHL. The balance was transported directly to a civil tank farm.
- (iii) 65.120 m³ of fresh water were transported from the NATO depot at WOENSDRECHT and a point on the pipeline system near the NATO depot at KLAPHEK as far as one of the PERNIS refineries; this operation allowed the refinery to continue operations despite the fact that the level of sea water in the River Meuse had exceeded the point at which this refinery normally draws its fresh water supplies.
- (iv) During the autumn of 1963, 123.491 m³ of gas oil were transported from MARSEILLES to FEYSIN/ST.QUENTIN.
- (v) A five year renewable contract was negotiated for the transport of a minimum 60.000 m³ annually of kerosene from ANTWERP refinery to the PERNIS refinery. It is envisaged that this movement will be in the order of 170.000 m³ per year; the transport was started during November and had reached a total of 22.554 m³ by the end of 1963. The necessary storage capacity required for these operations is being provided by the interested civilian firm.
- (vi) A five year renewable contract was also concluded for the transport of a minimum volume of 60.000 m³ of jet fuel between PERNIS and SCHIPHOL. The actual volumes which are to be expected to be handled under this contract will be in the order of 120.000 m³ per year. This operation should start at the beginning of 1964.
- (vii) A breakdown of the annual traffic between types of entries and offtakes is shown in Figure 10 on page 24. On pages 25 and 26 are shown a graph of quantities of entries into and offtakes from the system in Figure 11 and in Figure 12 a graph showing capacities and stocks in the system, giving monthly variations.

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2. Quality of products

In 1963 CEOA was obliged to draw the attention of purchasing authorities to the tendency of oil companies to supply products bordering the specification limits. One delivery of MOGAS was returned to the supplier whilst another of JP4 was unacceptable while still in stock at the refinery. In both these cases the products were outside specification according to CEOA analyses.

The movement and storage of JP4 inhibited with anti-icing additive (JP4A) focussed attention on the importance of determining the exact additive percentage in the final product. The losses of additive sustained during the last quarter of 1963 were negligible.

Investigations were started to determine the quantity of sediment and water in turbine fuel; it is now the intention of CEOA to establish a specification to cover these particular characteristics.

3. Safety

No major accidents occurred during 1963; this is certainly due to the rapid action of personnel and reflects favourably on their training. One small incident which did occur was caused by an outside contractor, but this incident, like any other, might well have had serious consequences.

A request from the French authorities concerning the installation of water systems at depots in Divisions 1, 2 and 3 was accepted by the appropriate Infrastructure Committee, but at the same time mobile fire-fighting equipment including vehicle mounted pumps was refused. Fire-fighting arrangements at these depots therefore still call for improvement.

This equipment is particularly necessary since the system is not covered by a common insurance. If such a policy were to be taken out, the obligation for having appliances immediately available will still remain.

4. Consumption of gas oil

The consumption of fuel during 1963 continued to be proportional to the volume of traffic moved.

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5. General Maintenance

Scheduled maintenance programmes to ensure the efficient functioning of all equipment and installations presented no unforeseen problems during 1963; the maintenance of building and extensive site areas continued to represent a considerable workload extending available resources to the limit.

(a) Pipeline

Sufficiently clean conditions were achieved on the majority of pipelines which led to a reduction in the frequency of scraping operations.

(b) Depots

A total of 45 storage tanks were cleaned in 1963 both by divisional personnel and by specialised contractors.

(c) Improvements and major modifications

In addition to minor improvements particularly in manifolds, storage areas and offtake facilities, all of which contribute to increased efficiency, some additional modifications of greater importance were made. These included works necessitated by the non-NATO movements ANTWERP-PERNIS and PERNIS-SCHIPHOL; also a 1.8 kilometre diversion in Luxembourg due to industrial development was carried out by the personnel of Divisions 3 and 6.

6. Aerial Survey

In Divisions 1, 2, 3 and 4 the routine of aerial surveys warranted no modification. In the Netherlands the pipeline system is unusual in that it most frequently follows dikes and highways and a request was received from Division 5 that the regularity of overflights should be reduced to one per month; this proposal will be tried on an experimental basis during 1964.

In Germany enquiries have been made amongst specialist contractors with a view to concluding a contract for aerial survey during 1964.

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7. Corrosion

Three cases of corrosion causing leaks and consequently the shut-down of installations have already come to light; such cases were undoubtedly due to the considerable delay between the construction of depots and the installation of cathodic protection. This problem and the serious consequences liable to occur were studied and reported upon to CEPO. It was recommended that an inspection and repair programme should be undertaken at nearly all depots.

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 of NATO pipelines in Turkey.

8. Diesel engines

(a) ADN engines

During 1963 modifications were completed on the remaining 28 supercharged engines scheduled for treatment. A decision by Infrastructure that 11 supercharged engines in Division 2 should also be modified was implemented and works at OCTEVILLE, LE HAVRE and CHALONS were completed in October. All these modifications were carried out by divisional personnel under the supervision of CEOA.

CEOA was similarly requested 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 in December as well as 43 of the 83 engines in Turkey. (1)

Note (1) Revised true figure

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(b) MGO engines

The stage was reached when major overhauls were necessary for three engines after 10.000 hours of operation; this work was carried out by divisional personnel at the central workshop. This programme furnished proof that the spare parts in stock were sufficient to meet the requirements of such overhauls. The average workload was 700 man hours per engine exclusive of transport and dismantling.

9. Filtration and water separation

A study was undertaken to re-examine these two techniques which have a very close bearing upon both quality control and the preservation of mechanical equipment; in addition, the reduction to a minimum of anti-icing additive loss also falls within the scope of these techniques.

As a result of this study improved techniques were established to check water and sediment contents and the characteristics of a mobile filtration plant were defined. This latter equipment will be adopted in France and Germany during the course of 1964.

10. Training of staff

The following training courses were organized by the pipeline divisions:

External : for engineers : organization of maintenance
(Division 3)
: safety (Divisions 1 - 5)

for other personnel:

- the use of test beds for diesel injection pumps (Divisions 1 - 3)
- theory and maintenance of teleprinter equipment, maintenance of diesel engines and regulators (Divisions 1 - 3)
- pumps (Division 6)
- safety (Divisions 1 - 5)
- the improvement of arc welding techniques on high pressure pipes (Divisions 1 and 3)

as well as several courses of lesser importance.

Internal : The training of reservists in Division 5.

11. Operational spare parts

The balance of credits approved by CEPO and CEPPC at the end of 1962 for the provision of divisional operational spare parts was completely committed during the course of 1963. Outstanding reserves of spare parts will be completed in early 1964, dependent only upon delays in delivery.

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V. DEVELOPMENT OF THE ORGANIZATION

The personnel strength of CEPS reached a figure of 1068 in 1963, an increase of 42 over 1962 due to a reduction in the statutory working week in France, and increases in guarding requirements and the overall maintenance workload. The establishment and status of the divisions is shown in the following table:

Division	Status	Personnel (Supervisory and Working)	Personnel (guards)	Total
Common Dept.	Civilian	16	NA-Head Office	16
1	"	118	NA-Contractor	118
2	Military	176	NA-Contractor	176
3	Civilian	127	NA-Contractor	127
4	Military	156	27	183
5	Civilian	121	21	142
FBG	"	37	NA-Head Office	37
6	"	139	26	165
7	"	82	22	104
TOTAL		972 +	96	= 1068

VI. PREPARATION FOR EMERGENCY

During 1963, at the request of AFCENT, CEOA carried out and submitted a completely new study on the subject of equipment for the repair of war damage. The Emergency Plan for wartime operation was brought in line with the current military requirements and CEOA co-operation with the combined AG/ATAF Headquarters was continued through liaison officers attached to JPCC.

Considerable progress was achieved in assessing the requirements and possible operation of emergency offtake points in the forward areas. A study was made to ensure the suitable protection under wartime conditions of the basement of CEOA and criteria for the construction of divisional war headquarters were established. CEOA also passed certain recommendations to the Military Agency for Standardisation concerning a STANAG on flexible pipelines in course of preparation.

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A meeting was held at CEOA on the 29th/30th June of divisional directors and certain national representatives. During the course of this meeting note was taken of the progress so far achieved in preparing for wartime conditions.

VII. FINANCIAL ASPECTS

1. Financial Guidance and Procedures

The "Financial Regulations for the Administration of National Agencies Centralised Head Offices and Divisions within the Central Europe Pipeline System", established by the Central Europe Pipeline Policy Committee, came into force on 1st January 1963.

In compliance with article 12.7 of these Regulations, a number of detailed Finance Office Instructions were issued by CEOA during 1963. Some questions which require further clarification are still under discussion with Divisions.

2. Budgets

The total of appropriations (including supplementary budgets; blocked items not deducted) for CEOA and divisions amounted to:

FF 41.157.000 for 1963

against

FF 37.302.000 for 1962.

Figure 6 shows the breakdown of the budget totals for 1961, 1962 and 1963 both by divisions and by categories of expenditure.

The total of appropriations shows an increase of FF 3.800.000 of which:

Personnel	1.500.000
Operating, maintenance and transportation	600.000
General and administration	100.000
Capital expenditure	1.600.000

The increase in personnel expenditure appropriations is mainly due to increased salary and wage-rates and allowances.

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C R E D I T S B U D G E T A I R E S
 P A R D I V I S I O N P A R C A T E G O R I E
 D E D E P E N S E S

B U D G E T C R E D I T S
 P E R D I V I S I O N P E R C A T E G O R Y
 O F E X P E N D I T U R E

* Y COMPRIS LES ARTICLES BLOQUÉS
 INCLUDING BLOCKED ITEMS
 LES MONTANTS SONT BASES SUR LES
 TAUX ACTUELS DU DM ET H.F.L.
 ** THE FIGURES ARE BASED ON THE PRESENT
 CONVERSION RATES OF THE DM AND H.F.L.

EXPRIME EN MILLIERS DE FF
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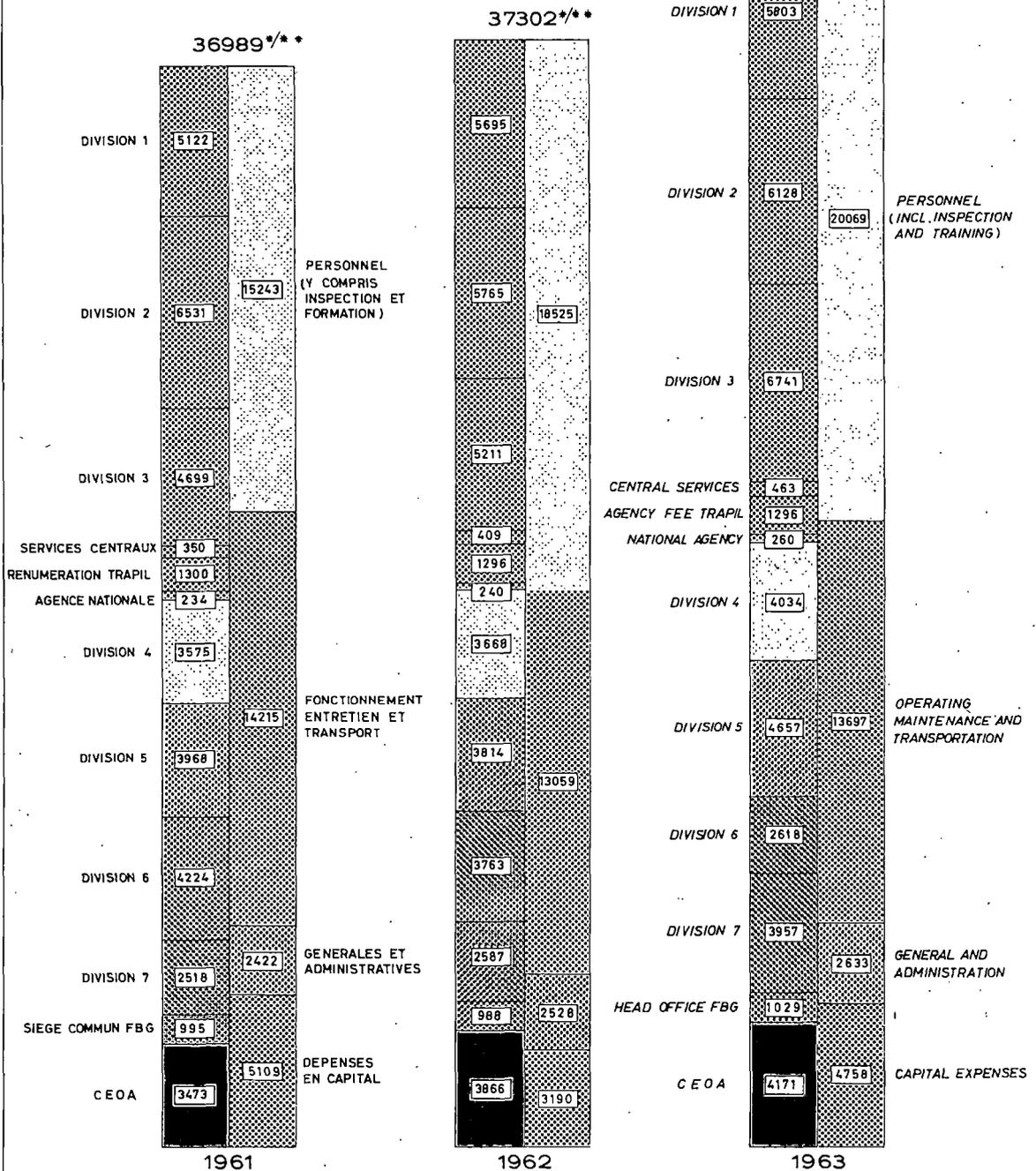


FIGURE 6

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The increase in expenditure for operation maintenance and transportation corresponds to the increase in traffic mainly caused by the increased non-NATO use of the system.

The capital expenditure is mainly due to the second general authorisation for the procurement of an initial stock of spare parts (see AC/120-D/272 and AC/120-R/92).

3. Operating Revenue

In the beginning of 1963 a partial review of tariffs resulted in an increase of the storage tariff by 20% and a modification to bring the tariffs for handling and resupply more in line with the real expenses without, however, increasing the overall handling revenue, whereas the movement tariffs remained unchanged.

Figure 7 shows the operating revenue earned in 1961, 1962 and 1963.

The operating revenue earned in 1963 amounted to:

FF 28.635.000

as compared with

FF 24.354.000 in 1962.

The increase of 17.6% is due to the change in the storage tariff, to higher movement activity for military purposes, and above all to increased non-NATO use of the system.

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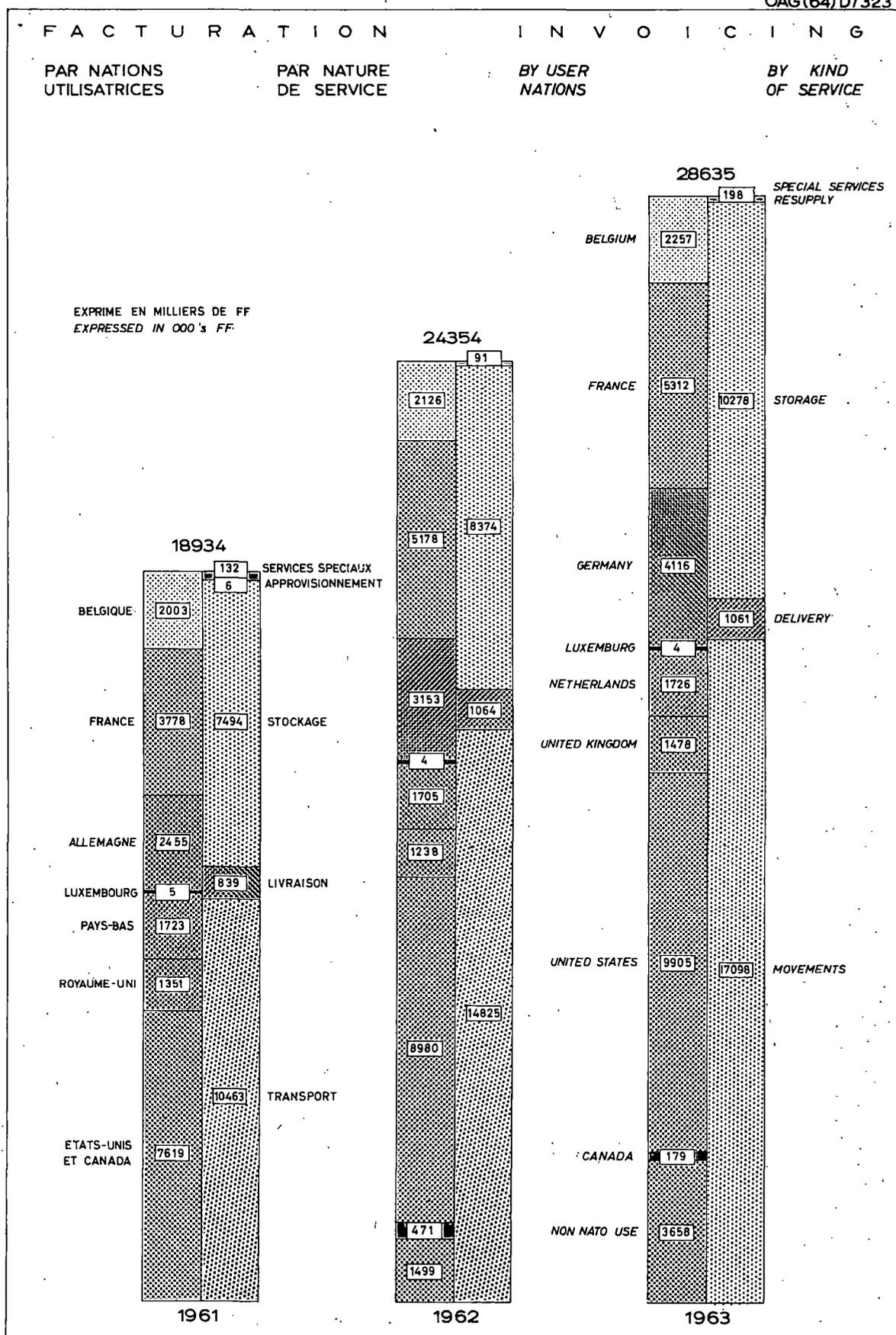


FIGURE 7

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A survey of the non-NATO use of the system during 1962/1963 showing its financial aspects is given in Figure 8.

4. Financing

Expenditure during 1963 was financed by:

- (a) income received for the movement, storage and handling of products within the pipeline system;
- (b) contributions from the 8 user nations to cover the excess of expenditure over income.

In August 1963 contributions totalling FF 4.000.000 were requested from user nations for the financing of 1963 expenditures not covered by available funds and receipts.

During 1963 the following contributions were received:

Requested in December 1962 (as reported in the 1962 Annual Report)	FF 9.256.000
Requested in August 1963	FF 4.000.000
Advance contributions from Germany for 1964	<u>FF 524.000</u>
	<u>FF 13.780.000</u>

The total contributions received from the user nations up to the end of 1963 amounted to:	FF 59.280.000
---	---------------

The total income received for services rendered by the system up to the end of 1963 amounted to:	<u>FF 95.800.000</u>
--	----------------------

Total	<u>FF 155.080.000</u>
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Of this amount, up to 31st December 1963, some FF 137.040.000 have been made available to host nations for the financing of divisional expenditure, the remainder being the expenditure incurred by CEOA and the cash and bank balances.

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FINANCIAL ASPECTS REGARDING NON-NATO USE 1962/63

- In French Francs -

Description	REVENUE from			Total revenue	Additional costs (1)		Net additional income
	Transportation	Storage	Handling		Operational expenditure	capital expenditure	
January 1963 - April 1963 Gasoil within France	593.200			593.200)	565.300		2.321.500
January - April 1963 Gasoil from France to Germany	2.153.600	34.400	105.600	2.293.600)			
January-February 1963 Fresh water within the Netherlands	139.300			139.300	-	-	139.300
October - November 1963 Gasoil within France	578.700			578.700		-	578.700
November - December 1963 Kerosene from Belgium to the Netherlands	52.400			52.400		60.000	(7.600)
Total	3.517.200	34.400	105.600	3.657.200	565.300	60.000	3.031.900

Figure 8

Note : (1) The additional costs represent approved supplementary budgets for costs in connection with civilian use, which could not be covered out of the normal budget appropriations. Capital expenditure is taken up in its entirety although the investments made will also be used for future operations for civilian use.

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For the years up to and including 1958, for which no budgets existed, the host nations have been reimbursed on a basis of 60% of their estimated costs in 1958. Thereafter, host nations have been financed on the base of 100% of estimated expenditure, and from the first half of 1961 onwards, pre-financed on the basis of monthly forecasts of expenditure submitted by divisions.

5. Actual Expenditure

Statements of actual expenditure by the divisions up to the end of 1963 have been received. Expenditure statements from inception up to the end of 1961 have been examined by the NATO Board of Auditors and their report, together with final CEOA and divisional comments on the Auditors' remarks, are being submitted to CEPPC. Only after this approval by that Committee can the final settlement with host nations be made.

Pending this final settlement, a consolidated balance sheet and profit and loss account for the whole system cannot yet be drawn up.

Figure 9 shows the total expenditure based on the budgetary statements against the income actually received for the years 1961, 1962 and 1963.

The aggregate total expenditure up to 31st December 1963 amounted to:

Capital	FF	15.200.000
Operations	FF	<u>141.600.000</u>
	FF	<u>156.800.000</u>

These amounts have been drawn from the budgetary statements, and are provisional in so far as they have not been approved by the CEPPC. It should also be remembered that only 60% of estimated expenditure prior to 31st December 1958 has been multilaterally financed.

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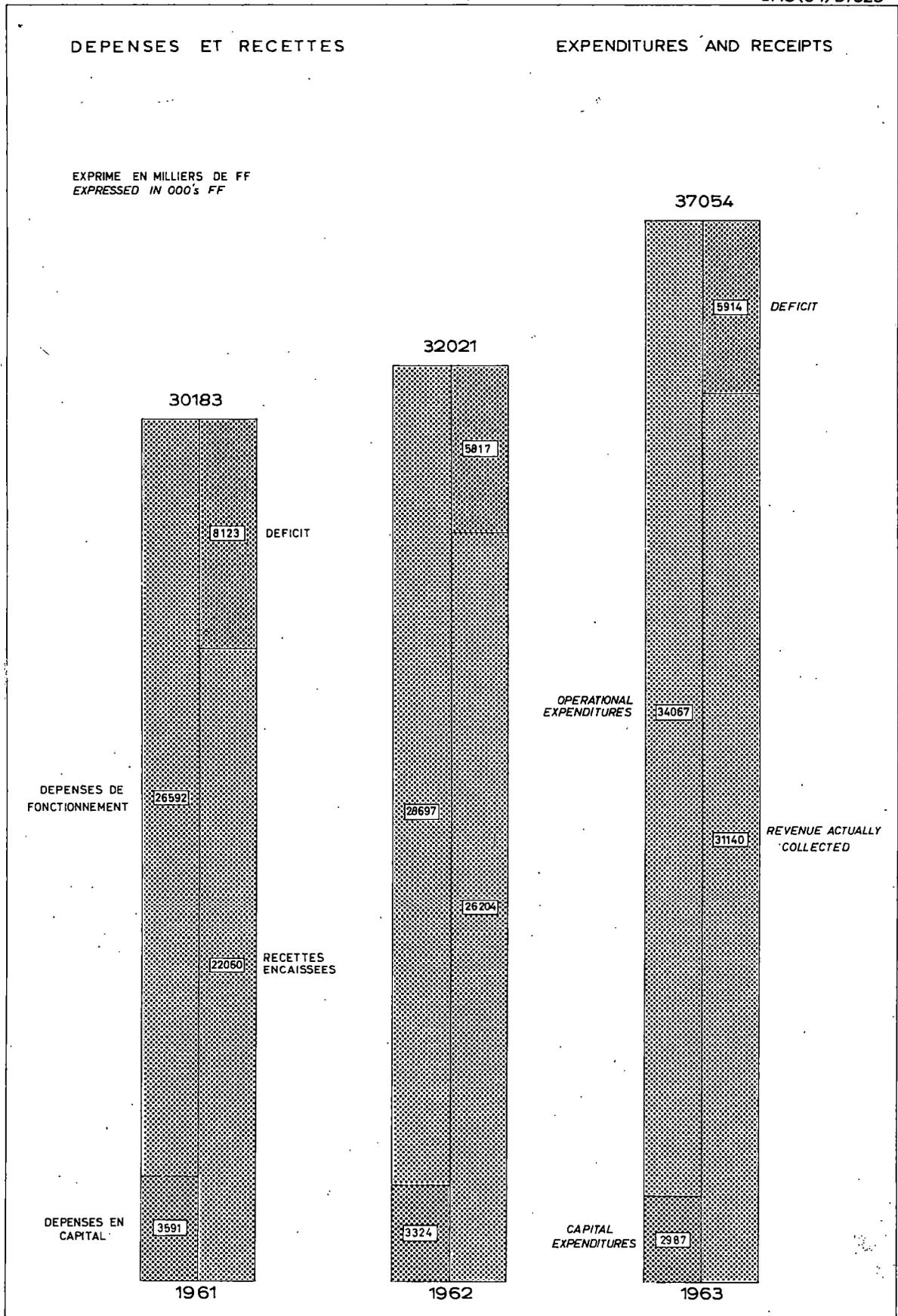


FIGURE 9

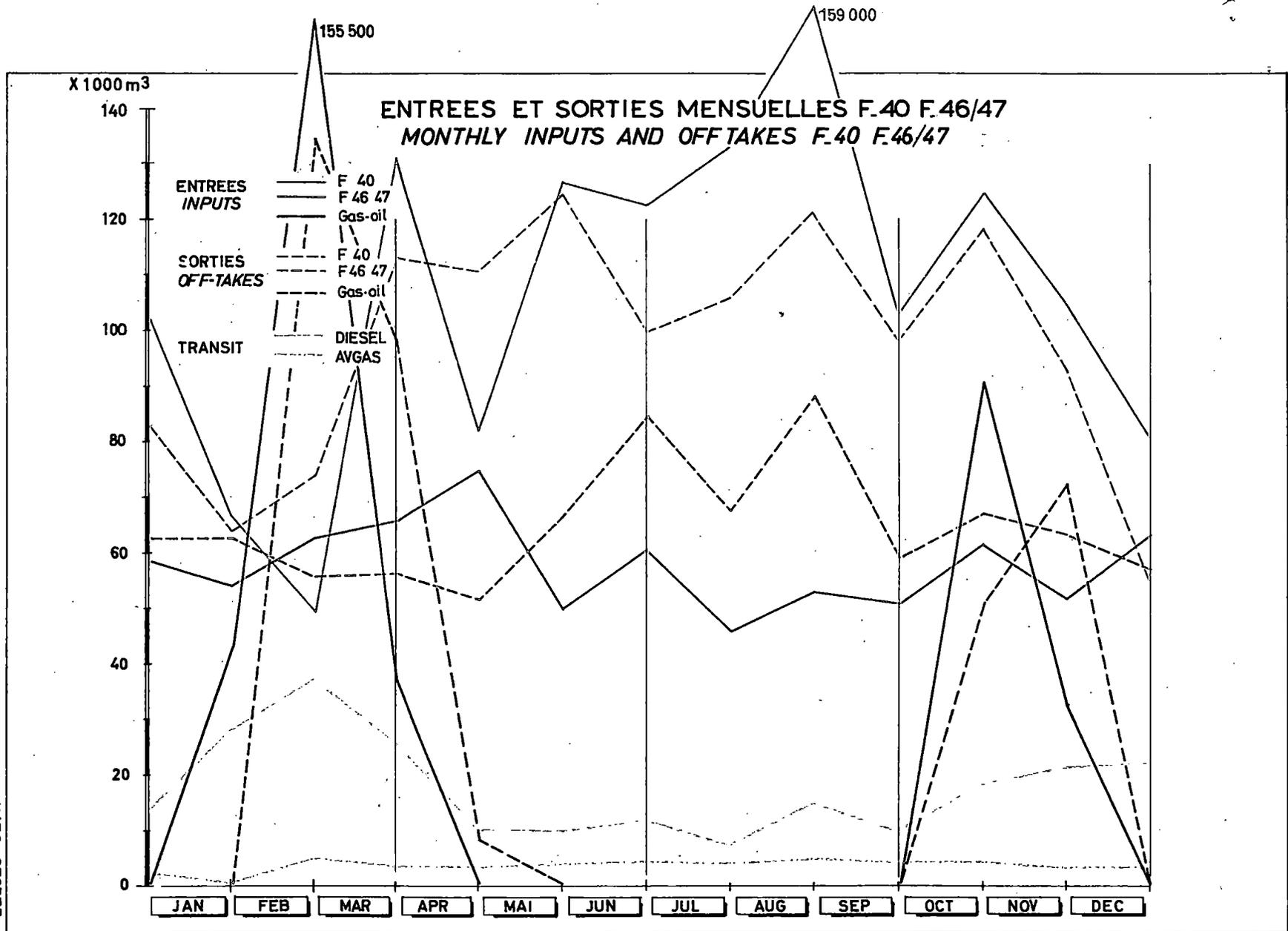


FIGURE 11

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CAPACITES ET STOCKS DEPOTS & LIGNES

CAPACITIES AND STOCKS DEPOTS & LINES

- - - - 70 & 80%.- Capacité totale dépôts *Total capacity depots*
 ——— F40+F46/47- Stock total *Total stock*
 - - - - 70 & 80%.- F40- Capacité dépôts *Capacity depots*
 ——— F40- Stock dépôts *Depots stock*

- - - - 70 & 80%.- F46/47- Capacité dépôts *Capacity depots*
 ——— F46/47- Stock dépôts *Depots stock*
 - - - - Volume global lignes principales *Total capacity main lines*
 F40- Volume en ligne *Capacity in line*
 F46/47- Volume en ligne *Capacity in line*

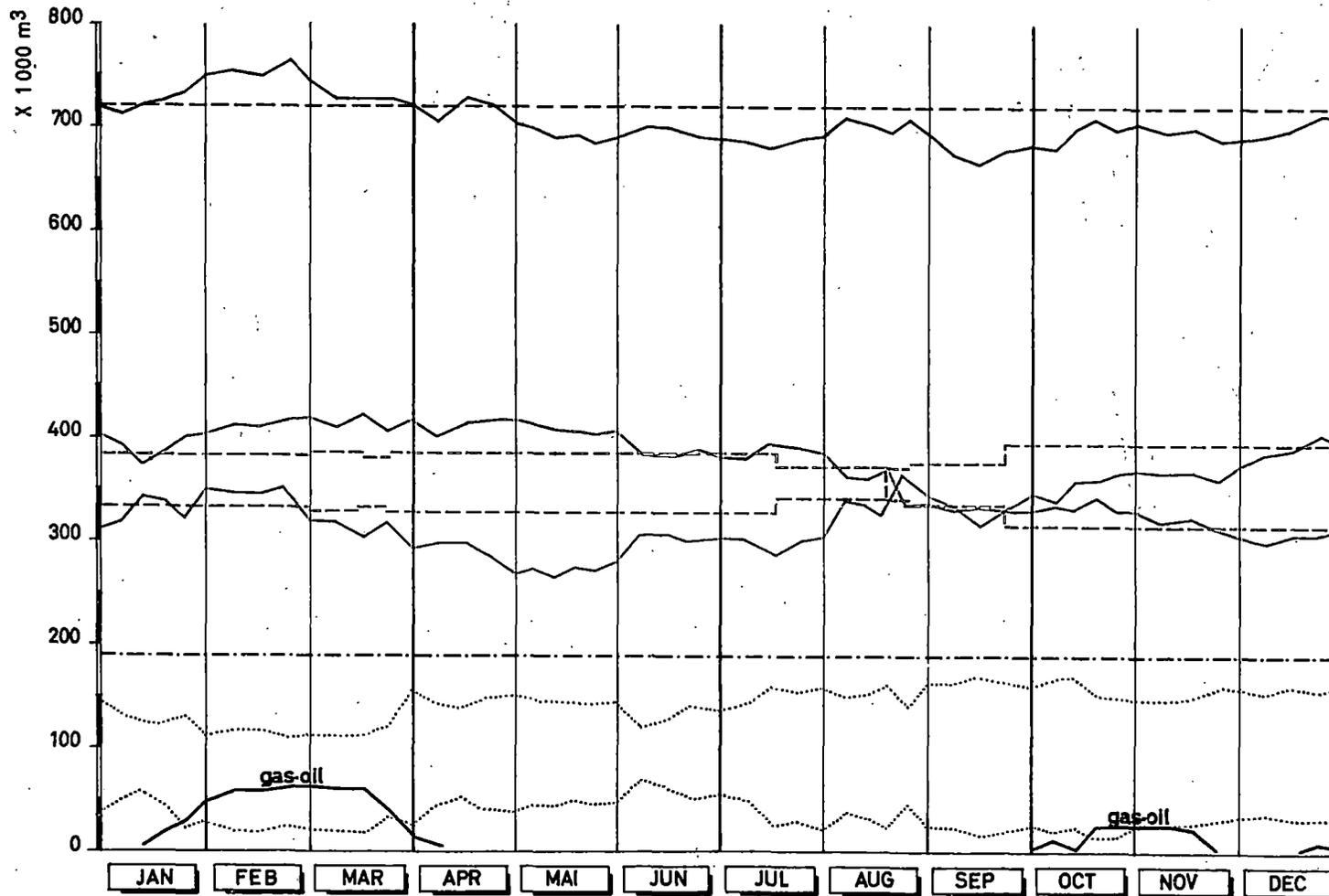


FIGURE 12

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CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

7

EXEMPLAIRE
N°
COPY

ORIGINAL : ENGLISH/FRENCH
5th August, 1964

NATO SECRET
DOCUMENT
AG/120-D/382

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CEOA ANNUAL REPORT FOR 1963

Note by the Secretary

Attached herewith is the Annual Report of CEOA for 1963, circulated under reference OAG(64)D/323.

- 2. This report will be considered at the Committee's next meeting.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO
Paris, XVIIe.

NATO SECRET

FILE:CSC 1196-6(SO/LOG).

DOCUMENT NATO RESTRICTED
CLASSIFICATION:

DATE: 24 Aug 64

Address reply to:

Chief of Defence Staff
OTTAWA.

DEFENCE STAFF SECRETARIAT MEMORANDUM

SUBJECT: a. USE OF THE LE HAVRE RAIL SIDING BY CFR
b. PROCEDURE FOR THE ACTIVATION OF EMERGENCY OFFTAKE
POINTS IN THE CENTRAL EUROPE PIPELINE SYSTEM

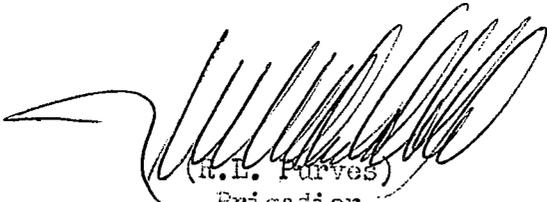
DESCRIPTION: a. DOCUMENT 6100.013/CE/PO - 36/31 DTD 5 AUG 64
b. DOCUMENT 6100.013/CE/PO - 14/3 DTD 6 AUG 64

1. The attached document is referred to: A/Sec CLED - (1 & 2)
1 copy of (b) 2 copies of (a)

2.

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

WMA/2-0465/meb


(H.L. Purves)
Brigadier

for Chief of Defence Staff

2076

DEPARTMENT OF EXTERNAL AFFAIRS

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

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To:

Ottawa, August 17, 1964

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So/Hog
1196-6
So/Hog

A/see

CHIEF
 REPERMITS
 AUG 20 11 34 PM '64
 CSC/JS

Attached for your information:

NATO DOCUMENT: 6100.015/02/PO-35/51 of August 5, 1964
 USE OF THE BELLEVUE RAIL SIDING BY UFR

N A T O R E S T R I C T E D

A L L I E D F O R C E S C E N T R A L E U R O P E

Central Europe Pipeline Office
Cour Henri IV, Fontainebleau (S&M), France

6100.013/CE/PO - 36/31

5 August 1964

Distribution: CE/PO list "A"

Subject : Use of the LE HAVRE rail siding by CFR.

1. Please find attached document OAF(64)1171 dated 30 July 1964, concerning the Use of the rail siding at LE HAVRE by CFR.
2. You will recall that CEPPC and CEPO approved the use of this rail siding at LE HAVRE (see CE/PO - 61/11 dated 22 July - ITEM VI, paragraph 15) under the provision of certain Security Regulations; which are to be found in paragraph 8 of the attached document.
3. This letter, when detached, may be downgraded to NATO UNCLASSIFIED.

Sigend: G. VENAILLE,
Cdt. F.A.F.
Assistant Secretary CEPO.

N A T O R E S T R I C T E D

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

NATO RESTRICTED
OAF(64)1171

30th July 1964

To : The Chairman
Central Europe Pipeline Office

The Chairman
Central Europe Pipeline Policy Committee

Subject : Use of the LE HAVRE rail siding by CFR

I have pleasure in forwarding the revised final agreement for the use of the rail spur at LE HAVRE by CFR, as agreed by the Committees and signed by SNOI.

O. Hartéon



Enc.

Distribution

	<u>Eng.</u>	<u>Fr.</u>	
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Secretary, CEPO	80	39	
Chairman, CEPPC	1	-	
Secretary, CEPPC	1	1	- with full distribution of Annex

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CENTRAL EUROPE OPERATING AGENCY

ORIGINAL: FRENCH
16th July 1964

ANNEX to AC/120-D/376 (Révisé)
NATO RESTRICTED
DOCUMENT
0AO(64)D/332

AGREEMENT CONCERNING

THE USE OF THE LE HAVRE SIDING BY CFR

between

The Central Europe Operating Agency (CEOA), acting on behalf of the competent authorities of the Central Europe Pipeline System (CEPS).

and

"Le Service National des Oléoducs Interalliés" (SNOI), acting on the authority of the French Government,

Referring to the decisions taken on the proposal of the French Government by the Central Europe Pipeline Office (CEPO) in document CEPO 62-5 and by the Central Europe Pipeline Policy Committee (CEPPC) in document AC/120-R/105, it has been agreed as follows :

Article 1 : Object

The procedures given in the contract to be entered into between SNOI, on the one side, and the "Compagnie Française de raffinage", hereinafter referred to as the "oil company", on the other side, for the use of the NATO rail siding at the Le Havre depot for parking empty rail tank cars will take into consideration the following provisions :

Article 2 : Duration of use

The availability of the NATO rail siding at the Le Havre depot will be limited to a period running from 1st July to 31st December 1964.

Article 3 : NATO installations concerned

SNOI will be able to authorise the oil company to use the four main tracks and one of the two shunting tracks. The second shunting track shall remain free.

Article 4 : Evacuation of the siding

SNOI shall obtain a guarantee from the oil company that the siding will be able to be evacuated within three days in case of necessity confirmed by CEPS.

Article 5 : Services rendered by personnel

No services will be rendered by CEPS personnel in connection with the use of the siding.

(a) Shunting of rail tank cars

CEPS personnel will take no part whatsoever in the shunting of rail tank cars. This will be carried out either by the SNCF on behalf of the oil company or by the oil company itself. Except in exceptional circumstances, the existing winch shall not be used

(1)

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(2)

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0AO(64)D/332 (Revised)

(b) Guarding and survey

The personnel of the division will continue to guard and survey the NATO installations so as to ensure that they remain in good working order. They will assume no responsibility for guarding the material stored by the oil company.

Article 6 : Responsibility

SNOI will be responsible for obtaining the following guarantees from the oil company :

- Agreement by the oil company to waive all claims or requests for compensation for damage caused to railway equipment belonging to the company or to the SNCF whilst being shunted into or from the siding or whilst parked therein.
- Acceptance by the oil company of liability for wear and tear or damage to the NATO installations.
- An undertaking from the oil company to restore the installations, on completion of use, to the state in which they were at the commencement of operations.
- Acceptance of full responsibility in the event of injury to personnel or damage to third parties when using the NATO installations.

Article 7 : Invoicing

A lump sum of 10.000 F shall be paid to SNOI by the oil company before 30th September 1964. This sum, after deduction of charges or tax, will afterwards be paid into the account of CEOA.

A penalty clause shall be included covering delays in payment.

Article 8 : Security

No personnel employed by the civil company or its agents shall have access to classified information relating to the CEPS and its military use, unless they have received from the national security authorities, a security clearance at the appropriate level and if it is necessary to have such information in order that the movements may be carried out correctly.

Signed in two copies :

In Paris 1964

In Versailles 1964

For Le Service National
des Oléoducs Interalliés

For the Central Europe Operating
Agency

DEPARTMENT OF EXTERNAL AFFAIRS

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DL(1) Div./ J.I. CHLOMAN/10

NR20

Ottawa, August 17, 1964

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- USSEA
- U.S.A. Division
- Commonwealth Division
- DL(1) Division
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Lo/Log
1196-6
S/Pog

REFERRED TO
FILE
CHLOMAN

AUG 20 11 35 PM '64

CSC/JS

Attached for your information:

NR20 DOCUMENT: 6100.015/02/PC-14/3 of August 6, 1964
 PROCEDURE FOR THE ACTIVATION OF ENERGY OFFTAKE POINTS
 IN THE CENTRAL ENERGY PIPELINE SYSTEM.

**Pages 493 to / à 495
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**

CSC 1196-6 (SO/LOG)

FILE:

NATO RESTRICTED

DOCUMENT

CLASSIFICATION:

21 Aug 64

DATE:

Address reply to:

Chief of Defence Staff
OTTAWA.

DEFENCE STAFF SECRETARIAT MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION:

- a. DOCUMENT AC/120-D/376-revised) DATED 5 AUG 64
- b. DOCUMENT AC/120-D/379 DATED 5 AUG 64
- c. SUMMARY RECORD AC/120-R/106 DATED 12 AUG 64

A Sec CLED - 3 copies of each

1. The attached document is referred to:

2.

3.

WMA/2-0465/meb


(R.L. Purves)
Brigadier
for Chief of Defence Staff

DEPARTMENT OF EXTERNAL AFFAIRS

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

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To:

Ottawa, August 17, 1964.

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- DM/Finance 1 copy No. 12
- DM/Trade and Commerce
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- Secretary, Air Transport Board
- Secretary to the Cabinet
- Secretary, Treasury Board
- President, National Research Council
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- DND/Judge Advocate General
- Director, Emergency Measures Organization

A See CLFD-3

- USSEA
- U.S.A. Division
- Commonwealth Division
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- DL(2) Division
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20/8/64
1196-6
5/8/64

916
100010
AUG 20 11 37 PM '64
OSC/15

Attached for your information:

NATO DOCUMENT: AC/120-D/376(revised) of August 5, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL



EXEMPLAIRE

N°

7

COPY

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DOCUMENT

AC/120-D/376-revised)

ORIGINAL : ENGLISH/FRENCH

5th August, 1964

GENERAL EUROPE PIPELINE POLICY COMMITTEE

USE OF THE LE HAVRE RAIL SIDING BY CER

Note by the General Manager CEOA

I have pleasure in forwarding the revised final agreement for the use of the rail spur at LE HAVRE by CER, as agreed by the Committee and signed by SNOI.

(Signed) O. HARTEON

OTAN/NATO
Paris, XVIe.

CENTRAL EUROPE OPERATING AGENCY

ORIGINAL: FRENCH
16th July 1964

ANNEX to AC/120-D/376 (Révisé)
NATO RESTRICTED
DOCUMENT
0AO(64)D/332

AGREEMENT CONCERNING

THE USE OF THE LE HAVRE SIDING BY CFR

between

The Central Europe Operating Agency (CEOA), acting on behalf of the competent authorities of the Central Europe Pipeline System (CEPS).

and

"Le Service National des Oléoducs Interalliés"(SNOI), acting on the authority of the French Government,

Referring to the decisions taken on the proposal of the French Government by the Central Europe Pipeline Office (CEPO) in document CEPO 62-5 and by the Central Europe Pipeline Policy Committee (CEPPC) in document AC/120-R/105, it has been agreed as follows :

Article 1 : Object

The procedures given in the contract to be entered into between SNOI, on the one side, and the "Compagnie Française de raffinage", hereinafter referred to as the "oil company", on the other side, for the use of the NATO rail siding at the Le Havre depot for parking empty rail tank cars will take into consideration the following provisions :

Article 2 : Duration of use

The availability of the NATO rail siding at the Le Havre depot will be limited to a period running from 1st July to 31st December 1964.

Article 3 : NATO installations concerned

SNOI will be able to authorise the oil company to use the four main tracks and one of the two shunting tracks. The second shunting track shall remain free.

Article 4 : Evacuation of the siding

SNOI shall obtain a guarantee from the oil company that the siding will be able to be evacuated within three days in case of necessity confirmed by CEPS.

Article 5 : Services rendered by personnel

No services will be rendered by CEPS personnel in connection with the use of the siding.

(a) Shunting of rail tank cars

CEPS personnel will take no part whatsoever in the shunting of rail tank cars. This will be carried out either by the SNCF on behalf of the oil company or by the oil company itself. Except in exceptional circumstances, the existing winch shall not be used.

(1)

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(2)

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QAO(64)D/332 (Revised)

(b) Guarding and survey

The personnel of the division will continue to guard and survey the NATO installations so as to ensure that they remain in good working order. They will assume no responsibility for guarding the material stored by the oil company.

Article 6 : Responsibility

SNOI will be responsible for obtaining the following guarantees from the oil company :

- Agreement by the oil company to waive all claims or requests for compensation for damage caused to railway equipment belonging to the company or to the SNCF whilst being shunted into or from the siding or whilst parked therein.
- Acceptance by the oil company of liability for wear and tear or damage to the NATO installations.
- An undertaking from the oil company to restore the installations, on completion of use, to the state in which they were at the commencement of operations.
- Acceptance of full responsibility in the event of injury to personnel or damage to third parties when using the NATO installations.

Article 7 : Invoicing

A lump sum of 10.000 F shall be paid to SNOI by the oil company before 30th September 1964. This sum, after deduction of charges or tax, will afterwards be paid into the account of CEOA.

A penalty clause shall be included covering delays in payment.

Article 8 : Security

No personnel employed by the civil company or its agents shall have access to classified information relating to the CEPS and its military use, unless they have received from the national security authorities, a security clearance at the appropriate level and if it is necessary to have such information in order that the movements may be carried out correctly.

Signed in two copies :

In Paris 1964

In Versailles 1964

For Le Service National
des Oléoducs Interalliés

For the Central Europe Operating
Agency

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DEPARTMENT OF EXTERNAL AFFAIRS

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To:

✓ Ottawa, August 18, 1964.

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DM/Defence Production
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Secretary to the Cabinet
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President, National Research Council
Chairman, Defence Research Board
National Energy Board
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Director, Emergency Measures Organization

AUG 20 1964

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

Attached for your information:

NATO DOCUMENT: AC/120-R/106 of August 12, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

AUG 20 1964

Soi, log
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ORIGINAL: ENGLISH
12th August, 1964

NATO RESTRICTED
SUMMARY RECORD
AC/120-R/106

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Summary record of a meeting held at the
Permanent Headquarters, Paris, XVIIe.,
on 9th July, 1964

PRESENT

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

BELGIUM

Mr. H. Pauwels
Lt. Col J. Stienlet

GERMANY

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

UNITED KINGDOM

Lt. Col D.N. Kann

CANADA

Lt. Col W.C. Leonard

FRANCE

Mr. M. Dugas
Mr. P. Gentilhomme

NETHERLANDS

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

UNITED STATES

Lt.Col F.J. Aerni
Lt.Col W.H. Hoffman

INTERNATIONAL STAFF

Liaison Officer:

Mr. J.C. Stone

CEOA:

Gen. O. Hartéon
Mr. P. Hayward
Mr. Baylac
Dr. H.O. Seydel

Secretary:

Mr. R. Lagasse de Loch

ALSO PRESENT

CEPO:

Gen. P. Aubry (Vice-Chairman)
Lt.Col E.D. Wardleworth (Secretary)
Maj. Venaille (Assistant Secretary)

SHAPE:

Lt. Col G.A. McCowen

CINCENT:

Gen. C.H. Chase
Col. H.G. Stover

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III.	Sixth 1963 supplementary budget proposal for the French Divisions	7 - 9
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1. The CHAIRMAN welcomed to the Committee General Chase, who had replaced General Bullock at CINCENT and Mr. Baylac, who was to succeed Mr. Hayward as Director of Operations, CEOA.

I. SUMMARY RECORDS OF PREVIOUS MEETINGS

Documents: AC/120-R/102
AC/120-R/103
AC/120-N/56
AC/120-R/104
AC/120-R/105

2. Referring to paragraph 43 of AC/120-R/103, the FRENCH REPRESENTATIVE said it was the opinion of his Delegation that the decision included in this paragraph should state that if the equipment for the repair of damage to the CEPS in wartime became eligible for infrastructure common funding and was included in an infrastructure Slice, the Eight User Nations would seek a posteriori reimbursement of all expenditures which they had incurred corresponding to the project included in the Slice. The host nations, on behalf of the CEPPC would then submit a request for authorisation of funds to the Infrastructure Payments and Progress Committee.

3. The UNITED KINGDOM REPRESENTATIVE, referring to paragraph 41 of AC/120-R/103, pointed out that he had formulated the three conditions set out in this paragraph before agreeing that CEPPC should discuss the question of financing the provision of equipment. In sub-paragraph (2), he suggested that the text should state "noted that if this equipment became eligible for infrastructure common funding or for any other funding....." Furthermore, he felt that in view of the financial magnitude of the project, SHAPE should make a definite statement to the effect that there was a NATO minimum military requirement for the provision of this equipment and that it was eligible for infrastructure common funding.

4. General AUBRY said that SHAPE was not yet in a position to make such a statement until discussion on document MC 104(draft) had been terminated. However, he informed the Committee that the military requirements which had been taken as the basis for drawing up the lists of wartime spare parts were recognised by SHAPE as valid and been approved by SHAPE. At its last meeting CEPO had agreed, in application of the decision in paragraph 43(4) of AC/120-R/103, to call upon all member nations of CEPO to nominate their national experts for a meeting with CEOA and the International Staff in October. CEOA would draw up an agenda of the questions to be submitted to the experts which it was hoped to finalise by September. It was expected that the technical studies of the experts would be completed by the end of 1964 and that a report on their conclusions would then be submitted to CEPPC.

5. The COMMITTEE:

- (1) approved summary record AC/120-R/103, subject to a further Corrigendum to be issued on the basis of a draft Corrigendum circulated during the meeting and taking account of the observations made during discussion;
- (2) noted that a Corrigendum to AC/120-R/105 would be issued to take account of an amendment to paragraph 3(4) proposed by the Netherlands;
- (3) approved summary records AC/120-R/104 and AC/120-R/105, subject to notification being made to the Secretary of any further proposed amendments.

II. FOURTH 1964 SUPPLEMENTARY BUDGET PROPOSAL FOR THE BELGIAN DIVISION - THIRD 1964 SUPPLEMENTARY BUDGET PROPOSAL FOR THE GERMAN DIVISIONS

Document: AC/120-D/371

6. The COMMITTEE:

- (1) approved the Fourth 1964 Supplementary Budget Proposal for the Belgian Division, as set out at Annex to AC/120-D/371, in the amount of B.Fr. 1,318,874;
- (2) approved the Third 1964 Supplementary Budget Proposal for the German Divisions, as set out at Annex B to AC/120-D/371, in the amount of DM 40,000.

III. SIXTH 1963 SUPPLEMENTARY BUDGET PROPOSAL FOR THE FRENCH DIVISIONS

Document: AC/120-D/372

7. Dr. SEYDEL said that CEOA had originally proposed that the present request for funds should be included in a 1964 supplementary budget proposal, but the French Authorities had insisted that since the commitment had been made for 1963, regularisation of this commitment should be carried out in a 1963 supplementary budget. No additional appropriations were required since the amount in question could be met from available credits which had not been committed in 1963, and the NATO Board of Auditors had agreed to this procedure.

8. The UNITED KINGDOM REPRESENTATIVE pointed out that as no specific amount had been voted in the 1963 Budget under Item 09-9-1, which had been left as a "pour memoire" item, the Committee would have to agree that this item be substituted for a specific amount. He stressed, however, that the French Divisions had committed funds against this item before it had been regularised. In the future, he would prefer that if certain taxes were anticipated on services rendered, an estimated amount for this purpose, rather than a "pour memoire", should be included in the budget.

-5-

NATO RESTRICTED
AC/120-R/106

9. The COMMITTEE:

- (1) approved the Sixth 1963 Supplementary Budget Proposal for the French Divisions, as set out at Annex to AC/120-D/372, in the amount of FF 14,375;
- (2) accordingly agreed that an amount of FF 14,375, should be substituted for the "pour memoire" in Item 09-9-1 in the 1963 Budget for the French Divisions.

IV. SETTLEMENT OF ACCIDENTAL LOSSES OF PRODUCT

References: AC/120-R/102, Item IV
AC/120-R/103, Item VI
Documents : AC/120-D/308(Revised)
AC/120-D/373

10. Colonel WARDLEWORTH said that at its last meeting CEPO had approved document AC/120-D/308(Revised) as amended by document AC/120-D/373, together with the proposals of CEOA regarding settlement of accidental losses of product to the end of 1963, amounting to 244 cu.m.

11. There was considerable discussion as to whether losses of 25 cu.m. resulting from the negligence of an employee should be retained in document AC/120-D/373, because if "negligence" was meant in the legal sense, who would judge the negligence of the employee? Against its retention, it was argued that it was not included in the amendments proposed to the General Clauses and Conditions. For its retention, it was argued that it was a desirable provision for disciplinary purposes. It was concluded that the proposal should be retained but be given effect through a Committee minute rather than in a Committee approved document.

12. The COMMITTEE:

- (1) agreed to amend Annex F to the General Clauses and Conditions, Volume II, in respect of Articles 4, 9 and 10, as proposed by CEOA at Annex to AC/120-D/308(Revised);
- (2) accordingly agreed that document AC/120-D/373 should be cancelled;
- (3) requested the General Manager to inform the Committee about the facts and measures taken, if any accidental loss of product was due to fault of personnel and exceeded 25 cu.m.
- (4) authorised CEOA to regularise the settlement of accidental losses of product to the end of 1963, amounting to 244 cu.m., in the normal losses account of the fourth quarter of 1963.

-5-

NATO RESTRICTED

V. COST-SHARING FORMULA

References: AC/120-R/87, Item VI
AC/120-R/102, Item X

Documents: AC/120-D/338
AC/120-R/104, Item VIII

13. The UNITED STATES REPRESENTATIVE stated that the proposals of the United States Delegation regarding a new cost-sharing formula had been submitted to the United States Government and were still under study in Washington. The United States felt that its contribution had been set too high and that a realistic downward revision of the United States contribution should be carried out as soon as possible. The United States supported increased civil use of the System and any other means of reducing the operational deficit of the System.

14. The NETHERLANDS REPRESENTATIVE said it was the view of his Authorities for some years that the Netherlands contribution was at least 2.5% too high and he indicated that the Netherlands would find it difficult to continue to pay its present unrealistic contribution.

15. The CHAIRMAN suggested that the Committee could agree that whatever cost-sharing formula was eventually adopted, it should have retroactive effect as from 1st January, 1964.

16. The BELGIAN REPRESENTATIVE thought it would be inappropriate to dissociate discussion on retroactive application from discussion on the whole question of a new costsharing formula.

17. The GERMAN REPRESENTATIVE said that his Authorities were still prepared to accept an increase in the German contribution from 10.49% to 16% on the understanding that:

- (i) a new costsharing formula would be established during 1964;
- (ii) this new formula would be applied retroactively only as from 1st January, 1964;
- (iii) it would be valid for at least five years without revision.

18. The UNITED KINGDOM REPRESENTATIVE recalled that during early discussion of this question, the United Kingdom had stated its desire to regularise a situation in which the existing cost-sharing formula had been established on the basis of a nominal contribution by Germany, which had agreed that when Germany made increasing use of the System, its contribution should be increased to a more realistic level. He therefore proposed that, as a first step, the Committee should accept the offer of Germany to raise its

-7-

NATO RESTRICTED
AC/120-R/106

contribution to 16%, applied retroactively to 1st January, 1964, and should accordingly reduce the contribution of all other countries except France. As a second step, the Committee would study a new permanent cost-sharing formula to take the place of this second provisional formula, which would take account of the views of the Netherlands and the United States in particular that their contributions were too high.

19. The COMMITTEE:

- (1) invited delegations to consult their Authorities as to whether they could accept the new cost-sharing formula proposed by the Chairman in paragraph 5 of AC/120-D/338 as a provisional formula with effect as from 1st January, 1964;
- (2) agreed to resume discussion of this question at its next meeting.

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

Document: AC/120-D/365
AC/120-R/104, Item XVII

20. The COMMITTEE:

- (1) noted that France and the United States could now agree to authorise credits of FF. 176 to CEOA for November and December 1963, and FF. 4,000 for 1964, to cover expenses incurred for services rendered by the International Secretariat;
- (2) instruct the General Manager to pay the claims of the NATO International Staff.

VII. MOVEMENT OF GAS OIL FROM LAVERA TO REICHSTETT BETWEEN 1st JULY AND DECEMBER 1964

Reference: AC/120-D/370

Documents: AC/120-R/105, Item III
AC/120-D/375

21. Colonel WARDLEWORTH indicated that CEPO had approved the General Conditions and Technical Agreement set out at Annex to AC/120-D/375.

22. Referring to Article 2.1 of Annex A to AC/120-D/375, the CHAIRMAN suggested that the period "from July 1964 to December 1964" should be specified as "from 1st July, 1964 to 31st December, 1964".

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NATO RESTRICTED

-8-

NATO RESTRICTED
AC/120-R/106

23. The GENERAL MANAGER, referring to the question of tariffs, said that at a meeting between SNOI, the oil company concerned and CEA, it had been agreed that for the transportation between Lavera and Reichstett F. 9 per cubic metre would be charged for the first 60,000 cubic metres and F. 8 per cubic metre for additional quantities. These amounts had been calculated as a compromise between the tariffs originally proposed by CEA and by the French Authorities.

24. He also pointed out that a problem now existed at Lavera of measuring the volumes of product received and distributing and losses. The reason was that a number of refineries and an ocean tanker unloading point at distances up to 35 km were now tied into the pipeline. It was essential to have a common point of entry where all the product could be measured by means of a metre. Otherwise, it would be necessary to have a complicated and time-consuming system of calibration of product received, some of it in storage tanks at a distance of 200 km. A temporary system of measurement could be implemented, using a spare metre currently in stock in the CEPS, which could be fitted with minimum amount of work, or a final metre system could be installed, which would avoid duplication of work. The excavation and civil engineering work necessary to install a final system would cost F. 90,000 and amortization of the work could be achieved over a period of between 12 and 18 months. A temporary installation could be effected using funds available to the Pipeline System under its budget.

25. The FRENCH REPRESENTATIVE felt that the problem raised by the General Manager could only be solved by the urgent installation of a metre system and stressed the resulting advantage of having a common measuring unit and a means of limiting losses of product, as well as enabling more accurate and constant product accounting. He, therefore, requested the Committee to authorise installation of a metre on an urgent basis, on the understanding that this would be regularised as soon as possible by the submission of a supplementary budget. If no metre was installed, the nature of the Lavera-Reichstett operation would have to be altered so that product was taken into storage tanks, to enable the French Customs Authorities to carry out checks. This would imply further expense and delay.

26. In reply to a question by the Netherlands Representative as to whether there was an operational requirement for the CEPS to install this system, Colonel WARDLEWORTH said that CEPO had felt this to be the responsibility of the oil companies and not of the CEPS.

27. The NETHERLANDS REPRESENTATIVE said he could agree to the installation of a temporary system, but since CEPO was not yet convinced of the operational necessity, he would be reluctant to agree that it should be installed in such a way as to be capable of eventual transformation into a permanent system.

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28. The COMMITTEE:

- (1) approved the General Conditions and the Technical Agreement for the movement of gas oil from Lavera to Reichstett, as set out at Annex to AC/120-D/375, subject to the modification to Article 2.1 proposed by the Chairman;
- (2) took note of the statement of the General Manager regarding a provisional solution entailing temporary installation of an available metre at Lavera;
- (3) noted that a supplementary budget would be circulated by CEOA, to provide for a final solution to the metering problem at Lavera.

VIII. REIMBURSEMENT OF TRAPIL OVERHEADS

Document: AC/120-D/374

29. The COMMITTEE:

deferred discussion of this Item to its next meeting.

IX. TRANSPORT OF CIVILIAN PRODUCTS REQUESTED BY THE NETHERLANDS

References: AC/120-R/104, Item XVI
AC/120-R/105, Item I
AC/120-D/368

30. The GENERAL MANAGER, referring to the movement between Pernis and Jutphaas which had been approved in principle the joint meeting of 17th June, said that CEOA had recently received a request to begin to fill the depot at Jutphaas as from the following week with two dispatches of product - the first of 25,000 cu.m. and the second of 28,000 cu.m. The tariff to be charged would be H.fl.0.78 per cu.m. This movement would not present any technical difficulty and would be covered under the implementation of the long-range contract.

31. The GERMAN REPRESENTATIVE pointed out that the contract stipulated a specific period for the carrying out of the movement and that this advanced period of pumping would not be covered by insurance.

32. The COMMITTEE:

- (1) authorised CEOA to fill the depot Jutphaas as from the following week with the two dispatches of product as detailed by the General Manager, on the understanding that this constituted part of the final contract arrangements for the movements between Pernis and Jutphaas;
- (2) requested CEOA and the Netherlands Authorities to negotiate with the oil company concerned regarding an insurance clause to cover this advanced movement.

X. USE OF THE RAIL SPUR AT LE HAVRE BY THE CFR

References: AC/120-D/369
AC/120-R/104, Item XIX
AC/120-R/105, Item II

33. General AUBRY said that CEPO had given its approval of the Draft Convention between SNOI and CEOA, subject to the insertion of an additional article regarding security for civilian personnel.

34. The COMMITTEE:

- (1) approved the Draft Convention between SNCI and CEOA as amended by CEPO;
- (2) took note of the statement of General Aubry.

XI. BREACHES OF SECURITY IN RELATION TO THE CENTRAL EUROPE PIPELINE SYSTEM

35. The LIAISON OFFICER informed the Committee that on 13th June the Secretary General had received a letter from an industry association, which cited the civilian movement of products between Pernis and Jutphaas and Pernis and Geleen, as well as that between Lavera and Reichstett and gave details of quantities of product involved together with entry and exit points. On 16th June copies of other correspondence relating to this matter had been forwarded to the Secretary General. It was therefore clear that a number of non-NATO organisations were cognizant of details of movements of civilian product which had been submitted to CEPO and CEPPC in a classified document and not considered by these Committees until 17th June.

36. The FRENCH REPRESENTATIVE pointed out that civil movements of product could not be arranged without a certain amount of information regarding transportation being revealed. Various government ministries had to ensure that civil movement over the System would not hamper normal conventional means of transport and for this reason, had to discuss such matters with national trade associations.

37. The GERMAN REPRESENTATIVE was of the opinion that matters of this kind were of concern only to the host country involved and should not be discussed further in the Committee.

38. Colonel WARDLEWORTH recalled that at the 101st meeting of the Committee the United States Representative had informed the Committee that the Oil and Gas Journal had sought information from the United States Authorities regarding civil use of the System. It had been agreed that the POL Branch of AIPCENT should be the source for this information and the Branch had gathered together non-classified information in anticipation of a request. An article had nevertheless been published in this Journal without

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NATO RESTRICTED
AC/120-R/106

consulting AFCENT and containing both classified and non-classified NATO information. At its last meeting CEPO had agreed that CINCENT should determine the exact extent of classified NATO information revealed and should inform the SHAPE Security Authorities.

39. The COMMITTEE:

- (1) took note of the statement of the Liaison Officer and invited delegations to take any action they might consider appropriate;
- (2) took note of the statement of Colonel Wardleworth and noted that CEPO had taken appropriate action.

XII. THIRD 1964 SUPPLEMENTARY BUDGET FOR THE FRENCH DIVISIONS

References: AC/120-D/361
AC/120-R/104, Item VII

40. The GENERAL MANAGER reported that CEOA had carried out an investigation on the local public highway at Langres in collaboration with SNOI and the French Ministry of Public Works. This was a departmental highway three kilometres in length and three metres in width, having no hard cover or drainage. The road was frequently unusable on account of the deep ruts on either side and the origin of the deterioration was the use by about 100 trucks of 30 tons weight each month. The nature of the repairs envisaged would necessitate complete reconstruction of the road from its foundations and provision of new hard cover and drainage. As regards the cost-sharing of this repair work, CEOA was unable to state a definite opinion until it was determined whether the civilian road was in fact an access road to a truck loading point. CEOA would submit a report to the Committee in due course.

41. Colonel WARDLEWORTH said that at the last meeting of CEPO had requested CEPPC to ensure that proper access roads connecting NATO depots did in fact exist and sought an early decision to the present question in order to prevent a situation in which access was denied to the Langres depot.

42. The FRENCH REPRESENTATIVE pointed out that the Infrastructure Committee had established very definite rules with regard to access roads and he asked CEPO to forward its views on the Langres highway to SHAPE and to the Infrastructure Committee. He also requested SHAPE to submit to CEPPC in writing the military criteria drawn up by SHAPE with regard to access roads to NATO infrastructure installations, especially truck loading points. He recalled that the installations in question had been funded by Infrastructure and finally accepted by CEOA, SHAPE and the French Authorities. France felt that it had fulfilled its Infrastructure obligations in effecting the work which constituted a NATO minimum military requirement. If it was now found necessary to widen or harden the road at Langres, this was a peacetime requirement in excess of the original criteria and was the responsibility of the user nations.

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AC/120-R/106

43. The COMMITTEE:

requested CEOA, in consultation with SHAPE and the International Staff, to submit a paper to the Committee to enable it to determine its responsibility with respect to the rehabilitation of the road.

XIII. REQUEST FOR UNBLOCKING A SECOND SLICE OF THE APPROPRIATIONS FOR SITE MAINTENANCE IN THE NETHERLANDS DIVISION

44. The GENERAL MANAGER recalled that an amount of H.fl. 80,000 for site maintenance had been blocked under Item Item 07-1-3(c) of the 1964 Budget for the Netherlands Division, but that at its 103rd meeting the Committee had agreed to unblock an amount of H.fl. 20,000 and made unblocking of additional sums conditional on a review by the Netherlands Division and CEOA of the amount of additional work required under revised site maintenance criteria laid down by CEPO. Immediately prior to the present meeting, he had received a report from the Netherlands Division setting the site maintenance programme at H.fl. 50,000 and requesting the unblocking of a further amount of H.fl. 30,000 so that the remaining work could be carried out urgently while favourable weather prevailed. CEOA had not yet had time to review the programme.

45. The COMMITTEE:

agreed to unblock a further amount of H.fl. 30,000 under Item 07-1-3(c) of the 1964 Budget for the Netherlands Division in accordance with the request of the Netherlands Division submitted by the General Manager, on the understanding that CEOA would investigate whether the work envisaged was justified before commitments were made.

XIV. REVISION OF NPLO CHARTERS

46. The COMMITTEE:

agreed that this Item would be discussed at its next meeting and requested nations to submit to the Secretary and comments of substance before that date.

XV. AUDITING OF DIVISIONAL ACCOUNTS

Reference: AC/120-R/96, Item XI

47. In reply to a question by the United Kingdom Representative regarding an advance contribution of £50,000, since reduced to £40,000 which had been made by the United Kingdom to CEOA in 1960, against the determination of a budget for the Pipeline System in the years prior to 1959, Dr. SEYDEL said that this amount was accounted for as prefinancing by a user nation, but that no action

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AC/120-R/106

had been taken by CEOA concerning interest. As regards the Audit Reports of the Divisional Accounts for the years prior to 1959, the Auditors had made their report and CEOA had forwarded the comments of the Divisions to their report. Accordingly, this report should be submitted to CEPPC within the next few months.

48. The UNITED KINGDOM REPRESENTATIVE said his Authorities were of the opinion that the United Kingdom was entitled to interest on its advance contribution.

49. The COMMITTEE:

took note of the above statements.

OTAN/NATO,
Paris, XVIe.

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DEPARTMENT OF EXTERNAL AFFAIRS

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

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To:

Ottawa, August 17, 1964.

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Attached for your information:

NATO DOCUMENT: AC/120-D/379 of August 5, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
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COPY

ORIGINAL : FRENCH/ENGLISH
5th August, 1964

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DOCUMENT
AG/120-D/379

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

INSURANCE PREMIUMS FOR THE CIVIL USE OF THE SYSTEM

Note by the General Manager GEOA

I have pleasure in submitting to your Committee a memorandum on insurance premiums for the civil use of the System.

(Signed) O. HARTEON

OTAN/NATO
Paris, XVIe.

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CENTRAL EUROPE OPERATING AGENCY

ORIGINAL: FRENCH
28th July 1964

ANNEX to AC/120-D/379

NATO RESTRICTED
DOCUMENT
OAF(64)D/335

INSURANCE PREMIUMS FOR THE CIVIL USE OF THE SYSTEM

The insurance premiums to be paid for the civil use of the Central Europe Pipeline System during the periods prior to the second semester 1964 were covered by a request for an appropriation of 9.800 FF contained in the first supplementary budget proposal 1964 for CEOA (OAF(64)D/306 of 25th March 1964; Annex A to AC/120-D/351).

The position adopted by CEPPC when this request was submitted was as follows:

"The Committee:

.....

- (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;
- (3) noted that the French authorities do not agree that expenditures incurred by the Divisions should be charged to the CEOA budget and that therefore the payment of insurance premiums to cover civil use of the system should in this instance be charged directly to the Belgian and Netherlands budgets."

Moreover, with the approval of the Committees, the agreements entered into between the Netherlands authorities and CEOA for the non-military use of the ANTWERP-PERNIS, PERNIS-SCHIPHOL and PERNIS-JUTPHAAS pipelines (and likewise for the STRASBOURG-KEHL pipeline) contain the following clause:

"So long as the Central Europe Pipeline System is not covered by an overall insurance policy, the Belgian MOD and DOC will conclude each for that part of the system laying within their territory for the account of CEOA a third party insurance covering the movement under consideration."

Lastly, it is laid down in item 09-5-1 (Damage caused by the system) of the Budget Guide, which was drawn up in accordance with paragraph 22.11 of the Financial Regulations established by CEPPC, that:

"This sub-item will include premiums for insurance to cover third party claims (applicable to CEOA only and not to the divisions)".

You are aware that the overall insurance policy for the System is at present being studied by a working group comprising national experts. A decision cannot reasonably be expected before the end of the year and thus the problem arises of individual policies covering non-military movements between ANTWERP-PERNIS, PERNIS-SCHIPHOL and PERNIS-JUTPHAAS during the second semester 1964.

(2)

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OAF(64)D/335

It is necessary to find a budgetary procedure to cover the expenditures for these individual insurance policies amounting to 2.700 FF:

- either, pending the final decision on the overall insurance of the System, the procedure hitherto followed is continued, i.e. the expenditures are allocated to item 09-5-1 of the GEOA budget;
- or the Committee decides on a different procedure and brings the statutory and contractual texts in line with its decision.

In accordance with the clause quoted above, the Netherlands DOC has committed appropriations covering individual insurance policies for the second semester 1964, and is requesting the reimbursement of the corresponding amounts.

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DEPARTMENT OF EXTERNAL AFFAIRS

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AUG 20 1964

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Attached for your information:

NATO DOCUMENT: 6100.013/CE/PO - 14/4 of August 10, 1964

STORAGE PLAN FOR THE 4th QUARTER 1964

NAC
006

N A T O S E C R E T

A L L I E D F O R C E S C E N T R A L E U R O P E

Central Europe Pipeline Office
Cour Henri IV, Fontainebleau (S&M), France

REC 20 1964

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6100.013/CE/PO - 14/4

10 August 1964

Distribution : CEPO list "A",

Subject : Storage Plan for the 4th Quarter 1964.

1. The attached document, CAO(64)1191 dated 4 August 1964, will be considered at the CEPO meeting on 21 September 1964.

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

Signed : G. VENILLE
Cdt. F.A.F.
Assistant Secretary CEPO

N A T O S E C R E T

071

CENTRAL EUROPE OPERATING AGENCY

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

Tel: 950 78-80

NATO SECRET
0AO(64)1191

4th August 1964

To : The Chairman
Central Europe Pipeline Office

Subject : Storage Plan for the 4th Quarter 1964

I have pleasure in forwarding herewith the storage plan for the 4th Quarter 1964 which has been drawn up within the framework of allocated capacities approved by CEPO and based on the actual requests of the users for the 4th Quarter 1964. The following changes are foreseen:

The German forces have requested the introduction of 24.000 m³ of diesel oil (F 54) between 1st November and the end of December 1964. This will increase their allocation of diesel oil to 49.000 m³. Consequently they have requested the reduction of their JP4 (F 40) allocation of 84.000 m³ by 24.000 m³ so that their reserve stocks of JP4 (F 40) will be progressively reduced from 84.000 to 60.000 m³. To ensure that the entries of diesel oil for the German forces can be effected before the end of the year as requested, conversion of the tanks into this product at Schoten, Cambrai, Glons and Altenrath will be continued up to a total of 30.000 m³ this year.

Enc.

(signed) B. Baylac
Director of Operations

Distribution

	<u>Eng.</u>	<u>Fr.</u>
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ANNEXE à
OAO(64)113-1

PLAN DE STOCKAGE DU 4ème TRIMESTRE 1964
STORAGE PLAN 4th QUARTER 1964

NATIONS	Pourcentage Percentage	Volumes calculés d'après les pourcentages attribués Capacities according to the percentage allocated by CEPO	Demandes effectives pour le 4ème trimestre 1964 Actual requirements for 4th quarter 1964				Capacités effectivement utilisées par les nations Capacities actually used by the nations								
							Octobre October			Novembre November			Decembre December		
			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	8%	63.600	64.000	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	69.000	68.500	20.000	69.000	68.500	20.000	69.000	68.500	20.000
Allemagne Germany	26%	206.700	229.000	60.000	120.000	49.000	84.000	120.000	25.000	72.000	120.000	37.000	60.000	120.000	49.000
Luxembourg	0,1%	795	300	-	300	-	-	300	-	-	300	-	-	300	-
Pays-Bas Netherlands	8%	63.600	51.000	22.000	29.000	-	22.000	29.000	-	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		795.000	772.800	375.000	328.800	69.000	399.000	328.800	45.000	387.000	328.800	57.000	375.000	328.800	69.000
				772.800			772.800			772.800			772.800		

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DEPARTMENT OF EXTERNAL AFFAIRS

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To:

Ottawa, August 18, 1964.

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AUG 21 1964

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Attached for your information:

NATO DOCUMENT: AG/120-D/378 of August 5, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

Ottawa-1

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ORIGINAL ; ENGLISH/FRENCH
5th August, 1964

AUG 14 1964

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AC/120-D/378

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

REQUEST FOR THE TRANSFER OF AN APPROPRIATION
WITHIN THE BELGIAN BUDGET

Note by the General Manager CEOA

I have pleasure in submitting to your Committee a request for the transfer of an appropriation within the Belgian 1964 budget.

(Signed) O. HARTEON

AUG 21 1964
Solberg
1196-6

OTAN/NATO
Paris, XVIe.

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CENTRAL EUROPE OPERATING AGENCY

ORIGINAL : FRENCH
20th July 1964

ANNEX TO AC/120-D/378

NATO RESTRICTED
DOCUMENT

OAF(64)D/334

1964 BELGIAN BUDGET - REQUEST FOR TRANSFER OF
APPROPRIATION

I. SUMMARY

		<u>B.Fr.</u>	
		<u>Transfer requested</u>	
		<u>Increased - Reduced</u>	
<u>Capital expenses</u>			
12-1b	Provision for minor modifications to depots	-	52.000
17-3a	Installation of central heating in the permanent laboratory	<u>52.000</u>	-
Total :		52.000	<u>52.000</u>

II. JUSTIFICATION

The initial project for fitting up the permanent laboratory provided for the installation of an oil stove. An appropriation of 8.000 B.Fr. was approved for this purpose in item 17-3a of the 1964 budget for the Belgian Division.

Since then, the MOD safety criteria have become stricter and the use of an oil stove in a laboratory is now forbidden.

The new laboratory will therefore require to be heated by an outside boiler in conjunction with a hot water or hot air system. In either case, the cost of the installation is estimated at 60.000 B.Fr.

The Committees are therefore requested to approve the installation of central heating in the new laboratory and the transfer of 52.000 B.Fr. for this purpose from item 12-1b (Provisions for minor modifications to depots) to item 17-3a (Installation of central heating in the permanent laboratory). (Implementation of art. 23.1222 of the Financial Regulations).

It is mentioned that if central heating is not provided by next winter, the Belgian Division will be unable to put the new laboratory in operation on 1st October next. Consequently, they would be obliged to prolong the period of hire of the mobile laboratory which would lead to a request for the unblocking of the 25.000 B.Fr. blocked in item 06-4-3 (Renting of laboratories) in the 1964 Belgian budget.

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DEPARTMENT OF EXTERNAL AFFAIRS

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DL(1) Div./ J.I. Ch. SA /14

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To:

Ottawa, August 18, 1964.

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Attached for your information:

REF ID: A100.013/02/PO-36/30 of August 5, 1964

INFORMATION UNIT FOR THE CIVIL USE OF THE SYSTEM

AUG 20 1964
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N A T O R E S T R I C T E D

A L L I E D F O R C E S C E N T R A L E U R O P E

Central Europe Pipeline Office
Cour Hneri IV, Fontainebleau (S&M), France

6100.013/CE/PO - 36/30

5 August 1964

Distribution: CE/PO list "A"

Subject : Insurance Premiums for the Civil Use of the System.

1. Please find attached document OAF(64)1165 dated 29 July 1964 (Annex to AC/120 - D/379) concerning Insurance Premiums for the Civil Use of the System.
2. This question is already under study by CEPPC and is purely a financial matter.
3. This letter, when detached, may be downgraded to NATO UNCLASSIFIED.

Signed: G. VENAILLE
Cdt. FAF.
Assistant Secretary CEPO

N A T O R E S T R I C T E D

CENTRAL EUROPE OPERATING AGENCY

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

Tel: 950 78-80

NATO RESTRICTED
OAF(64)1165

29th July 1964

To : The Chairman
Central Europe Pipeline Office

The Chairman
Central Europe Pipeline Policy Committee

Subject : Insurance premiums for the civil use of the System

I have pleasure in submitting to your Committee a memorandum on insurance premiums for the civil use of the System.

(Signed) O. Hartéon

Enc.

Distribution

	<u>Eng.</u>	<u>Fr.</u>
1. Chairman, CEPO	-	1
Secretary, CEPO	80	39
Chairman, CEPPC	1	-
Secretary, CEPPC	1	1 - with full distribution of the Annex

NATO RESTRICTED

CENTRAL EUROPE OPERATING AGENCY

ORIGINAL: FRENCH
28th July 1964

ANNEX to AC/120-D/379

NATO RESTRICTED
DOCUMENT
OAF(64)D/335

INSURANCE PREMIUMS FOR THE CIVIL USE OF THE SYSTEM

The insurance premiums to be paid for the civil use of the Central Europe Pipeline System during the periods prior to the second semester 1964 were covered by a request for an appropriation of 9.800 FF contained in the first supplementary budget proposal 1964 for CEOA (OAF(64)D/306 of 25th March 1964; Annex A to AC/120-D/351).

The position adopted by CEPPC when this request was submitted was as follows:

"The Committee:

.....

- (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;
- (3) noted that the French authorities do not agree that expenditures incurred by the Divisions should be charged to the CEOA budget and that therefore the payment of insurance premiums to cover civil use of the system should in this instance be charged directly to the Belgian and Netherlands budgets."

Moreover, with the approval of the Committees, the agreements entered into between the Netherlands authorities and CEOA for the non-military use of the ANTWERP-PERNIS, PERNIS-SCHIPHOL and PERNIS-JUTPHAAS pipelines (and likewise for the STRASBOURG-KEHL pipeline) contain the following clause:

"So long as the Central Europe Pipeline System is not covered by an overall insurance policy, the Belgian MOD and DOC will conclude each for that part of the system laying within their territory for the account of CEOA a third party insurance covering the movement under consideration."

Lastly, it is laid down in item 09-5-1 (Damage caused by the system) of the Budget Guide, which was drawn up in accordance with paragraph 22.11 of the Financial Regulations established by CEPPC, that:

"This sub-item will include premiums for insurance to cover third party claims (applicable to CEOA only and not to the divisions)".

You are aware that the overall insurance policy for the System is at present being studied by a working group comprising national experts. A decision cannot reasonably be expected before the end of the year and thus the problem arises of individual policies covering non-military movements between ANTWERP-PERNIS, PERNIS-SCHIPHOL and PERNIS-JUTPHAAS during the second semester 1964.

(2)

NATO RESTRICTED
OAF(64)D/335

It is necessary to find a budgetary procedure to cover the expenditures for these individual insurance policies amounting to 2.700 FF:

- either, pending the final decision on the overall insurance of the System, the procedure hitherto followed is continued, i.e. the expenditures are allocated to item 09-5-1 of the OEOA budget;
- or the Committee decides on a different procedure and brings the statutory and contractual texts in line with its decision.

In accordance with the clause quoted above, the Netherlands DOC has committed appropriations covering individual insurance policies for the second semester 1964 and is requesting the reimbursement of the corresponding amounts.

NATO RESTRICTED

Address reply to:

Chief of Defence Staff
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)

DOCUMENT NATO
CLASSIFICATION: CONFIDENTIAL

DATE: 20 AUG 64

DEFENCE STAFF SECRETARIAT MEMORANDUM

SUBJECT: SECURITY OF THE CENTRAL EUROPEAN PIPELINE SYSTEM

DESCRIPTION: DOCUMENT 3500/CE/LOG/POL/391/64 DATED 5 AUG 64

1. The attached document is referred to:

A/SEC CLED - 4

2. Formerly referred to CGS & CAS.

3.


(R.L. Purves)
Brigadier
for Chief of Defence Staff

WMA/20465/dh

N A T O C O N F I D E N T I E LETAT-MAJOR DES FORCES ALLIEES CENTRE EUROPE
Fontainebleau France

3500/CE/LOG/POL/391/64

5 Août 1964

Objet : Sécurité du Réseau de Pipelines Centre Europe

Destinataires: Voir Diffusion

Références : a. CM (56) 129 du 11 décembre 1956

b. MC 36/2 (modifiée) du 7 juillet 1960.

1. Le document de référence a. prévoit, au para 1 a, Section A, que " la surveillance qui doit être exercée en temps de paix sur le réseau de pipelines, dans la région Centre Europe, doit faire en sorte qu'il puisse, sans perte de temps, satisfaire aux besoins du temps de guerre du SACEUR. Cela implique que les autorités militaires OTAN doivent assurer, en temps de paix, une coordination et une surveillance suffisantes pour atteindre ce but. Il importe particulièrement :

(I)

(II)

(III) que la sécurité soit assurée ".

2. Le paragraphe 3, Section D, du même document prévoit que "Chaque nation de séjour est responsable du recrutement et de l'emploi du personnel nécessaire au fonctionnement efficace de la section du réseau située sur son territoire, en temps de paix et en temps de guerre, ainsi que de la sûreté et de la garde du réseau ".

3. Le document de référence b. prévoit, au paragraphe 16, que "Dans la Zone de communication terrestre, les commandants nationaux devront assurer, en accord avec les Commandants Interalliés, la défense et la sécurité des lignes de communication traversant le pays, à moins que des accords antérieurs aient prévu d'autres dispositions".

4. L'Etat-Major AFCENT ne dispose pas de renseignements suffisants pour permettre au CINCENT de juger de l'efficacité des mesures prises par les nations de séjour pour assurer la sécurité du réseau de pipelines. Nous vous saurions gré de faire connaître à l'AFCENT avant le 11 septembre 1964, les mesures que vous prenez ou envisagez de prendre pour assurer la sûreté et la sécurité du réseau de pipelines, en temps de paix, durant les périodes de tension, et en temps de guerre.

POUR LE COMMANDEMENT EN CHEF DES FORCES ALLIEES CENTRE EUROPE

(Signé :)

CHARLES H. CHASE
Major Général, Armée US
Chef d'Etat-Major Adjoint
Logistique et OrganisationDIFFUSION

(Voir texte anglais)

N A T O C O N F I D E N T I E L

000533

Es reply to:

Chief of Defence Staff
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)

DOCUMENT

CLASSIFICATION: NATO
RESTRICTED

DATE:

17 Aug 64

DEFENCE STAFF SECRETARIAT MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

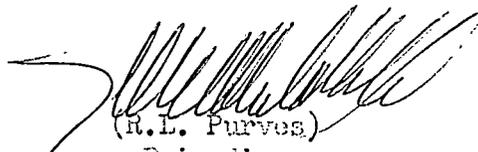
DESCRIPTION: NOTICE AC/120-N/57 DATED 6 AUG 64

1. The attached document is referred to: A/Sec CLED

2. Formerly referred to CGS, CAS.

3.

WMA/2-0465/meb


(R.L. Purves)
Brigadier
for Chief of Defence Staff

DL 2007

DEPARTMENT OF EXTERNAL AFFAIRS

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

CSC/JS

Secret
Confidential
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Unclassified

AUG 12 3 48 PM '64

Ottawa, August 12, 1964

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

Nos: 7
No. 11
No. 12

to 10

to 10

to 10

ACDS

So / Roy
119676

Refer A/sec CLFD

para 2 formerly referred
to CAS, CAS

um

- 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-N/57 of August 6, 1964.

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

CSC/JS
AUG 12 3 48 PM '64
REFERENT TO *Lo/Log*
FILE *1196-76*
CHG'D TO

7

ORIGINAL : ENGLISH/FRENCH
6th August, 1964

EXEMPLAIRE N°
COPY
NATO RESTRICTED
NOTICE
AC/120-N/57

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CANCELLATION OF MEETING ON 3 AND 4 SEPTEMBER, 1964

Note by the Secretary

In view of the fact that some members will not be able to attend the scheduled meeting of CEPPC on 3/4 september, it will not be possible to discuss effectively some of the more important items on the Agenda. Furthermore, it has been found difficult to arrange a joint meeting with CEPO at that time to discuss the NPLO charter.

2. Accordingly, the Chairman has decided to cancel the meeting on 3-4 September. The next regular meeting of CEPPC probably including a joint meeting with CEPO will be held on 8-9 October, 1964.

3. There are however four budgetary matters that would have been on the Agenda of the 3-4 September meeting but which it is desirable be given approval so that required funds can be used. These are :

- (a) Second 1964 supplementary budget proposal for the Netherlands Division;
Document AC/120-D/377 (to be circulated)
- (b) Fourth 1964 supplementary for the French Divisions;
Document : AC/120-D/380 (to be circulated)
- (c) Transfer of credits for the Belgian Division;
Document AC/120-D/378 (to be circulated)
- (d) Request for unblocking the remainder of appropriation in the Netherlands Division for outside laboratory analysis;
Document : AC/120-D/383 (to be circulated).

4. The Chairman has instructed me to inform you that if no objection is received from Delegations by 31 August, it will be assumed that these budgetary matters are approved and CEOA will be informed accordingly. This action will then be regularised at the meeting of 8-9 October.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO
Paris, XVIe.

NATO RESTRICTED

Address reply to:

Chief of Defence Staff
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)

DOCUMENT
CLASSIFICATION: NATO RESTRICTED

DATE: 11 Aug 64

DEFENCE STAFF SECRETARIAT MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION: CORRIGENDUM TO DOCUMENT AC/120-D/376
DATED 28 JUL 64

1. The attached document is referred to: ACDS - 3 copies

2.

3.

WMA/2-0465/meb


(H.L. Purves)
Brigadier
for Chief of Defence Staff

DL 1977

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

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Ottawa, August 10, 1964
4 copies Nos. 7 to 10
1 copy No. 11
1 copy No. 12

Sol Log
1196-6
ACDS

~~SECRET~~
ACDS-3
mm

Attached for your information:

NATO DOCUMENT: AC/120-D/376(Corr.) of July 28, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

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AUG 11 12 35 PM '64

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FILE *1196-16*
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EXEMPLAIRE

N° 7

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CORRIGENDUM to
DOCUMENT
AC/120-D/376

1196-6.

ORIGINAL : ENGLISH/FRENCH
28th July, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Corrigendum

Text to be replaced by :

" Attached as prepared by SNOI in consultation with CEOA
is the agreement concerning the use of Le Havre siding
by CER. "

OTAN/NATO
Paris, XVIIe.

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Address reply to:

Chief of Defence Staff
OTTAWA.

FILE: CSC 1196-6(SO/LOG)

DOCUMENT
CLASSIFICATION: NATO SECRET

DATE: 11 Aug 64

DEFENCE STAFF SECRETARIAT MEMORANDUM

SUBJECT: MINUTES OF CEPO MEETING HELD ON 8 JULY 64
AT FONTAINEBLEAU

DESCRIPTION: DOCUMENT 6100.013/CE/PO-61/11 DATED 22 JUL 64

1. The attached document is referred to:

ACDS - 2 copies

No. 008 & 009

2.

3.

WHA/2-0465/meb


(R.L. Purves)
Brigadier
for Chief of Defence Staff

DEPARTMENT OF EXTERNAL AFFAIRS

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

CSC/JS

AUG 11 12 06 PM '64

Ottawa, August 10, 1964

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
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Attached for your information:

NATO DOCUMENT: 6100.015/CEFO-61/11 of July 22, 1964

MINUTES OF CEFO MEETING HELD ON 8 JULY 64 AT FORT STANLEY

**Pages 542 to / à 554
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**

DEPARTMENT OF NATIONAL DEFENCE

MINUTE SHEET

SECURITY CLASSIFICATION

FILE NUMBER

TO

REFERENCE

DATED

2

REFERRED TO

REMARKS

(To be signed in full showing Appointment, Telephone Number and Date)

W/C MARSH

- 1 In the part one copy went to GSS and to CAS.
- 2 For the most part we keep only a watching brief. Periodically, however, ADM(F) requires service input and therefore all relevant papers went to the two interested chiefs.
- 3 Until integration indicates a better course, I would suggest the same distribution

[Handwritten signature]

AUG 7 1964

3

Actioned
17 Aug 64
[Signature]
N.P.-4

2-8937

DEPARTMENT OF EXTERNAL AFFAIRS

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

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10

To:

Ottawa, August 3, 1964

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- President, National Research Council
- Chairman, Defence Research Board
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- DND/Judge Advocate General
- Director, Emergency Measures Organization

- USSEA
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- Commonwealth Division
- DL(1) Division
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- Disarmament Division
- Press and Liaison Division

CSC/JS
 Aug 7 1 55 PM '64
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 FILE
 CHG'D TO
1196-4
OK 11/5/64
Setler

Attached for your information:

NATO DOCUMENT: 6100.013/CE/PC-25/20 of July 22, 1964

EQUIPMENT FOR THE REPAIRS OF WAR DAMAGE TO THE CENTRAL EUROPE PIPELINE SYSTEMS

Page 557

**is withheld pursuant to section
est retenue en vertu de l'article**

13(1)(b)

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

W. C. Leonard / ab

DEPARTMENT OF EXTERNAL AFFAIRS, CANADA.

(DUPLICATE)

NUMBERED LETTER

Confidential

Security:.....

No: *11112*

24 July 1964

Date:.....

Enclosures:.....

Air or Surface Mail: *Air*

Post File No: *19-4*

Ottawa File No.

TO: THE UNDER-SECRETARY OF STATE FOR EXTERNAL AFFAIRS, OTTAWA, CANADA.

FROM: The Canadian Delegation to the North Atlantic Council, Paris

Reference:.....

Subject: War Damage Spaces for Central European Pipeline System

References

CCCS

DM/DKE

DM/DPIN

1. At its meeting in April CEPC and DEPC decided that the equipment recommended by the Central European Operating Agency for the repair of damage sustained by the system in war should be studied by experts from the four host Nations and any other nations involved in the system who wished to be represented. At its meetings on 8 and 9 July these two committees reached further ~~and~~ definite conclusions concerning the date of the meeting and terms of reference for these experts.

2. The aim of the meeting is to review the proposals already made by CECA (6100.013/02/LAG/A23/63 of 19 Jul 63) (Our 13 3276 of 63) in order to recommend technical specifications for each type of equipment, to indicate the ability of their countries to provide the equipment.

3. Experts should be familiar with mobile pumps, pipes, power units and sea lines. They should be cleared to Secret. Probably up to four per country could participate. The meeting will probably take place in the last quarter of 1964 and would be of no longer than three days duration.

4. The amount of money estimated to be involved in the Priority 1 war damage spaces programme is in the order of \$200,000. Though the programme has not yet received financial approval the technical and military justification for it has been agreed by both committees.

5. We would appreciate learning before the next CEPC meeting 2 September if Canada proposes to be represented by experts at the meeting mentioned in paragraph 3.

W. Leonard
The Delegation.

CSC/JS

JUL 31 3 10 PM '64
REFERRED TO: *So/leg*
FILE: *1196-6*
CHART TO

Internal Circulation

Distribution to Posts

DEPARTMENT OF EXTERNAL AFFAIRS

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

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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
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Chairman, Defence Research Board
National Energy Board
DND/Judge Advocate General
Director, Emergency Measures Organization

Ottawa, July 27, 1964
4 copies Nos: 10 to 13
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JUL 29 1964

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1196-6

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Attached for your information:

NATO DOCUMENT: AC/120-R/105 (Corr) of July 17, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Document divulgué en vertu de la Loi sur l'accès à l'information

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

EXEMPLAIRE N° 10
COPY

ORIGINAL: ENGLISH/FRENCH
17th July, 1964

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CORRIGENDUM to
SUMMARY RECORD
AC/120-R/105

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

JUL 29 1964

CORRIGENDUM

Sol Roz
1196-6

Item I,A, paragraph 3(4); 4th, 5th and 6th lines:

Instead of ".....and noted that the Netherlands
Authorities would inform the General
Manager and the Committees"

read: ".... and noted that the General Manager
would inform the Committees"

ORIGINAL: ANGLAIS/FRANCAIS
17 juillet 1964

NATO DIFFUSION RESTREINTE
RECTIFICATIF au
PROCES-VERBAL
AC/120-R/105

COMITE DE GESTION CENTRE-EUROPE DES PIPELINES

RECTIFICATIF

Point I,A, paragraphe 3(4); 4ème, 5ème et 6ème lignes:

Au lieu de: "..... et notent que les Autorités
Néerlandaises devront informer
le Directeur Général et les Comités ..."

lire: ".... et notent que le Directeur
Général devra informer les Comités"

OTAN/NATO,
Paris, XVIe.

NATO RESTRICTED
NATO DIFFUSION RESTREINTE

received from the Department of External Affairs, whose distribution is shown as follows:

Minister of National Defence	()
DM National Defence	(5)
ACM F.R. Miller	()
DM Defence Production	(3)
DM Finance	()
DM Trade and Commerce	(3)
DM Health and Welfare	()
DM Mines and Tech. Surveys	()
DM Agriculture	()
Sec. Cabinet	()
Bank of Canada	(000561)

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7/JS

2 06 PM '64

So/leg
1196-6

EXEMPLAIRE

COPY

N° 12

ORIGINAL: ENGLISH
17th July, 1964

NATO RESTRICTED
DOCUMENT
AC/4(PP)FA/484

INFRASTRUCTURE PAYMENTS AND PROGRESS COMMITTEE

JOINT FORMAL ACCEPTANCE INSPECTION OF POL
INSTALLATIONS AT AND BETWEEN SKRYDSTRUP
AND THE DANISH FRONTIER

Note by the Controller for Infrastructure

The POL (depot extension and pipeline) installations described in Annex B and situated at and between Skrydstrup and the Danish frontier have been inspected on 9th June, 1964 with a view to their formal acceptance. These works are programmed in Slice XII.

2. The inspection was carried out in accordance with the procedure in AC/4-D/1530(Final). The report by the Joint Team, at Annexes A, B and C, is forwarded to the Infrastructure Payments and Progress Committee for examination.

3. Annex A contains the Joint Team's recommendations. Annex B provides details of the project and the Joint Team's comments. Section I of Annex C recapitulates the deficiencies which should be corrected by the host nation before formal acceptance becomes effective. The Joint Team has reported no works in excess of authorisation.

4. The Infrastructure Payments and Progress Committee is invited to accept formally the works covered by this report, subject to correction of the deficiencies listed in Annex C, Section I.

(Signed) M. CHASE

OTAN/NATO,
Paris, XVIe.

NATO RESTRICTED

NATO RESTRICTED
ANNEX A to
AC/4(PP)FA/484

FORMAL ACCEPTANCE INSPECTION REPORT ON POL
INSTALLATIONS AT AND BETWEEN SKRYDSTRUP AND
THE DANISH FRONTIER

To : Controller for Infrastructure
North Atlantic Council

From : Chairman of the Joint Inspection Team

1. On 9th June, 1964, a NATO Joint Team composed of representatives of the NATO International Staff, SHAPE and Denmark (as host and user nation), inspected the extension of storage at Skrydstrup and pipeline from Skrydstrup to Danish border installations listed in Annex B with a view to their formal acceptance.

2. On the basis of the data submitted by the host country and of the on-site inspection carried out, the Team considers that the works, as described in Annex B, meet the conditions for formal acceptance laid down by the Infrastructure Committee in paragraph 5, sub-paragraphs (i), (ii), (iii) and (iv) of the Annex to AC/4-D/1530(Final)(1), except for those on which it recommends that corrective action be taken by the host country (see Annex C, Section I, of the present report).

3. The Joint Team recommends that the Infrastructure Payments and Progress Committee formally accept the works covered by this report, subject to correction of the deficiencies listed in Annex C, Section I.

(Signed) R. FOURNET

Joint Team

Chairman:	(Signed)	R. FOURNET	NATO International Staff
Members:	(Signed)	H.H. CAIL	SHAPE
	"	Major	
	"	F.J. OTTEN	AFNORTH
	"	Major	
	"	M.C. BECKMANN	MOD Denmark

-
- (1) i.e. that the works constructed should be:
- (i) in conformity with the inventory;
 - (ii) in accordance with good engineering practice and respect such technical provisions as may have been imposed during budgetary control;
 - (iii) in accordance with approved criteria and standards and with the deviations therefrom approved during budgetary control;
 - (iv) acceptable from a NATO military point of view.

NATO RESTRICTED

-5-

NATO RESTRICTED
ANNEX B to
AC/4(PP)FA/484

SECTION I - GENERAL DATA

1. Type of project: Extension of POL storage at Skrydstrup
6" Pipeline Skrydstrup - German border
(pump stations at Skrydstrup and Frestrup)

Location: Denmark

2. Users: Denmark

3. Slice: XII

4. Authorisations:

AC/4(PP)D/3996	AC/4(PP)R/434	£458,118
AC/4(PP)D/4623		<u>5,584</u>
		£463,702

5. Approximate amount of expenditure charged to common funds of works inspected herewith: £425,000.

6. Status of inspections from the point of view of formal acceptance of the project, i.e.:

- previous inspections: Nil

- present inspection : extension of POL storage at Skrydstrup
6" pipeline Skrydstrup-German border.

subject to correction of deficiencies mentioned at appendices
the inspected works can be considered as full completed.

7. Future inspections: communications

-5-

NATO RESTRICTED

NATO RESTRICTED
 ANNEX B to
 AC/4(PP)FA/484

SECTION II - DESCRIPTION OF INSTALLATIONS INSPECTED AND JOINT TEAM'S COMMENTS

Authorisations	As Built Inventory	Differences between Inventory and Authorisations	Joint Team's unanimous comments	Individual comments of Members of the Team
<p>A. SKRYDSTRUP: EXTENSION OF STORAGE CAPACITY</p> <p>1. <u>Extension of storage depot</u></p> <p>2. <u>Buildings</u></p> <p>3. <u>Utilities</u></p> <p>4. <u>Storage facilities</u> 1 x 1250 cu.m.</p> <p>5. <u>Piping Connections</u></p> <p>6. <u>Fire protection</u></p> <p>7. <u>Clean up of area</u></p> <p>8. <u>As built plans</u></p> <p>9. <u>Operating manuals</u></p> <p>10. <u>Spare parts</u></p>	<p>15000 sq.m. extension</p> <p>Security fencing extension</p> <p>(a) type : wire fence, 2 m. high, 3 runs barbed wire</p> <p>(b) length : 250 m. new fence</p> <p>(c) lighted : not lighted</p> <p>Nil</p> <p>Connections to former storage</p> <p>1 x 1250 cu.m. POL tank</p> <p>(a) Buried approximately 60 cm.</p> <p>(b) Bitumen coating, 5 mm. thick</p> <p>(c) Manifolds extended</p> <p>(d) Result 6 hr. pressure test: pressure drop negligible</p> <p>(e) Cathodic protection: Manifold: installed Tank pipe: installed</p> <p>(a) Housing - no separate building</p> <p>(b) Equipment - POL pump room } installed control room }</p> <p>Truck-fill stand existing Tank access tunnel: 1 pc. 6 kg. powder fire extinguisher</p> <p>(c) Fire hydrants: not installed Water reservoir arranged for</p> <p>Carried out</p> <p>Available on date of inspection</p> <p>As supplied by manufacturers</p> <p>Under delivery.</p>	<p>Difference minus: delivery spare parts not completed</p>	<p>To be completed</p>	<p>Host nation: December 1964.</p>

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 ANNEX B to
 AC/4(PP)FA/484

Authorisations	As Built Inventory	Differences between Inventory and Authorisations	Joint Team's unanimous comments	Individual comments of Members of the Team
11. <u>Storage tank:</u> 1 x 1250 cu.m.	<p>Capacity: 1250 cu.m. Diameter: 14,960 m. Height : 7,850 m. Distance from nearest tank - 100 m. (minimum)</p> <p><u>Swing pipe</u></p> <p>Type and size : Varec, 8" Valve : 8" gatevalve Class 150 Blending nozzle: not installed</p> <p><u>Venting</u></p> <p>System : flame arrester and pressure-vacuum relief valve</p> <p>Number of vents: 1 Size of vents : 8"</p> <p><u>Gauging system</u> : dip hatch</p> <p>Manholes : 3 on top, 1 in valve chamber</p> <p>Diameter : 0.75 m.</p> <p><u>Welding</u></p> <p>Arc-welding, X-ray controlled and vacuum tested</p> <p><u>Calibration table:</u> available</p> <p><u>Result of hydrostatic test:</u></p> <p>Satisfactory - tank full with product</p> <p><u>Clean-up:</u> inside tank area</p> <p><u>Action to prevent erosion:</u></p> <p>Grass and plantings</p>			

NATO RESTRICTED
 ANNEX B to
 AC/4(PF)FA/484

Authorisations	As Built Inventory	Differences between Inventory and Authorisations	Joint Team's unanimous comments	Individual comments of Members of the Team
<p>B. <u>MAIN LINE - SKRYDSTRUP TO FRONTIER</u></p> <p>1. <u>42 km. x 6" pipeline</u></p> <p>2. <u>Main line pump station</u></p> <p>3. <u>Block valves</u></p>	<p>Steel pipe: 42.5 km. Grade B - mill tests (certificates available)</p> <p>Diameter : 6 5/8" external Wall thickness: 0.250" to 0.219" Manufacturer : Mannesmann</p> <p>Laying: depth of trench - minimum 60 cm. earth cover</p> <p>Welding control: weldings are made by licensed personnel and X-ray controlled by the Danish Semi-Official Control Organization, ("Svejsecentralen").</p> <p>Tests results available.</p> <p>Coating: (all coatings tested at 10,000 volts with holiday detector)</p> <p>Back filling: stone-free gravel and earth.</p> <p>Welding report: available in reports from "Svejsecentralen".</p> <p>Exp. loops : none Cold bends : field</p> <p>2</p> <p>Location: 1 "Skrydstrup" 10 km. west of Haderslev. 1 "Frestrup" 20 km. east of Tønder.</p> <p>6</p> <p>Size 6"</p> <p>Location: 1 at halfway; 1 at the border and 2 x 2 at railway crossings.</p>			

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ANNEX B to
AG/4(PP)FA/484

Authorisations	As Built Inventory	Differences between Inventory and Authorisations	Joint Team's unanimous comments	Individual comments of Members of the Team
<p>B. <u>MAIN LINE - SKRYDSTRUP TO FRONTIER</u> (continued)</p>				
<p>4. <u>Special constructions</u></p> <p>5. <u>Scraper traps</u></p> <p>6. <u>High pressure manifold</u></p> <p>7. <u>Surge tanks</u></p> <p>8. <u>Cathodic protection</u></p> <p>9. <u>Testing of line</u></p> <p>10. <u>Initial filling of line with product</u></p>	<p>2 rail crossings in casings 1 road crossing in casing</p> <p>1 at each pump station</p> <p>At Skrydstrup</p> <p>None</p> <p>Rectifier - 1 26 test boxes</p> <p>Air test: by sections during construction</p> <p>Hydraulic test: with water in sections (95 kg/sq.cm.)</p> <p>Line as a whole: hydraulically tested May 1964</p> <p>August 1964</p>	<p>Difference minus: product test on line not yet done</p>	<p>To be done. Host nation to report satisfactory results of test on line and pump stations.</p>	<p>Host: EDC September 1964</p>
<p>C. <u>SKRYDSTRUP AND FRESTRUP MAIN LINE PUMP STATIONS</u> (The two pump stations are identical)</p>				
<p>1. <u>Building</u></p>	<p>Pumphouse:</p> <p>External dimensions - 12.0 x 22.0 sq.m.</p> <p>Area of pump room 4.5 x 14.1 m. engine room 6.3 x 14.8 m. control room 3.5 x 5 m. generator room 2.5 x 4.3 m. workshop 3.0 x 5.4 m. store room 4.5 x 11.0 m.</p> <p>Doors 20 mm. steelplate</p> <p>Bomb protection: blast-proof walls 40 cms. thick</p> <p>Clock in building: installed</p>	<p>Difference minus: not splinter proof</p>	<p>To be corrected</p>	<p>Host. Existing construction has been carried out according to authorisation. Request will be submitted to P.P.C for supplementary works.</p>

Authorisations	As Built Inventory	Differences between Inventory and Authorisations	Joint Team's unanimous comments	Individual comments of Members of the Team
<p>2. <u>Pumping units</u> 3 x 150 cu.m./h.</p>	<p>(a) <u>Engines</u></p> <p>make Ruston Paxman type 12 RPH power 320 HP RPM 900 No. 2 (excl. spare) spare 1</p> <p>(b) <u>Pumps</u></p> <p>make Worthington type 6-UX-1 performance 150 cu.m./h operating pressure 80 kg/sq.cm. suction/o 0 kg/sq.cm. discharge/o 40 kg/sq.cm. No. 2 (excl. spare) spare 1 seals mechanical seals drainage pipe connection to provision pump system</p> <p>(c) <u>Speed increaser</u></p> <p>make Comelor type Corc - 30 gear ratio 3150/900</p>			
<p>3. <u>Heat exchanger</u></p>	<p>Manufacturer Serck Type A 10353 Calories per hour 400,000 Length 2,184 mm. Diameter 425 mm. Water cooling Piping Surge tank installed - 5 cu.m. Bypass installed Softener installed Expansion tank installed Water cooling system can be totally drained.</p>			

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ANNEX B to
AC/4(PP)FA/484

Authorisations	As Built Inventory	Differences between Inventory and Authorisations	Joint Team's unanimous comments	Individual comments of Members of the Team
<p>4. <u>Generator sets</u> 2 x 40 KVA</p>	<p>make DAE type GJ 10.8 power 31 KVA cosφ = 0.8 Diesel driving engine: make Bur-Wain type 6 S 13 D power 45 HP number 2 (1+1 spare) Generators are built to Danish Governmental regulations.</p>			
<p>5. <u>Compressed air system</u></p>	<p>2 Air compressors: make Espholin type H-3 volume 18.0 cu.m/h pressure 21 kg/sq.cm. air piping pressure 21/7 kg/sq.cm. reduction controls pressure switch</p>			
<p>6. <u>Ventilation system</u></p>	<p>Installed</p>			
<p>7. <u>Heating</u></p>	<p>Office : installed Pump room: installed</p>			
<p>8. <u>Auxiliary tanks</u></p>	<p>Main fuel tank: 50 cu.m. for diesel, 20 cu.m. for JP4 Daily fuel tank: 3 cu.m. Lub. oil tank: 5 cu.m.</p>			
<p>9. <u>Auxiliary pumps</u></p>	<p>Fuel pump on main fuel tank: 6 cu.m./h</p>			
<p>10. <u>Control equipment</u></p>	<p>Control panel as a whole: installed Pump regulation: none Diesel engine regulation: pneumatic actuated engine governor. Pressure recorder: installed for suction and discharge. Throughput recorder: installed Suction Disch. Pressure controls: automatic dual selector controls. Overpressure gauges: none.</p>			

NATO RESTRICTED
ANNEX B to
AC/4(PP)FA/484

Authorisations	As Built Inventory	Differences between Inventory and Authorisations	Joint Team's unanimous comments	Individual comments of Members of the Team
11. <u>Main piping as a whole - 6"</u>	Installed			
12. <u>Lighting</u>	Black-out operation incorporated in lighting system.			
13. <u>Fire-fighting equipment</u>	In pump-house: Automatic CO ₂ extinguishing system including piping and storage of CO ₂ .. 4 pcs. 6 kg. powder fire extinguishers: 2 in pump room 2 in engine room.			
14. <u>Grounding and protection against lightning</u>	Installed			
15. <u>Roads</u>	Stone and gravel			
16. <u>Fencing-gate</u>	Existing at Skrydstrup. Installed at Frestrup.			
17. <u>Water supply</u>	Installed			
18. <u>Tests</u>	See pipeline			

-15-

NATO RESTRICTED
ANNEX C to
AC/4(PP)FA/484

SECTION I

DEFICIENCIES WHICH THE JOINT TEAM RECOMMENDS FOR CORRECTION

<u>Description</u>	<u>Estimated date of correction</u> (given by host nation)
A.10. <u>Storage</u> difference minus: delivery of spare parts not completed	EDC: December 1964
B.9. <u>Main line</u> difference minus: product test on line not yet done	EDC: September 1964
C.1. <u>Pump station</u> difference minus: not splinter proof	Request to be submitted to Payments and Progress Committee for supplementary works.

SECTION II

WORKS IN EXCESS OF AUTHORISATIONS, WHICH ARE SUPPORTED
BY THE JOINT TEAM

Nil

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AC Paraphrase
not required.
No unclassified
reply or reference.

CSC/JS

JUL 30 9 19 AM '64

REFERRED TO: *So/Tag*
FILE: *1196-6*
TITLE TO: *So/Tag*

FM NATOPARIS JUL29/64 RESTR

TO EXTERNAL 1480

INFO CCOS

FINANCE OTT DE OTT

TT DM/DND DE CCOS

no record

REF OUR NL N1112 JUL24

WAR DAMAGE SPARES CEPS

PR
Ull

PROPOSED MTG OF EXPERTS PLANNED NOT RPT NOT LATER THAN OCT,
CEOA WILL COORDINATE AND MTG WILL LAST TWO DAYS (TS 4820 REFERS).

3004 JUL 64

RESTRICTED

Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196:6(SO/LOG)

DOCUMENT NATO RESTRICTED
CLASSIFICATION:

DATE: 30 Jul 64

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION: a. DOCUMENT AC/120-D/376 DATED 20 JUL 64
b. CORRIGENDUM 2 TO SUMMARY RECORD AC/120-R/103
DATED 17 JUL 64

1. The attached document is referred to: CGS - 1 copy of each
CAS - 1 " " "

2.

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

WNA/2-0465/mob
ml



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

DEPARTMENT OF EXTERNAL AFFAIRS

Secret
Confidential
NATO ~~Restricted~~
Unclassified

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

To:

Ottawa, July 27, 1964

Chairman, Chiefs of Staff	2	individual documents	4	copies Nos. 7 to 1	1
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					

JUL 29 1964
Soi 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 - 1
CAS - 1
Willis

Attached for your information: 2 INDIVIDUAL NATO DOCUMENTS AS FOLLOWS

- ✓ AC/120-D/376 of July 20, 1964
- ✓ AC/120-R/103(Corr.2) of July 17, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

EXEMPLAIRE

COPY

N°

7

JUL 29 1964

So 1 log
1196-6

ORIGINAL: ENGLISH/FRENCH
17th July, 1964

NATO RESTRICTED
CORRIGENDUM 2 to
SUMMARY RECORD
AC/120-R/103 2/25-5-64
1196-6

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CORRIGENDUM 2

Item III, paragraph 10: Add the following:

- (3) noted that the French authorities do not agree that expenditures incurred by the Divisions should be charged to the CEOA budget and that therefore the payment of insurance premiums to cover civil use of the system should in this instance be charged directly to the Belgian and Netherlands budgets.

Item IV, paragraph 23: Complete (1) as follows:

" ... FF 360,500," to be broken down as follows:

- 2nd supplementary budget for French Divisions FF 100,000
 - Division 1 FF 60,000
 - Division 2 FF 30,000
 - Division 3 FF 10,000
- 2nd supplementary budget for the Belgian Division FB 1,828,014
- 1st supplementary budget for the German Divisions DM 64,816
 - Division 6 DM 56,714
 - Division 7 DM 8,102

Item VII, paragraph 43: Delete and replace by:

43. The COMMITTEE:

- (1) 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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-2-

NATO RESTRICTED
CORRIGENDUM 2 to
AC/120-R/103

- (2) noted that if this equipment became eligible for infrastructure common funding or for any other type of funding when document MC 104(Draft) has 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) subject to the reservations of the United Kingdom stated in paragraph 41 above, agreed in principle that the eight user nations would consider financing the provision of equipment for the repair of war damage to the Central Europe Pipeline System if other means of financing are not forthcoming.

OTAN/NATO,
Paris, XVIe.

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CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

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1196-6

EXEMPLAIRE
COPY

N° 7

JUL 29 1964

ORIGINAL: ENGLISH/FRENCH
20th July, 1964

NATO RESTRICTED
DOCUMENT
AC/120-D/376

CENTRAL-EUROPE PIPELINE POLICY COMMITTEE

USE OF THE RAIL SPUR AT LE HAVRE BY CFR

Note by the Secretary

Attached as prepared by CEOA is the agreement concerning the use of the Le Havre siding by CFR.

(signed) R. LAGASSE de LOCHT

OTAN/NATO,
Paris, XVIe.

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CENTRAL EUROPE OPERATING AGENCY

ORIGINAL: FRENCH
7th July 1964

ANNEX to AC/120-D/376
NATO RESTRICTED
DOCUMENT
OAO(64)D/332

AGREEMENT CONCERNING

THE USE OF THE LE HAVRE SIDING BY CFR

between

The Central Europe Operating Agency (CEOA), acting on behalf of the competent authorities of the Central Europe Pipeline System (CEPS).

and

"Le Service National des Oléoducs Interalliés" (SNOI), acting on the authority of the French Government,

Referring to the decisions taken on the proposal of the French Government by the Central Europe Pipeline Office (CEPO) in document CEPO 62-5 and by the Central Europe Pipeline Policy Committee (CEPPC) in document AC/120-R/105, it has been agreed as follows :

Article 1 : Object

The procedures given in the contract to be entered into between SNOI, on the one side, and the "Compagnie Française de raffinage", hereinafter referred to as the "oil company", on the other side, for the use of the NATO rail siding at the Le Havre depot for parking empty rail tank cars will take into consideration the following provisions :

Article 2 : Duration of use

The availability of the NATO rail siding at the Le Havre depot will be limited to a period running from 1st July to 31st December 1964.

Article 3 : NATO installations concerned

SNOI will be able to authorise the oil company to use the four main tracks and one of the two shunting tracks. The second shunting track shall remain free.

Article 4 : Evacuation of the siding

SNOI shall obtain a guarantee from the oil company that the siding will be able to be evacuated within three days in case of necessity confirmed by CEPS.

Article 5 : Services rendered by personnel

No services will be rendered by CEPS personnel in connection with the use of the siding.

(a) Shunting of rail tank cars

CEPS personnel will take no part whatsoever in the shunting of rail tank cars. This will be carried out either by the SNCF on behalf of the oil company or by the oil company itself. Except in exceptional circumstances, the existing winch shall not be used.

(1)

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(2)

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CAO(64)D/332

(b) Guarding and survey

The personnel of the division will continue to guard and survey the NATO installations so as to ensure that they remain in good working order. They will assume no responsibility for guarding the material stored by the oil company.

Article 6 : Responsibility

SNOI will be responsible for obtaining the following guarantees from the oil company :

- Agreement by the oil company to waive all claims or requests for compensation for damage caused to railway equipment belonging to the company or to the SNCF whilst being shunted into or from the siding or whilst parked therein.
- Acceptance by the oil company of liability for wear and tear
• or damage to the NATO installations.
- An undertaking from the oil company to restore the installations, on completion of use, to the state in which they were at the commencement of operations.
- Acceptance of full responsibility in the event of injury to personnel or damage to third parties when using the NATO installations.

Article 7 : Invoicing

A lump sum of 10.000 F shall be paid to SNOI by the oil company before 30th September 1964. This sum, after deduction of charges or tax, will afterwards be paid into the account of CEOA.

A penalty clause shall be included covering delays in payment.

Signed in two copies :

In Paris 1964

In Versailles 1964

For Le Service National
des Oléoducs Interalliés

For the Central Europe Operating
Agency.

NATO RESTRICTED

DEPARTMENT OF EXTERNAL AFFAIRS

Secret
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~~Unclassified~~

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

NATO

To:

Ottawa, July 23, 1964

1 copy No. 7

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



JUL 28 1964

S. 1 Log
1196-6

Attached for your information:

NATO DOCUMENT: AC/120-WP/155 of July 15, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

JUL 28 1964

EXEMPLAIRE N°
COPY

ORIGINAL: ENGLISH/FRENCH
15th July, 1964

NATO RESTRICTED
WORKING PAPER
AC/120-WP/155

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

MONTHLY STATISTICS

Note by the Secretary

Attached herewith are CEOA monthly traffic statistics for May 1964.

(Signed) R. LAGASSE de LOCHT

ORIGINAL: ANGLAIS/FRANCAIS
15 juillet 1964

NATO DIFFUSION RESTREINTE
DOCUMENT DE TRAVAIL
AC/120-WP/155

COMITE DE GESTION CENTRE EUROPE DES PIPELINES

STATISTIQUES MENSUELLES

Note du Secrétaire

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

(Signé) R. LAGASSE de LOCHT

OTAN/NATO,
Paris, XVIe.

NATO RESTRICTED
NATO DIFFUSION RESTREINTE

DIRECTEUR GENERAL
C.E.O.A.
GENERAL MANAGER

STATISTIQUES MENSUELLES
MONTHLY STATISTICS

MOIS de Mai 1964
 MONTH May

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	18.705	211.100
CANADA CANADA	5.366	22.400
FRANCE FRANCE	35.209	657.800
ALLEMAGNE GERMANY	8.166	363.600
LUXEMBOURG LUXEMBURG	37	600
PAYS-BAS NETHERLANDS	18.007	153.900
ROYAUME-UNI UNITED KINGDOM	9.612	141.500
ETATS-UNIS UNITED STATES	89.093	730.500
TOTAL	184.195	2.281.400

OBSERVATIONS : REMARKS :		
Esso Nederland	14.859	
Deutsche Shell	12.295	
Shell Nederland	12.385	108.400
	<u>223.734</u>	<u>2.389.800</u>

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CSC/JS

JUL 27 9 18 AM '64

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REFERRED TO _____

FILE 1196-6

CHC'D TO _____

CAS
CA 3

Staff Officer Logistics
Joint Staff

W
25 JUL 1964

FM EXTERNAL OTT JUL24/64 CONF

TO NATOPARIS *DL1487*

INFO CCOS

TT DM/DND DE CCOS *1196-6*

REF YOURTEL 1382 JUL17

CEPPC COST SHARING

OUR POSITION ON REVISED COST-SHARING FORMULA PROPOSED FOR
CENTRAL EUROPE PIPELINE HAS NOT RPT NOT CHANGED. WE WOULD NOT RPT
NOT OBJECT TO ITS ACCEPTANCE AS AN INTERIM SOLUTION UNLESS OF
COURSE FURTHER STIPULATIONS ARE ATTACHED BY OTHER DELS. ° °

2506 JUL 64

CONFIDENTIAL

~~CONFIDENTIAL~~

CSC/JS

JUL 23 2 25 PM '64

REFERRED TO: *SS/Loz*
FILE: *1196-6*

July 23rd, 1964.

Under-Secretary of State
for External Affairs,
East Block,
OTTAWA, Ontario.

ML
ML

Attn: Mr. A. Kroeger

Cost-Sharing Formula - GEPPC
NATO Paris Telegram No. 1382 of 17 July, 1964

1196-6

Our position on the revised cost-sharing formula proposed for the Central Europe Pipeline has not changed. We would not object to its acceptance as an interim solution, unless, of course, further stipulations are attached by other Delegations.

E.B. Armstrong,
Deputy Minister

cc: CCOS Attn: Lt. Col. W.M. Arnold

Secretary Treasury Board Attn: Mr. W.A. Tuskey

RH/jl

DEPARTMENT OF EXTERNAL AFFAIRS, CANADA.

(DUPLICATE)

NUMBERED LETTER

NATO Restricted

TO: THE UNDER-SECRETARY OF STATE FOR
EXTERNAL AFFAIRS, OTTAWA, CANADA

CSC/AJS

Security: ~~SECRET~~ 1062
No. 64
15 July 1964

FROM: The Canadian Delegation to the North
Atlantic Council, Paris

REFERRED TO

Date:

Reference: 1196-6

Enclosures: Air

Subject: CEPPC Meeting 9 June 64

Air or Surface Mail:

Post File No: 19-4

Ottawa File No.

References

- ✓ CCOS
- DM/DND
- DM/DFIN

1. The CEPPC met 9 June and considered items on the agenda AC/120-1/106 (TS 4197 refers).
2. Item I concerning Summary Records of previous meetings AC/120-R102 to R/105 incl were approved.
3. Item II (a) Fourth Supplementary Budget 1964 for Belgian Division AC/120-D/371 (Annex A) (TS 4234 refers) was approved.
(b) Third Supplementary Budget 1964 for the German Division was approved. AC/120-D/371 (Annex B) (TS 4234) was approved.
4. Item III Sixth Supplementary Budget 1964 for French Division AC/120-D/372 was approved.
5. Item IV - Accidental losses of Product was amended and approved. AC/120-D/308 (Revised).
6. Item V Cost-Sharing Formula AC/120-D/358 (TS 589) This item was again held in abeyance though there was complete agreement that Germany's share should go up to 16%. A separate telegram will be sent on this item.
7. CEQA liability for services rendered by International Staff to CEPPC - AC/120-D/385. France lifted her reservation and item was approved.
8. Item VII - Movement of Gasoil Lavers to Reichstett 1 Jul to 31 Dec - AC/120-D/370 (TS 3785). General conditions and Technical Agreement were approved.
9. Item VIII - Reimbursement of Trampil Overheads AC/120-D/374 (TS 4373) due to the fact representatives had only just received this document and had no opportunity to study it the item was deferred to the September meeting.
10. Other business - (a) Approval was granted for the civil movement of 53,000 cubic metre of gasoil from Fernis to Juplhaas commencing 15 July. AC/120-D/368 refers (TS 3404)
(b) The convention for the rental of tank car storage space was approved. AC/120-D/369 (TS 3776) refers.

Internal Circulation

Distribution to Posts

W. Leonard
The Delegation. *W. Leonard*

DEPARTMENT OF EXTERNAL AFFAIRS, CANADA.

(DUPLICATE)

NUMBERED LETTER

UNCLASSIFIED

TO: THE UNDER-SECRETARY OF STATE FOR
EXTERNAL AFFAIRS, OTTAWA, CANADA.

FROM: ~~The Canadian Delegation to the North~~
~~Atlantic Council, Paris~~

Reference:.....

Subject: Receipt Canada Contributions Second Call
for funds Central European Operating Agency

Security:.....

No: *M-1061*
15 July 1964

Date:.....

Enclosures:.....
Air

Air or Surface Mail:.....

Post File No:.....

Ottawa File No.

References

CCOS
DM/DKD
DM/FIN

1. Attached please find two copies of a letter from the General Manager of the Central European Operating Agency acknowledging the Canadian contribution of FF 120,000 towards the second call for 1964.

for The Delegation
15c

PA
[Signature]

CSC/JS

JUL 20 9 10 AM '64

SEARCHED *S. Hery*
FILED *1190-6*
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Internal Circulation

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307

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JUL 20 10 07 AM '64

REFERRED TO _____
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S

FM NATOPARIS JUL17/64 CONFID

TO EXTERNAL 1382

INFO CCOS

TT DM/DND DE CCOS

FINANCE OTT DE OTT

REF YOURTEL DL464 AND OUR NL1062 JUL15

COST SHARING FORMULA-CEPPC

COST SHARING FORMULA AGAIN DISCUSSED AT MTG JUL9.USA COUNTER
PROPOSAL REPORTED OURTEL 562 IN WASHDC FOR STUDY AND EXPECTED
AVAILABLE FOR SEP MTG.

NETHERLANDS STILL CONSIDERS HER SHARE NEW FORMULA TOO HIGH BUT
EXCEPT FOR THEM AND USA ALL NATIONS GENERALLY AGREE AC/120=D/338.

CHAIRMAN AIMING AT ACHIEVING ACCEPTANCE D338 AT LEAST AS INTERIM
MEASURE AT SEP MTG.THIS WOULD HAVE ADVANTAGE OF INCREASING GERMAN
SHARE TO 16 PERCENT DURING PRESENT FISCAL YEAR AND WOULD BE
RETROACTIVE TO JAN1 1964.THIS MEETS GERMAN PROPOSALS AND HAS
GENERAL ACCEPTANCE OTHER MEMBERS.

IN VIEW YOUR INSTRUCTIONS REFTEL CONSIDER I CAN ACCEPT AS
INTERIM FORMULA UNLESS FURTHER STIPULATIONS ATTACHED BY OTHER DELS.

IF YOU HAVE ANY FURTHER VIEWS WOULD APPRECIATE RECEIVING THEM

BEFORE SEP3.
1757 JUL 64

no record *no record*

PA
Tobin Holm - Canada refer
Staff Officer Logistics
Joint Staff
20 JUL 1964

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Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)

DOCUMENT NATO RESTRICTED
CLASSIFICATION:

DATE: 16 Jul 64

JOINT STAFF MEMORANDUM

SUBJECT: OAG(64)

DESCRIPTION: NATO DOCUMENT OAG(64)996 dated 26 Jun 64

1. The attached document is referred to: CGS

CAS

2.

3. Copies distributed by: USSEA TO DM/DND AND DM/DF



(R.L. Purves)
Brigadier

for Chairman, Chiefs of Staff

MJM/2-0465/er

DEPARTMENT OF EXTERNAL AFFAIRS

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

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NATO ~~Restricted~~
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To:

✓ Ottawa, July 9, 1964

- Chairman, Chiefs of Staff 4 copies Unn
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- 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
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- Economic Division
- European Division
- Far Eastern Division
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*CLS
CAS*

JUL 15 1964
So/hoy
1196-6
So/hoy

Attached for your information:

NATO DOCUMENT: OAC(64)996 of June 26, 1964

MOVEMENT OF GAS OIL BETWEEN LAVERA AND REICHSSTETT

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
OAG(64)996

26th June 1964

To : The Chairman
Central Europe Pipeline Policy Committee

JUL 15 1964

The Chairman
Central Europe Pipeline Office

JUL 15 1964

*So 1 log
1196-6*

Subject : Movement of gas oil between LAVERA and REICHSTETT

As requested, I have the pleasure to forward herewith document OAO(64)D/329 and its Annex which make up the proposed general and technical agreements for the movement of gas oil between LAVERA and REICHSTETT.

(Signed) O. Hartéon

Enc.

Distribution

	<u>Eng.</u>	<u>Fr.</u>
Chairman, CEPPC	1	-
Secretary, CEPPC	1	1 together with full distribution of annex
Chairman, CEPO	-	1
Secretary, CEPO	80	39

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CENTRAL EUROPE OPERATING AGENCY

ORIGINAL: FRENCH
25th June 1964

ANNEX A to AC/120-D/375

NATO RESTRICTED
DOCUMENT
DAQ(64)D/329

GENERAL CONDITIONS FOR THE MOVEMENT OF PETROLEUM PRODUCT FROM
LAVERA TO REICHSTETT FOR NON-NATO PURPOSES FROM JULY 1964 TO
DECEMBER 1964

The French Government proposes, and CEPPC and CEPO, in consultation with CINCENT, accept that movement operations 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 Service National des Oléoducs Interalliés, hereafter called SNOI, representing the French Government, on the other side.
 - 1.2.2 On the other hand by a contract between 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 July 1964 to December 1964;
 - the movement of gas oil for the oil company concerned through the section of the LAVERA-STRASBOURG pipeline situated between LAVERA and REICHSTETT, hereinafter called the section.
 - total volume not exceeding 120.000 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 French public services concerned.
- 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 and SNOI in the same manner as for the normal operations of the CEPS.

(2)

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OAO(64)D/329

- 3.3 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 SNOI 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.
- 3.6 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 French Authorities and Services in any way responsible, financially or otherwise.

Article 5 - Liability for Damage and Loss

- 5.1 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.
- 5.2 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.

(2)

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0AO(64)D/329

5.4 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 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, in conformity with the tariff 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 SNOI within a period of 30 days following the receipt of the invoices. A penalty clause shall be included in the contracts covering delays in payment.

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, 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 SNOI of all or part of its obligations under its 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.

(3)

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0AO(64)D/329

Article 12 - Disputes

- 12.1 Any dispute arising out of the application of these General Conditions between 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, SNOI is 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 SNOI on one side and the oil company on the other side shall be settled in accordance with French law by a competent court, the authorities of the CEPS being kept fully informed.

(4)

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ANNEX B to AC/120-D/375

(5)

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ANNEX A to
DOCUMENT
0AO(64)D/329

TECHNICAL AGREEMENT

between

CEOA

and the "Service National des Oléoducs Interalliés" (SNOI)

concerning the movement of gas oil from LAVERA to REICHSTETT in 1964,

in implementation of the General Conditions governing the utilisation for civil purposes of the NATO installations situated between LAVERA and REICHSTETT from July 1964 to December 1964 (documents AC/120-R/105 and CE/PO 62/5) 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,

Agree to the following:

Article 1 - Object

- 1.1 The operations for the movement of gas oil for civil purposes between 1st July 1964 and December 1964 from the Shell Berre refinery to the REICHSTETT refinery will be carried out in accordance with the following provisions:
- 1.2 The point of entry of the gas oil into the System is defined as the CEPS valve situated in the connecting valve pit at the point of intersection between the Shell pipeline and the CEPS pipeline linking the port of LAVERA to the booster station.
- 1.3 The offtake point of the gas oil at REICHSTETT is defined as the CEPS valve situated at the REICHSTETT refinery tapping.

Article 2 - Operation and Control

- 2.1 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.
- 2.2 Permanent arrangements will be maintained for the exchange of information between CEOA and SNOI for the execution of the movements, so as to enable them to take place under the most favourable conditions.

(5)

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ANNEX A to
CAO(64)D/329

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 SNOI 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. The JP4 should conform to the French standard AIR 3407/A.

Article 4 - Measurement of Quantities

The quantities received from the oil company at the LAVERA point of entry and the quantities delivered to it at the Reichstett offtake point shall be determined by measurements agreed by and to the satisfaction of CEOA and SNOI.

Article 5 - Quality Control

- 5.1 The gas oil should conform to the specification agreed to between CEOA, SNOI 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 SNOI on the one side and the oil company on the other, will be:
- for transportation from Lavera to Reichstett
 - 9 F/cu.m. for the first 60.000 cu.m.
 - 8 F/cu.m. for additional quantities.
- 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 to prepare the necessary invoices, CEOA shall, monthly, draw up a statement of the quantities entered and delivered including all necessary details.

(6)

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(7)

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ANNEX A to
0AO(64)D/329

A copy of the said invoices shall be forwarded by SNOI 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 two copies:

In PARIS, on

In VERSAILLES, on

For SNOI

For CEOA

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Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 (90/LOG)

DOCUMENT
CLASSIFICATION: NATO CONF

DATE: 16 Jul 64

JOINT STAFF MEMORANDUM

SUBJECT: AC/120-R/105
CE/PO-62/5

DESCRIPTION: NATO DOCUMENT AC/120-R/105
CE/PO-62/5 dated 3 Jul 64

1. The attached document is referred to: CCS - 1 (No 8)
CAS - 1 (No 9)

2.

3. Copies distributed by: USSEA TO DM/DND AND DM/DF



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

MUM/2-0465/er

DEPARTMENT OF EXTERNAL AFFAIRS

NATO ~~Secret~~
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DL(1) Div./J.I. CHAGNON/id

To:

Ottawa, July 13, 1964

- Chairman, Chiefs of Staff 4 copies Nos. 7 to 10
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- DM/Finance 1 copy No. 12
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- 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

JUL 15 1964

So. Log
1196-6
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CAS
WAS

- USSEA
- U.S.A. Division
- Commonwealth Division
- DL(1) Division
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- 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-R/105
CE/PC-62/5 of July 3, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

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

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

JUL 15 1964

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N° - 7

ORIGINAL: FRENCH
3rd July, 1964

NATO CONFIDENTIAL
SUMMARY RECORD
AC/120-R/105
CE/PO-62/5

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CENTRAL EUROPE PIPELINE OFFICE

Summary record of a meeting of the
Central Europe Pipeline Policy Committee (CEPPC) and
the Central Europe Pipeline Office (CEPO) held at
the Permanent Headquarters, Paris, XVIIe., on 17th June, 1964

PRESENT

Chairman: Lt.Col. D.N. KANN (United Kingdom)

BELGIUM

Mr. H. Pauwels

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
Lt.Col. D. Klaassen
Lt. Col. J.H. Jansen
Mr. C.J. Kok

UNITED STATES

Lt. Col. D.C. Howell

INTERNATIONAL STAFF

Liaison Officer:

Mr. J.C. Stone

CEOA:

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

CEPPC (Secretary):

Mr. R. Lagasse de Locht

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-2-

NATO CONFIDENTIAL
AC/120-R/105
CE/PO-62/5

ALSO PRESENT

CEPO (Secretary : Lt. Col. E.D. Wardleworth
(Assistant Secretary) : Cdt. G. Venaille
SHAPE : Col. G. McCowen
Col. E.W. Austin
CINCENT : Col. L. Stann

-2-

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AC/120-R/105
CE/PO-62/5

CONTENTS

<u>Item</u>	<u>Subject</u>	<u>Paragraph Nos.</u>
I	Transport of Civilian Products requested by the Netherlands.	3 - 4
II	Use of the NATO Rail Spur at LE HAVRE by the CER.	5
III	Movement of Gasoil from LAVERA to REISCHTETT between 1st July and December 1964.	6
IV	Correction of Specification of Mogas delivered at LE HAVRE in March 1964	7
V	Other Business.	8 - 9

Annexes "A" to "E" are:

"A" Statement by the General Manager (CEOA) concerning the Tariff for Movement - PERNIS/JUTPHAAS;

"B" Statement by the General Manager (CEOA) concerning the Tariff for Movement - PERNIS/GEELEN;

"C" Statement by Representative of CINCENT concerning Movement - PERNIS/GEELEN;

"D" Statement by the Franch Representative concerning Civil Transport - LAVERA/STRASBOURG - Calculation of Tariff;

"E" Rectification of Mogas from the tanker 'ATROTOS' at LE HAVRE by injection of Tenamene.

-3-

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-4-

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AC/120-R/105
CE/PO-62/5

1. The Chairman reminded the Committee that it had been decided at the last meeting of CEPPC to continue discussion of document AC/210-D/368 (Request for Movement of Civilian Products by the Netherlands Authorities). At their last meeting, CEPO decided that consideration of this document should continue in joint session.

2. The Chairman said that Lt. Col. WEIHER (Luxembourg Representative) expressed his regrets for his unavoidable absence. He welcomed Lt. Col. G. LICCOJEN, representing SHAPE, who had taken over from Lt. Col. T.M. MILTON.

I. TRANSPORT OF CIVILIAN PRODUCTS REQUESTED BY THE NETHERLANDS

Document: AC/120-D/368

A. Movement- PERNIS/JUTPHAAS

3. The Committees:

- (1) noted that a Convention and Technical Agreement would be drawn up as in previous cases;
- (2) took note of a statement by the General Manager (see Annex "A") concerning the method of determining the proposed tariff;
- (3) took note of an assurance given by the Netherlands Representative that the proposed tariff is competitive and that this movement will not affect conventional means of transport;
- (4) requested the General Manager to ensure that provision for revision of the tariff is made in the relevant documents in this case and in all other similar cases and noted that the Netherlands Authorities would inform the General Manager and the Committees when a revision was considered necessary;
- (5) took note of the statement by the French Representative that the agreement of France was given on the basis that this movement should not be considered as a precedent for similar movements in France;
- (6) approved the request for transport between PERNIS and JUTPHAAS, subject to the statements noted above.

-4-

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AC/120-R/105
CE/PO-62/5

B. Movement - PERNIS/GEELEN

4. The Committees:

- (1) noted that the agreement of France could be given on the following basis:
 - (i) use of the longer route will pose fiscal and juridical problems which will have to be overcome; these are now under study and France will inform Belgium, the Netherlands and CEOA of the results in due course;
 - (ii) although the shorter route is preferred by France, the longer route can be agreed provided that:
 - the tariff is competitive, that it has prior approval by France and that it gives no significant commercial advantage to the Staatsmijnen;
 - France would be a party to the contract.
- (2) noted a statement by the General Manager concerning the method of calculation of the tariff (see Annex "B");
- (3) noted that account had been taken of the investments to be made by the Company when calculating the tariff;
- (4) noted a statement by the CINCENT Representative (see Annex "C") which shows the operational desirability of using the longer route;
- (5) noted that contamination is always the responsibility of the user, that its existence will be reported to CEOA and the Committees and that it is unlikely for the present that there will be contamination affecting the German Divisions;
- (6) noted that although movement will not start before 1965, a decision by the Committees is necessary now because the Company has to decide whether or not to make capital expenditure on other means of movement;

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-6-

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AC/120-R/105
CE/PO-62/5

- (7) approved in principle the request for transport between PERNIS and GEELLEN, subject to the statements noted above; approved the tariff, subject to confirmation by France, and invited the Representatives of Belgium, France, the Netherlands, and the CEOA to continue planning this movement with the Company.

II. USE OF THE RAIL SPUR AT LE HAVRE BY THE CFR

Document: AC/120-D/369

5. The Committees:

- (1) took note that CINCENT agreed this proposed use, subject to the normal military guarantees;
- (2) noted that a Contract will be made between the CFR and SNOI on the basis of a Convention between the latter and CEOA. These documents will be sent to the Committees in due course;
- (3) approved the use of this spur line as proposed in reference.

III. MOVEMENT OF GASOIL FROM LAVERA TO REICHSTETT BETWEEN 1st JULY AND DECEMBER, 1964

Document: AC/120-D/370

6. The Committees:

- (1) took note of a statement concerning the tariff by the French Representative (see Annex "D"), and noted that further discussions would take place between the French Representative and CEOA;
- (2) approved in principle the movement proposed in reference, subject to agreement on the tariff.

IV. CORRECTION OF SPECIFICATION OF MOGAS DELIVERED AT LE HAVRE IN MARCH 1964

7. The Committees took note of a statement by the General Manager (CEOA) (see Annex "B").

V. OTHER BUSINESS

8. The General Manager (CEOA) informed the Committees that Mr. BAYLAC would arrive on 6th July, 1964 and would be present at the meetings on 8th, 9th and 10th July.

-6-

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-7-

NATO CONFIDENTIAL
AC/120-R/105
CE/PO-62/5

9. The Chairman thanked the German Authorities for the welcome given to CEPO and members of CEPPC on the occasion of the recent visit to HAMBURG.

OTAN/NATO,
Paris, XVIIe.

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Annex "A" to AC/120 - R/105
and CE/PO - 62/5 dated

25 JUIN 1984

Statement by the General Manager (CEOA) Concerning
the Tariff for Movement - PERNIS/JUTPHAAS

Concerning the JUTPHAAS movement, the tariff proposed by the petroleum company and mentioned in document AC/120 - D/368 No. (5) corresponds to the barge tariff for the transportation of product between ROTTERDAM and JUTPHAAS. The difference between this proposal and the calculations made by CEOA, based on the ANTWERP/PERNIS tariff, is explained as follows:

The waterway between ANTWERP and PERNIS is a rather difficult one, with several locks and changes from one waterway to another, in comparison with the one between ROTTERDAM and JUTPHAAS, which follows one branch of the RHINE river. The difficulties of the waterway between ANTWERP and PERNIS have led the Netherlands authorities to ask for an increase of the tariff proposed by CEOA for the movement by pipeline, in order to avoid the pipeline tariff on this circuit being too low in comparison with the barge tariff. The tariff proposal of CEOA for the JUTPHAAS movement was calculated on this elevated basis. If the initial proposal of CEOA for the ANTWERP/PERNIS movement had been applied, the proposed tariff would have been very near that proposed by the petroleum company for the JUTPHAAS movement.

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Annex "B" to AC/120 - R/105
and CE/PO - 62/5 dated

25 JUN 1964

Statement by the General Manager (CEOA) Concerning
the Tariff for Movement - PERNIS/GEELLEN

Concerning the GEELLEN movement, "Staats Mijnen" have proposed a tariff of 5,50 H.Fl. per ton and have asked for an appropriate reduction of this tariff, in order to have a compensation for the important investments (extension of pipeline) to be concurred. This proposed tariff corresponds to the barge tariff between ANTWERP and GEELLEN. On the other hand, CEOA has based its tariff calculations on the approved ANTWERP/PERNIS tariff and arrived at 5,00F per m³, with the understanding that after the first 120.000m³ per year, the normal rebate of 20% will be applied. This tariff would have the advantage of being based on the elements of a tariff already approved by the Committees and applied to mutual satisfaction during several months.

After a thorough study by the petroleum company, it seems that the tariff proposed by CEOA will be acceptable to them, even if the total transportation charge for quantities below 500.000m³ per year would lead to an average tariff exceeding somewhat the tariff envisaged by the Company, which takes into consideration the existing barge tariff and their financial efforts for the construction of a pipeline.

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Annex "C" to AC/120 - R/105
and CE/PO -- 62/5 dated

7/5 1966

Statement by Representative of CINCENT Concerning
Movement - PERNIS/GEELEN

CINCENT in collaboration with GEOA has made an analysis of the two routes which could be used for the proposed transport of civil product between PERNIS and GEELEN. The long route via CAMBRAI is approximately 500km long. The short route via BEST is approximately 220kms long. Following are some significant factors which affect the operational and military desirability of one route versus the other:

The limiting factor affecting throughput, operating time, and time to evacuate the line of civil product on the long route is the 8" line between WOENSDRECHT and SCHOTEN which has a throughput of 250m³ per hour. On the short route it is the 6" line between WOENSDRECHT and BEST which has a throughput of 100m³ per hour. Accordingly, taking into account the normal military movements, the minimum civil movement proposed (360,000m³ per year) and based on 18 hours of pumping daily, the long route would be used to a maximum of 54% of its potential; the short route would be used to 70% of its potential. Based on the maximum annual civil throughput of 450,000m³ the long route would be used to 60% of its potential versus 85% for the short route. In an emergency it would take 60 hours to evacuate the System of civil products in the long route versus 34 in the short. No NATO storage would be involved in the long route versus two 5,000m³ tanks (one each at WOENSDRECHT and BEST) on the short. There is only one NATO connected airfield on the long route versus five on the short. The maximum batch of civil product on the long route is 16,000m³ versus 8,000m³ on the short route. Pumping time for each 36000m³ is 154 hours on the long versus 244 hours on the short. Scheduling, operating, and revision of military resupply schedules would be more complex on the short route as compared to the long.

Although CINCENT considers that the proposed civil movement via both routes is feasible, it is only marginally acceptable on the short route because of the high utilization of available line capacity involved, the military storage involved, and the greater possibility of interfering with the delivery of military fuel to a greater number of NATO airfields. The military risks are considerably smaller on the long route. Therefore, CINCENT from a military standpoint prefers the long route over the short route. CINCENT considers that the optimum solution involving the least military risks would be to use one or other of both routes depending upon the operating situation at the time a civil movement is to be made.

NATO CONFIDENTIAL

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Annex "D" to AC/120 - R/105
and CE/PO --62/5 dated

JUN 25 1966

Statement by the French Representative Concerning
Civil Transport - LAVERA/STRASBOURG - Calculation of Tariff

Taking account of the price quota for the refinery fixed at 12F per ton for movements from the Mediterranean to STRASBOURG, the legal, and proper, price for the movement of gasoil from LAVERA to the REICHSTETT refinery comes out at 8F per m3.

To understand this, it should be noted that the price for movement, by the ton, of crude petroleum destined for the STRASBOURG refineries, which rises to 8.25F for the crudes not above 30 "centestocks," is rounded off at 7.45F from this date.

One m3 of gasoil weighs, on average, 830kgs. It should be noted that the price which would have been used in the second half of 1963 if the movement had occurred between LAVERA and STRASBOURG would have been reduced as compared with the previous movements between LAVERA and STRASBOURG and LAVERA and KEHL.

This situation stems from the existence and development of the STRASBOURG refineries and from the increase in tonnage moved in the South European Pipeline, which have led to a lowering in the price for the movement of crude.

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Annex "E" to AC/120 - R/105
and CE/PO - 62/5 dated

25

Rectification of Mogas from the Tanker 'ATROTOS' at
LE HAVRE by Injection of Tenamene

Statement by the General Manager (CEOA)

On 28th March 1964 the tanker 'ATROTOS' discharged 26,000m³ of Mogas destined for the German armed forces. The Mogas was accepted into the tanks of the System at LE HAVRE. When the complete analysis was available it revealed that the product was out of specification due to a lack of oxydation stability. Joint analyses were made in the laboratories of the System, of ESSO and of the German armed forces. These confirmed this result and the German armed forces refused to accept the product.

After discussions with the German armed forces and CEOA (during which time the product in dispute remained in the storage tanks of the System), the supplier proposed to reprocess the product by injecting an additive which would bring it back into specification. The German forces finally agreed to this proposal and requested CEOA to proceed with the injection under the exclusive responsibility of the supplier, engaging themselves to pay the cost of this operation.

CEOA has worked out an arbitrary tariff of 3,50F per m³ treated, which was accepted both by the German armed forces and by the supplier. The latter has agreed when the operation has been brought to a successful conclusion to reimburse the German armed forces for the cost involved.

The operation started on the 15th June and was expected to end the following week.

The operation was successfully finished on Friday, 19 June 1964, with satisfactory results.

NATO CONFIDENTIAL

Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196:6(SO/LOG)

DOCUMENT NATO UNCLASSIFIED
CLASSIFICATION:

DATE: 16 Jul 64

JOINT STAFF MEMORANDUM

SUBJECT: NATO PIPELINE COMMITTEE

DESCRIPTION: CORRIGENDUM TO DOCUMENT AC/112-D/77
DATED 30 JUN 64

1. The attached document is referred to: GCS

CAS

2.

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



(R.L. Purves)
Brigadier

for Chairman, Chiefs of Staff

TSB/2-3729/meh



DEPARTMENT OF EXTERNAL AFFAIRS

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NATO ~~Restricted~~
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DL(1) Div./ J.I. CHAGNON/id

To: Ottawa, July 13, 1964
~~Chairman, Chiefs of Staff~~ 1 copy (Photostat) No. 4(a)

DM/National Defence
DM/Finance
DM/Trade and Commerce
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DM/Transport
Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
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Director, Emergency Measures Organization

JUL 15 1964

So / Log
1196-6

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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-D/372 of July 3, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

~~D.M.S.~~

Attache-1

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N°

4A1

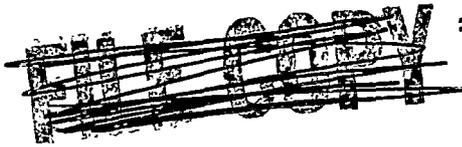
4347

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ORIGINAL : ENGLISH/FRENCH
3rd July, 1964

JUL 6 1964

NATO RESTRICTED
DOCUMENT
AC/120-D/372



JUL 15 1964 CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Soilog
1196-6

SIXTH 1963 SUPPLEMENTARY BUDGET
FOR THE FRENCH DIVISIONS

Note by the Secretary

Attached, as submitted by CEOA, is the sixth 1963 supplementary budget for the French Divisions covering the settlement of taxes on services relative to civil movements carried out in 1963.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO
Paris, XVIIe.

NATO

26

CENTRAL EUROPE OPERATING AGENCY

ORIGINAL - FRENCH
26th June 1964

ANNEX to AC/120-D/372

NATO RESTRICTED
DOCUMENT
OAF(64)D/328

SIXTH SUPPLEMENTARY BUDGET PROPOSAL 1963
FOR THE FRENCH DIVISIONS

I. SUMMARY

<u>Operational expenses</u>	<u>FF</u>
<u>09-9-1 Other general expenses - taxes</u>	<u>14.375</u>
- Common Department on personnel : 525 on general overheads: 929	
- Division 1	<u>12.921</u>
	<u>14.375</u>

II. JUSTIFICATION

09-9-1 Other general expenses - Taxes 14.375

This amount comprises the taxes on services levied on the services rendered on the occasion of the movement of gas oil carried out in October and November 1963 for the "Union Générale des Pétroles". These taxes are applied to the services rendered by the Common Department of TRAPIL, Division 1 and also to the administrative services rendered by TRAPIL for the settlement of which a sum of F 10.000 was approved in the 5th supplementary budget for the French Divisions (AC/120-R/98 IV - 18, document AC/120-D/328).

The proposal in the 5th supplementary budget contained no request for appropriations for the settlement of these taxes.

Since item 09-9-1 is shown "p.m." in the 1963 budget, it is not possible to transfer appropriations to it in view of the prohibition contained in document AC/120-R/98, point II.8(2) of transfers to sub-items for which no appropriation has been approved. The insertion of an amount of F. 14.375 under item 09-9-1, Taxes, is therefore requested to enable settlement to be effected; no additional appropriations are required, since the amount in question can be offset by a reduction under Chapter 01 Personnel in the appropriations cancelled at 31st December 1963.

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

To: Ottawa, July 13, 1964
~~Chairman, Chiefs of Staff~~ 1 copy No. 4(a) (photostat copy)

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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

JUL 15 1964

So / Hog
1196-6

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Commonwealth Division
DL(1) Division
DL(2) Division
Economic Division
European Division
Far Eastern Division
Finance Division
Information Division
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Disarmament Division
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Attached for your information:

NATO DOCUMENT: AG/120-D/371 of June 26, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

JUL 15 1964

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ORIGINAL: ENGLISH/FRENCH
26th June, 1964

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DOCUMENT
AC/120-D/371

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

FOURTH 1964 SUPPLEMENTARY BUDGET PROPOSAL FOR
THE BELGIAN DIVISION - THIRD 1964 SUPPLEMENTARY
BUDGET PROPOSAL FOR THE GERMAN DIVISIONS

Note by the Secretary

JUL 3 1964

Attached at Annexes A and B, as submitted by CEOA,
are proposals for :

1. A fourth 1964 supplementary budget for the Belgian Division, which is, in fact, a new request for an appropriation amounting to B.fr. 1,318,874 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.

The Committee is requested to reapprove this same appropriation.

2. A third 1964 supplementary budget for the German Divisions, in accordance with the decision of the Committee (AC/120-R/104, Item XIII) to reimburse in part the Federal Republic for expenditure incurred in connection with the damage which occurred at Kehl-Auenheim in March 1963.

This proposal is submitted in regularisation of the decision mentioned above.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO,
Paris, XVIe.

25'

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CENTRAL EUROPE OPERATING AGENCY

ORIGINAL: FRENCH
17th June 1964

ANNEX A to AC/120-D/371

NATO RESTRICTED
DOCUMENT
QAF(64)D/324

FOURTH SUPPLEMENTARY BUDGET PROPOSAL 1964
FOR THE BELGIAN DIVISION

B.Fr.

I. SUMMARY

Capital expenses

15-2 Initial stocks of spare parts 1,318,874

II. JUSTIFICATION

15-2 Initial stocks of spare parts 1,318,874

Out of the total authorisation of 2.197.000 FF for the equipment and spare parts backing for the whole Central Europe System (AC/120-R/80, point II), an appropriation amounting to 1.337.200 B.Fr. was granted to the Belgian Division for the 1963 financial year.

Practically all the contracts for the procurement of spare parts by Division 4 were still under study on 31st December 1963 with the result that a sum of 1.318.874 B.Fr. remained unused at the closure of the 1963 financial year and thus became cancelled (Art.23.21 of the Financial Regulations).

Since the majority of the contracts are now ready to be concluded, the Committee is requested to reapprove an appropriation of 1.318.874 B.Fr. for the 1964 financial year.

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CENTRAL EUROPE OPERATING AGENCY

ORIGINAL: ENGLISH
17th June 1964

ANNEX B to AC/120-D/371
NATO RESTRICTED
DOCUMENT
OAF(64)D/325

THIRD 1964 SUPPLEMENTARY BUDGET PROPOSAL FOR THE GERMAN DIVISIONS

I. Non-military emergency use of the Lavera-Kehl pipeline

Compensation for damage

Operational Expenses

DM

09-9-3f Participation in the Kehl-Auenheim damage 40.000

II. Justification

The Committee at its meeting of 28th-29th May 1964 took a decision to the effect that the Federal Republic of Germany be compensated partly for the expenditure incurred relative to damages resulting from the break at the end of March 1963 of a flexible pipeline at Kehl during the emergency transport of heating oil for Deutsche Shell A.G.

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DEPARTMENT OF EXTERNAL AFFAIRS

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

NATO

Ottawa, July 10, 1984

To:

- Chairman, Chiefs of Staff 3 copies Unn
- DM/National Defence 1 copy Unn
- DM/Finance 1 copy Unn
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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

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1196-6

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Attached for your information:

NATO DOCUMENT: AC/112-D/77 Corr. of June 30, 1984

NATO pipeline committee

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

ORIGINAL : ENGLISH/FRENCH
30th June, 1964

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CORRIGENDUM to
DOCUMENT
AC/112-D/77 -29-6-64

NATO PIPELINE COMMITTEE

Corrigendum

Paragraph 2, 4th line :

Instead of : "the French Government"
Read : "the Belgian and French Governments".

ORIGINAL : ANGLAIS/FRANCAIS
30 juin 1964

NATO SANS CLASSIFICATION
RECTIFICATIF au
DOCUMENT
AC/112-D/77

COMITE OTAN DES PIPELINES

Rectificatif

Paragraphe 2, 4ème ligne :

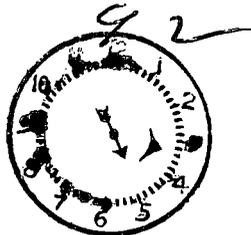
Au lieu de : "le Gouvernement français"
Lire : "les Gouvernements belge et français".

OTAN/NATO
Paris, XVIe.

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NATO SANS CLASSIFICATION

24

13 JUL '64 PM



Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 TD 135 (SO/LOG)

DOCUMENT CLASSIFICATION: NATO
RESTRICTED

DATE: 13 JUL 64

OFFICE OF THE QMC
DQOP

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION: ADDENDUM 2 DATED 24 JUN 64 TO DOCUMENT AC/120-D/340

1. The attached document is referred to:

CGS } *De DQOP Q2B1*
CAS } - T.D.
AB FS
JUL 15 1964

2.

JUL 15 '64



3. Copies distributed by:

CHIEF OF THE AIR STAFF

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

TSB/23729/dh

B

CSC/JS

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

FILE
REGISTRATION 196-6

Ottawa -1

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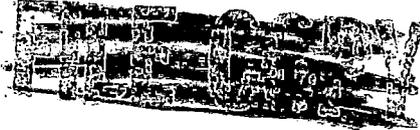
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ORIGINAL : ENGLISH/FRENCH
24th June, 1964

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ADDENDUM 2 to
DOCUMENT
AC/120-D/340



CENTRAL EUROPE PIPELINE POLICY COMMITTEE

ADDENDUM 2

Attached, as prepared by CEOA, are approved amendments to the 1964 approved budgets for CEOA and the Divisions.

OTAN/NATO
Paris, XVIe.

NATO RESTRICTED

CENTRAL EUROPE OPERATING AGENCY

ORIGINAL : FRENCH
19th June 1964

ANNEX B to AC/120-D/340

NATO RESTRICTED
ADDENDUM to
DOCUMENT
OAF(64)D/291

ADDENDUM NO. 2

to

1964 APPROVED BUDGET FOR THE CENTRAL EUROPE OPERATING AGENCY
OAF(64)D/291

(as at 20th December 1965)

At their meeting on 17th April 1964 (AC/120-R/103), the Committees approved the following supplementary appropriations:

1st supplementary budget proposal for 1964 (OAF(64)D/306) :

06-3-3	Exercise communications: Exercise Fallex 1962 (Netherlands circuits)	FF 1.000
09-2-3	Small structural changes: Supply and fitting of a cage with door	FF 980
09-5-1	Insurance against damage caused by the System: Premiums to be paid for civil use (Antwerp -Pernis, Pernis-Schiphol and Strasbourg-Kehl)	FF 9.800 ⁽¹⁾
11-1	Office buildings: Extension of "Le Cavalier"	FF 8.940

Note:

- (1) Approval for the inclusion of insurance costs in the CEOA budget is subject to possible changes at a later date when the Committee takes a decision on a general insurance policy.

NATO RESTRICTED

CENTRAL EUROPE OPERATING AGENCY

ORIGINAL: FRENCH
19th June 1964

ANNEX C to AC/120-D/340

NATO RESTRICTED
ADDENDUM to
DOCUMENT
OAF(64)D/292

ADDENDUM NO.2

to

1964 APPROVED BUDGET FOR THE FRENCH DIVISIONS
OAF(64)D/292

(as at 20th December 1963)

At their meeting on 17th April 1964 (AC/120-R/103), the Committees approved the following supplementary appropriations:

I. 1st supplementary budget for 1964 (OAF(64)D/307)

-	Division 1:		
	11-2	Other buildings	<u>FF. 13,000</u>
-	Division 2:		
	16-3	Special vehicles	<u>FF 24,500</u>
-	Division 3 (Civil use)		
	06-3-1a	Renting of permanent and provisional lines (Telex)	FF 600
	12-2	Modifications to pipelines and pumping stations	<u>FF 11,000</u>
			<u>FF 11,600</u>

II. 2nd supplementary budget for 1964 (OAF(64)D/309)
(Introduction of diesel into the System)

-	Division 1:		
	07-1-3b	Tank cleaning	FF 50,000
	14-2	Laboratory equipment	<u>FF 10,000</u>
			<u>FF 60,000</u>
-	Division 2:		
	07-1-3b	Tank cleaning	FF 20,000
	14-2	Laboratory equipment	<u>FF 10,000</u>
			<u>FF 30,000</u>
-	Division 3:		
	14-2	Laboratory equipment	<u>FF 10,000</u>

NATO RESTRICTED

CENTRAL EUROPE OPERATING AGENCY

ORIGINAL: FRENCH
19th June 1964

ANNEX D to AC/120-D/340

NATO RESTRICTED
ADDENDUM to
DOCUMENT
OAF(64)D/293

ADDENDUM NO. 2

to

1964 APPROVED BUDGET FOR THE BELGIAN DIVISION
OAF(64)D/293

(as at 20th December 1964)

At their meeting on 17th April 1964 (AC/120-R/103), the Committees approved the following supplementary appropriations:

1. 1st supplementary budget proposal for 1964 (OAF(64)D/298):

09-9-3b	Damage to RAF in Germany	FB 90.000
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2. 2nd supplementary budget proposal for 1964 (OAF(64)D/309):

12-1c	Modifications to Schoten and Glons depots	FB 1.488.743
12-2c	Installation of a bypass with automatic valve at Antwerp-Port	FB 237.996
14-2c	Complete analysis equipment for diesel	FB 101.275

NATO RESTRICTED

CENTRAL EUROPE OPERATING AGENCY

ORIGINAL: FRANCH
19th June 1964

ANNEX D to AC/120-D/340

NATO RESTRICTED
ADDENDUM to
DOCUMENT
OAF(64)D/293

ADDENDUM No. 3

to

1964 APPROVED BUDGET FOR THE BELGIAN DIVISION
OAF(64)D/293
(as at 20th December 1963)

The Committees have approved the following appropriations
(AC/120-R/104) (Meeting of 28th and 29th May 1964) :

Third supplementary budget proposal 1964 (OAF(64)D/312) :

07-2-5	Spare parts and consumables for telecommunications	:	17.578 B.Fr.
12-2	Modifications to pipelines and pumping stations	:	283.830 B.Fr.
15-2	Initial stocks of spare parts	:	111.657 B.Fr.

NATO RESTRICTED

CENTRAL EUROPE OPERATING AGENCY

ORIGINAL : FRENCH
19th June 1964

ANNEX E to AC/120-D/340

NATO RESTRICTED
ADDENDUM to
DOCUMENT
OAF(64)D/294

ADDENDUM No. 2

to

1964 APPROVED BUDGET FOR THE NETHERLANDS DIVISION
OAF(64)D/294
(as at 20th December 1963)

At their meeting of 17th April 1964, (AC/120-R/103), the Committees approved the following appropriations:-

First supplementary budget:

Page 7	11-2d	Store-rooms, workshops and depot laboratories	H.Fl.	60.000
Page 7	12-2g	Modifications to pipelines and pumping stations	"	22.300

In addition, the following appropriations were unblocked:

Page 5	07-1-3c	Site maintenance	"	20.000
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The total appropriations approved for 1964 are raised from H.Fl. 2.993.550 to H.Fl. 3.075.850, i.e. by H.Fl. 82.300

NATO RESTRICTED

CENTRAL EUROPE OPERATING AGENCY

ORIGINAL : FRENCH
19th June 1964

ANNEX F to AC/120-D/340

NATO RESTRICTED
ADDENDUM to
DOCUMENT
OAF(64)D/295

ADDENDUM No. 2

to

1964 APPROVED BUDGET FOR THE GERMAN DIVISIONS
OAF(64)D/295
(as at 20th December 1963)

At their meetings of 17th April (AC/120-R/103) and 28th/29th May (AC/120-R/104), the Committees approved the following appropriations:

First supplementary budget:

Division 6

Page 8	12-1	Modifications to depots	DM	48.612
Page 9	14-2	Laboratory equipment	"	8.102

Division 7

Page 8	14-2	Laboratory equipment	"	8.102
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Second supplementary budget

Division 6

Page 7	09-9-3e	Minor damage caused to third parties	"	75
Page 8	12-2	Modifications to pipelines and pumping stations	"	44.000
	12-3	Communications equipment	"	30.000

Division 7

Page 7	09-9-3e	Minor damage caused to third parties	"	150
Page 8	12-3	Communications equipment	"	11.300
Page 9	16-1	Passenger cars	"	5.500

The total appropriations approved for 1964 for the German Divisions are raised from DM 6.472.550 to DM 6.628.391

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DEPARTMENT OF EXTERNAL AFFAIRS

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

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To: Ottawa, July 8, 1964
Chairman, Chiefs of Staff 1 copy No. 4 (photo copy)

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- DM/Finance
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- 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
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- Commonwealth Division
- DL(1) Division
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- Economic Division
- European Division
- Far Eastern Division
- Finance Division
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- 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-D/340(Add-2 of June 24, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

GSC 1196-6 (SO/LOG)

Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE:

DOCUMENT
CLASSIFICATION: NATO
RESTRICTED

DATE:

15 Jul 64

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION:

- a. DOCUMENT AC/120-D/374 DATED 4 JUL 64
- b. DOCUMENT AC/112-D/79 DATED 29 JUN 64
- c. DOCUMENT AC/112-D/76 DATED 29 JUN 64
- e. DOCUMENT AC/112-D/78 DATED 29 JUN 64
- f. NOTICE AC/120-N/56 DATED 30 JUN 64
- g. CORRIGENDUM TO AGENDA AC/120-A/106 DTD 3 JUL 64

1. The attached document is referred to: CGS - 1 copy of each
CAS - " " " "

2.

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



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

TSB/2-3729/meb *2*

DEPARTMENT OF EXTERNAL AFFAIRS

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

NATO

To:

Ottawa, July 13, 1964

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- DM/Finance 1 copy No. 12
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- DM/Defence Production
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- Secretary, Treasury Board
- President, National Research Council
- Chairman, Defence Research Board
- National Energy Board
- DND/Judge Advocate General
- Director, Emergency Measures Organization

JUL 15 1964

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- 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

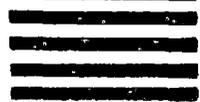
CAS
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Attached for your information:

NATO DOCUMENT: AC/120-N/56 of June 30, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL



JUL 15 1964

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ORIGINAL: ENGLISH/FRENCH
30th June, 1964

NATO RESTRICTED
NOTICE
AC/120-N/56

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

OBSERVATIONS BY THE FRENCH REPRESENTATIVE ON
THE SUMMARY RECORD OF THE MEETING
HELD ON FRIDAY 17th APRIL, 1964 (AC/120-R/103)

Note by the Secretary

Attached hereto is a letter from the French Representative about several decisions recorded in AC/120-R/103, which has not yet been approved by the Committee.

2. The second of the decisions mentioned (Item IV) has already been the subject of a Corrigendum.

3. This note will be included in the Agenda of the meeting on 9th July, 1964 together with AC/120-R/103.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO,
Paris, XVIe.

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FRENCH COMMENTS ON AC/120-R/103

As stated orally at the meeting of the Central Europe Pipeline Policy Committee on 28th May, 1964, the French Delegation has a number of comments to make on the contents of summary record AC/120-R/103, dated 25th May, 1964.

The comments are as follows:-

- (1) Item III. First supplementary budget proposal 1964 for CEOA, the three French Divisions and the Netherlands Division.

The French Authorities do not agree that expenditures incurred by the Divisions should be charged to the CEOA budget; in this instance, therefore, the credits earmarked for the payment of insurance premiums to cover civil use of the system should be charged direct to the Netherlands and Belgian budgets.

In these circumstances, paragraph 10 should record a French reservation on the Committee's decision; it is pointed out that this reservation was in fact made at the meeting by the French Representative.

- (2) Item IV. Introduction of diesel into the CEPS: Supplementary Budget.

Here too the French position was that there should be as many supplementary budgets as there are divisions or groups of divisions concerned, and not a single CEOA budget. This position was adopted at the meeting on 28th May, but the French Delegation considers that it would nevertheless be advisable to correct the Committee's decision recorded in paragraph 23. The simplest arrangement might be to include a French reservation in this paragraph. This reservation would apply to both sub-paragraphs of the decision, for, as regards the second sub-paragraph, it is not in fact possible to store diesel fuel at L'Espiguette depot until October, and the quantity stated can, of course, only be 12,000 and not 120,000 cubic metres.

- (3) Item VII. Provision of equipment for the repair of damage to the CEPS in war-time.

In the opinion of the French Delegation, sub-paragraphs (2), (3) and (4) of paragraph 43 should be considered as pre-requisites for the decision of principle recorded in sub-paragraph (1). The French authorities interpret the agreement in principle recorded in this sub-paragraph (1) to

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AC/120-N/56

-4-

mean that they are not opposed to the principle that the Eight User Nations should finance the expenditure in question, but that they wish to wait until the conditions laid down in sub-paragraphs (2), (3) and (4) have been fulfilled before taking a decision involving the grant for a credit, for they will then be in possession of all the relevant facts, but not before.

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

To:

Ottawa, July 10, 1964.
Chairman, Chiefs of Staff 3 documents Nos. 6 to 8 each
DM/National Defence 3 documents No. 9 "
DM/Finance 3 documents No. 10 "
DM/Trade and Commerce
DM/Defence Production
DM/Transport
Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
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National Energy Board
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Director, Emergency Measures Organization

JUL 15 1964

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Far Eastern Division
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United Nations Division
Disarmament Division
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Attached for your information: 3 INDIVIDUAL NATO DOCUMENTS AS FOLLOWS
AC/112-D/79 of June 29, 1964 1196-6
AC/112-D/76 of June 29, 1964 1196-6
AC/112-D/78 of June 29, 1964 1196-6

NATO Pipeline committee

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ORIGINAL: ENGLISH/FRENCH
29th June, 1964

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AC/112-D/76

NATO PIPELINE COMMITTEE

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

REQUEST FOR USE OF THE PERNIS-JUTPHAAS SECTION
IN THE CENTRAL EUROPE REGION

Note by the Secretary

A request has been received by the Central Europe Regional Control Authority for the civilian use of a short section of line from Pernis to Jutphaas by the Netherlands Shell Company, for the annual movement of 150,000 cu.m. of diesel oil, premium grade M.T. fuel, ordinary M.T. fuel and kerosene, to start in the near future.

2. This request is now under consideration by the Regional Control Authority on the basis of an arrangement between the Central Europe Operating Agency (the executive body of the Region) and the Netherlands Authorities.

3. This information is provided by the Regional Control Authority in compliance with the provisions of paragraph 4 of C-M(60)81.

4. If negotiations are successfully concluded, a formal report will be submitted to the Committee, in accordance with paragraph 5 of C-M(60)81.

(Signed) R. LAGASSE de LOOHT

OTAN/NATO,
Paris, XVIe.

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CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

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ORIGINAL: ENGLISH/FRENCH
29th June, 1964

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DOCUMENT
AC/112-D/78

NATO PIPELINE COMMITTEE

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

REQUEST FOR USE OF THE LAVERA-REICHSTETT-SECTION IN THE CENTRAL EUROPE REGION

Note by the Secretary

A request has been received by the Central Europe Regional Control Authority for the civilian use of a section of line from Lavera to Reichstett by the SHELL BERRE COMPANY, solely for the movement of approximately 100,000 cu.m. of gasoil. This transport should take place between 1st July and December 1964.

2. This request is now under consideration by the Regional Control Authority on the basis of an arrangement between the Central Europe Operating Agency (the executive body of the Region) and the French Government.

3. This information is provided by the Regional Control Authority in compliance with the provisions of paragraph 4 of C-M(60)81.

4. If negotiations are successfully concluded, a formal report will be submitted to the Committee, in accordance with paragraph 5 of C-M(60)81.

(Signed) R. LAGASSE de LOCHT

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OTAN/NATO,
Paris, XVIe.

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CONSEIL DE L'ATLANTIQUE NORD
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ORIGINAL: ENGLISH/FRENCH
29th June, 1964

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AC/112-D/79

NATO PIPELINE COMMITTEE

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

REQUEST FOR THE USE OF THE NATO RAIL SPUR AT LE HAVRE
IN THE CENTRAL EUROPE REGION

Note by the Secretary

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The Central Europe Regional Control Authority has received a request from the Compagnie Française de Raffinage to rent the rail spur at St. Martin du Manoir (Le Havre) with effect from 1st July up to 31st December, 1964 for a lump sum of F.Fr. 10,000, with the intention of using it as a siding for tank wagons whose use is infrequent during this period.

2. This request is now under consideration by the Regional Control Authority on the basis of an arrangement between the Central Europe Operating Agency (the executive body of the Region) and the French Authorities.

3. This information is provided by the Regional Control Authority in compliance with the provisions of paragraph 4 of C-M(60)81.

4. If negotiations are successfully concluded, a formal report will be submitted to the Committee, in accordance with paragraph 5 of C-M(60)81.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO,
Paris, XVIe.

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(1) Div./ J.J. CHACHEON/ld

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To:

Ottawa, July 10, 1964

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Chairman, Defence Research Board
National Energy Board
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Director, Emergency Measures Organization

JUL 15 1964

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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

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Attached for your information:

NATO DOCUMENT: AG/130-A/106 (Corr.) of July 3, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

ORIGINAL : ENGLISH/FRENCH
3rd July, 1964

NATO UNCLASSIFIED
CORRIGENDUM to
AGENDA
AC/120-A/106

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

*15 1964
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1196-6*

Corrigendum

ITEM III

Instead of "FOURTH 1964 SUPPLEMENTARY BUDGET PROPOSAL"
Read : "SIXTH 1963 SUPPLEMENTARY BUDGET PROPOSAL".

ORIGINAL : ANGLAIS/FRANCAIS
3 juillet 1964

NATO SANS CLASSIFICATION
RECTIFICATIF à
L'ORDRE DU JOUR
AC/120-A/106

COMITE DE GESTION CENTRE EUROPE DES PIPELINES

Rectificatif

POINT III

Au lieu de : "QUATRIEME PROJET DE BUDGET SUPPLEMENTAIRE
1964"

Lire : "SIXIEME PROJET DE BUDGET SUPPLEMENTAIRE 1963".

OTAN/NATO
Paris, XVIe.

18

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DEPARTMENT OF EXTERNAL AFFAIRS

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To:

Ottawa, July 13, 1964

Chairman, Chiefs of Staff 3 copies Nos. 9 to 11
DM/National Defence 1 copy No. 12
DM/Finance 1 copy No. 13
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Secretary, Air Transport Board
Secretary to the Cabinet
Secretary, Treasury Board
President, National Research Council
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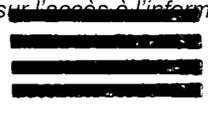
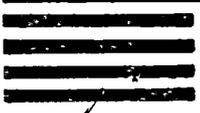
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Attached for your information:

NATO DOCUMENT: AC/120-D/374 of July 4, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL



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N° 9

ORIGINAL: ENGLISH/FRENCH
4th July, 1964

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DOCUMENT
AC/120-D/374

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

REMUNERATION OF TRAPIL OVERHEADS

Note by the General Manager CEOA

JUL 15 1964
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The Committee invited me to submit my conclusions concerning the proposal made by the French Representative of CEPPC that the procedure for the remuneration of services rendered by TRAPIL, which was agreed between the French and American Authorities for the DONGES-METZ line, should be applied to the CEPS.

I have pleasure in forwarding a document which describes the procedure applied to the DONGES-METZ line, the results of its application to the CEPS and my conclusions.

(Signed) O. HARTEON

OTAN/NATO,
Paris, XVIe.

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CENTRAL EUROPE OPERATING AGENCY

ORIGINAL: FRENCH
25th June 1964

ANNEX to AC/120-D/374

NATO RESTRICTED
DOCUMENT
OAF(64)D/327

REMUNERATION OF TRAPIL OVERHEADS

References: (a) Item 09-7(a) of the 1964 budget of the French Divisions
(b) AC/120-R/98, points 11 and 12(5)

I. INTRODUCTION

This subject was dealt with during the discussion of the 1964 budget of the French Divisions and the report (document at reference) states :

at point 11 : "With reference to item 09-7(a), the French Representative said that proposals concerning the remuneration of TRAPIL overheads had been drawn up based on the procedure followed in the French bilateral agreement with the United States. These would be forwarded to the General Manager of CEOA. He requested that they be examined and that the General Manager's conclusions be submitted to the Committee as soon as possible".

at point 12 : "The Committees :

- (5) with respect to item 09-7(a), invited the General Manager of CEOA to submit his conclusions on the French proposals concerning the remuneration to TRAPIL as soon as possible, and agreed that, in the meantime, the matter of TRAPIL overheads would remain a "p.m." item".

The French proposals were sent by SNOI to CEOA in a note containing a description of the method used to determine the share of expenses falling to the United States for the Donges-Metz (US) pipeline.

The essential points of the calculation system applied to the Donges-Metz pipeline are given in point 2 of the present document and the results of the application of the same system to the NATO pipelines situated in France are given in points 3 and 4.

A Working Group was set up comprising representatives of SNOI, TRAPIL and CEOA, whose terms of reference were drawn up by the Managers of these organizations at a preliminary meeting. It was at the time stated that the long period during which the question of the remuneration of TRAPIL had remained in dispute could have given rise to an atmosphere of confusion, obscurity and even suspicion that must above all things be clarified and dissipated. To achieve this, it was agreed that a first requirement was to lay before the Committees detailed justifications comparable to those furnished for the other budget items and thus provide them with the means of clearly appraising the amounts requested of them.

The Managers agreed also to direct the activities of the Working Group along the following guiding lines :

- (a) The general organization existing in France for the management of the divisions would not be discussed, being accepted as it stood for the work in question. The main problem was to determine the cost of its operation.

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- (b) For the evaluation of the remuneration due to TRAPIL, the following points would receive detailed study:
- (i) A list to be drawn up of TRAPIL's services for which remuneration was requested;
 - (ii) only those services that did not overlap others to be retained;
 - (iii) the value of the remuneration requested for the accepted necessary services to be estimated by applying the Donges-Metz system.

The Working Group carried out its work in an atmosphere undoubtedly created by the desire to see clearly and to define precisely any points of disagreement so as to arrive at reasonable conclusions.

II. DESCRIPTION OF THE PROCEDURE APPLIED TO THE US DONGES-METZ LINE

The general overheads levied on the operation of the US line Donges-Metz are divided into two clearly defined categories:

Non-direct costs: comprising semi-direct and indirect costs to be reimbursed proportionally;

Direct costs : reimbursable on a franc for franc basis against presentation of justificative documents.

The share of the non-direct costs falling to the US Forces is calculated on the basis of the relation between the salaries paid to the operational personnel of TRAPIL posted to the Donges-Metz line and the total salaries of the operational personnel of TRAPIL.

The non-direct costs are calculated and definitively invoiced at the end of each year. However, monthly advances are paid by the Americans. These advances are calculated at the rate of :

- 33% of the salaries of the operational personnel of the Donges-Metz line;
- 48% of the salaries of the personnel of the Common Department;
- 48% of the salaries incorporated in the direct costs.

These percentages, accepted since 1958 by the US Armed Forces, result from experience. They have been checked by the US Auditors and accepted by the US Authorities.

The direct costs are invoiced monthly. At the end of the year, the advances are adjusted so as to arrive at the exact amount of the real cost of operating the head office of the TRAPIL company. These costs are broken down per sector

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of activity and the US Forces' share is determined according to the proportion of the salaries of the personnel posted to the Donges-Metz line to total salaries of the operational personnel. Any settlement above or below is regularised when making the first monthly advance for the following year.

In the agreement reached between TRAPIL and US authorities a list of non-allowable cost was drawn up comprising the following categories:

- publicity
- hospitality of the company as such
- amortisation of assets which have already been fully amortised
- reserve for bad debts
- contributions and donations
- interest for financing TRAPIL operations
- general studies except those expressly carried out for the benefit of the Donges-Metz line.

It was also accepted that the agreement would be executed without profit or loss to the company.

The Americans have all the overheads charged to them audited yearly by the US Army Auditor Agency. They have access to all documents prepared by TRAPIL.

Over and above this, the Contrôleur d'Etat checks that each expenditure or commitment is in line with the contract, within the limits of approved budget appropriations and that it complies with the financial rules governing the execution of the contract. After an initial period during which these checks were scrupulously carried out, it appeared that the system was easy to apply and the agreed proportions for the sums due were reasonable. As a result, the checking task has by now been considerably reduced.

III. RESULTS OF THE APPLICATION OF THE DONGES-METZ SYSTEM TO NATO

The services of TRAPIL for the benefit of the French Divisions are governed by a contract concluded between this Company and SNOI.

In applying to NATO the system described above for the Donges-Metz pipeline, the Working Group were required to examine in detail some twenty items describing the activities of TRAPIL for the benefit of the CEPS, and each time, to discuss the reasonable share that should be charged to NATO. Thus, the total amount of the remuneration of TRAPIL had to a large extent been the subject of a detailed study based on the fullest justification.

For the application of this system of charging general overheads to the CEPS situated in France it has been agreed, taking into consideration the existence of a detailed budget, that the calculation of the monthly advances on non-direct costs will be based on commitments against the approved budget appropriations for the operational personnel in Divisions 1 and 3, for the personnel of the Common Department, and on the salaries included in the direct costs incurred in the current month. The direct costs will be invoiced separately provided they are supported by the necessary justifications.

The salaries of the personnel of Division 2, which does not belong to TRAPIL, will not be taken into consideration in this calculation. However, bearing in mind that TRAPIL is performing for this division also some services as for

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example, the procurement of material, machine accounting work for stores accounting and various technical services, the reimbursement of these services is included in the direct costs and will be effected on a franc for franc basis.

As regards the non-allowable costs given in the list agreed to by the United States and TRAPIL, it is accepted that, in respect of the costs charged to NATO, these "non-allowable" costs will be treated in the same way as for the Americans. Similarly, as in the case of the Americans, no element of profit is included in the calculations.

Concerning the audit, TRAPIL is prepared to consider any suggestion for control if the system adopted for the Donges-Metz line cannot be fully transposed to NATO.

IV. FINANCIAL RESULTS

For 1964, the application of the above described system of reimbursement of general overheads for services rendered to CEPS installations in France would mean that:

- the non-direct costs based on the approved budget appropriations for the personnel of Divisions 1 and 3, Service Commun and on the salaries included in the estimated direct costs would amount to FF 1.252.400, applying the above-mentioned percentages;
- the direct costs as estimated at the beginning of 1964, would amount to FF 220.500 ;
- thus, the total budget appropriations for the general overheads of TRAPIL chargeable to NATO would amount to FF 1.472.900;
- the total non-direct costs for the first half of 1964, based on the commitments during the first quarter and the commitment forecast for the second quarter 1964 would amount to FF 702.872 for the first half of 1964; to which must be added half the estimated direct costs amounting to FF 110.250.

V. CONCLUSIONS

- A. The application of the system used for the Donges-Metz pipeline would, above all, have the great advantage of enabling a procedure to be used the detailed working of which is known, which has withstood the test of experience, which satisfies the most important user of the NATO System and finally, which has been regularly checked by the Audit Authorities of this User.
- B. This system, with the facilities for control it provides, would enable the System to obtain all the information or justifications required concerning the services performed by TRAPIL and thus to adjust the remuneration to the services rendered if these were to be modified.
- C. This system would also facilitate the preparation and approval of the yearly budgets by eliminating a repeated "p.m." arising from the fact that the overall appropriation was not accompanied by detailed justifications. At the same time, this would avoid being once again faced with the embarrassing situation of TRAPIL's claims for executing a contract for the benefit of the System in good faith being settled only after a delay of several years.

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- D. The application of this system would eliminate the fact , put forward by TRAPIL, that its accounting workload was proportionally heavier for NATO than for the Donges-Metz pipeline and this would in turn eliminate the justification for an additional remuneration.
- E. As a general conclusion, the sum due to TRAPIL, if the conditions governing the calculations are accepted, amounts to FF 1,472.000 which appears reasonable and justified.

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Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6(SO/LOG)

DOCUMENT NATO RESTRICTED
CLASSIFICATION:

DATE: 14 Jul 64

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION: DOCUMENT AC/120-D/375 DATED 29 JUN 64

1. The attached document is referred to: CGS - 1
GAS - 1

2.

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

TSB /2-3729/mek *B*


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

DEPARTMENT OF EXTERNAL AFFAIRS

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

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To: Ottawa, July 9, 1964

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FILE
REFERENCES TO
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Attached for your information:

NATO DOCUMENT: AC/120-D/375 of June 29, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Document divulgué en vertu de la Loi sur l'accès à l'information

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

CSC/JS

JUL 14 9 49 AM '64

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ORIGINAL : ENGLISH/FRENCH
29th June, 1964

NATO RESTRICTED
DOCUMENT
AC/120-D/375

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

MOVEMENT OF GASOIL BETWEEN LAVERA AND REICHSTETT

Note by the Secretary

Attached at annexes A and B, as prepared by CEOA, are the General Conditions and the Technical Agreement for the movement of gasoil from Lavera to Reichstett for non-NATO purposes, from July to December 1964.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO
Paris, XVIe.

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CENTRAL EUROPE OPERATING AGENCY

ORIGINAL: FRENCH
25th June 1964

ANNEX A to AC/120-D/375

NATO RESTRICTED
DOCUMENT
DAQ(64)D/329

GENERAL CONDITIONS FOR THE MOVEMENT OF PETROLEUM PRODUCT FROM
LAVERA TO REICHSTETT FOR NON-NATO PURPOSES FROM JULY 1964 TO
DECEMBER 1964

The French Government proposes, and CEPPC and CEPO, in consultation with CINCENT, accept that movement operations 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 Service National des Oléoducs Interalliés, hereafter called SNOI, representing the French Government, on the other side.
 - 1.2.2 On the other hand by a contract between 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 July 1964 to December 1964;
 - the movement of gas oil for the oil company concerned through the section of the LAVERA-STRASBOURG pipeline situated between LAVERA and REICHSTETT, hereinafter called the section.
 - total volume not exceeding 120.000 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 French public services concerned.
- 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 and SNOI in the same manner as for the normal operations of the CEPS.

(2)

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OAO (64) D/329

- 3.3 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 SNOI 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.
- 3.6 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 French Authorities and Services in any way responsible, financially or otherwise.

Article 5 - Liability for Damage and Loss

- 5.1 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.
- 5.2 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.

(2)

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(3)

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5.4 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 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, in conformity with the tariff 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 SNOI within a period of 30 days following the receipt of the invoices. A penalty clause shall be included in the contracts covering delays in payment.

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, 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 SNOI of all or part of its obligations under its 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.

(3)

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OAO(64)D/329

Article 12 - Disputes

- 12.1 Any dispute arising out of the application of these General Conditions between 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, SNOI is 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 SNOI on one side and the oil company on the other side shall be settled in accordance with French law by a competent court, the authorities of the CEPS being kept fully informed.

(4)

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ANNEX B to AC/120-D/375

(5)

NATO RESTRICTED
ANNEX A to
DOCUMENT
0AO(64)D/329

TECHNICAL AGREEMENT

between

CEOA

and the "Service National des Oléoducs Interalliés" (SNOI)

concerning the movement of gas oil from LAVERA to REICHSTETT in 1964,

in implementation of the General Conditions governing the utilisation for civil purposes of the NATO installations situated between LAVERA and REICHSTETT from July 1964 to December 1964 (documents AC/120-R/105 and CE/PO 62/5) 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,

Agree to the following:

Article 1 - Object

- 1.1 The operations for the movement of gas oil for civil purposes between 1st July 1964 and December 1964 from the Shell Berre refinery to the REICHSTETT refinery will be carried out in accordance with the following provisions:
- 1.2 The point of entry of the gas oil into the System is defined as the CEPS valve situated in the connecting valve pit at the point of intersection between the Shell pipeline and the CEPS pipeline linking the port of LAVERA to the booster station.
- 1.3 The offtake point of the gas oil at REICHSTETT is defined as the CEPS valve situated at the REICHSTETT refinery tapping.

Article 2 - Operation and Control

- 2.1 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.
- 2.2 Permanent arrangements will be maintained for the exchange of information between CEOA and SNOI for the execution of the movements, so as to enable them to take place under the most favourable conditions.

(5)

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ANNEX A to
OAO(64)D/329

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 SNOI 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. The JP4 should conform to the French standard AIR 3407/A.

Article 4 - Measurement of Quantities

The quantities received from the oil company at the LAVERA point of entry and the quantities delivered to it at the Reichstett offtake point shall be determined by measurements agreed by and to the satisfaction of CEOA and SNOI.

Article 5 - Quality Control

- 5.1 The gas oil should conform to the specification agreed to between CEOA, SNOI 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 SNOI on the one side and the oil company on the other, will be:
- for transportation from Lavera to Reichstett
9 F/cu.m. for the first 60,000 cu.m.
8 F/cu.m. for additional quantities.
- 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 to prepare the necessary invoices, CEOA shall, monthly, draw up a statement of the quantities entered and delivered including all necessary details.

(6)

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ANNEX A to
0AO(64)D/329

A copy of the said invoices shall be forwarded by SNOI 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 two copies:

In PARIS, on

In VERSAILLES, on

For SNOI

For CEOA

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Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.



FILE: CSC 1196-6 (SO/LOG)

DOCUMENT
CLASSIFICATION:

NATO
SECRET

DATE: 13 JUL 64

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE OFFICE

DESCRIPTION: A. DOCUMENT 6100.013/CE/PO-61/9 DATED 12 JUN 64
B. DOCUMENT 6100.013/CE/PO-25/14 DATED 16 JUN 64
C. DOCUMENT 6100.013/CE/PO-23/20 DATED 23 JUN 64

1. The attached document is referred to:

CGS - 1 of each (A.-Copy No 6)

CAS - 1 of each (A.-Copy No 7)

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

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NATO DOCUMENT: 6100.013/CE/PO-25/14 of June 16, 1964

CENTRAL EUROPE PIPELINE OFFICE

**Pages 664 to / à 675
are withheld pursuant to section
sont retenues en vertu de l'article**

13(1)(b)

**of the Access to Information Act
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MEMO

Ottawa, July 6, 1964

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Central Europe Pipeline Office
Cour Henri IV, Fontainebleau, (S&M) France

6100.013/CE/PO - 23/20

23 June 1964.

Distribution : CEPC list "A"
Subject : Settlement of Accidental Losses of Product.
Reference : 6100.013/CE/PO - 61/9 dated 12 June 1964.
paragraph 16.

The attached document will be considered at the CEPC meeting to be held on 8 July 1964.

Signed: G. VENAILLE
Cdt. F.A.F.
Assistant Secretary CEPC

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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

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OAF(64)951

18th June 1964

To : The Chairman
Central Europe Pipeline Policy Committee

The Chairman
Central Europe Pipeline Office

Subject : Settlement of accidental losses of product

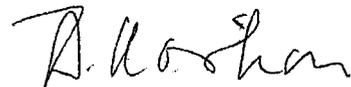
Reference : Annex to AC/120-D/308(Revised)

Following the request of AFCENT made during the CEPO meeting of 4th June 1964, CEOA proposed to amend slightly the wording of Annex to AC/120-D/308(Revised) in order to prevent accidental losses due to negligence of the operating personnel becoming frequent and, further, to maintain the vigilance of this personnel. Therefore, in maintaining the maximum allowable limit of 150 m³ per accident, any accidental loss due to negligence of the personnel and exceeding 25 m³ per accident should be reported to the Committees together with the measures taken.

I propose therefore to replace the fourth paragraph on the first page of the Annex to AC/120-D/308(Revised) by the following version:

"It is proposed to treat minor accidental losses caused by leakage, overflow, faulty operations, etc. up to a maximum of 150 m³ per accident as operating losses on the understanding that:

- (a) such accidental losses will be shown and accounted for separately;
- (b) if the accidental loss is due to a negligence of the personnel and exceeds 25 m³, the Committees will be informed accordingly about the facts and the measures taken.



O. Hartéon

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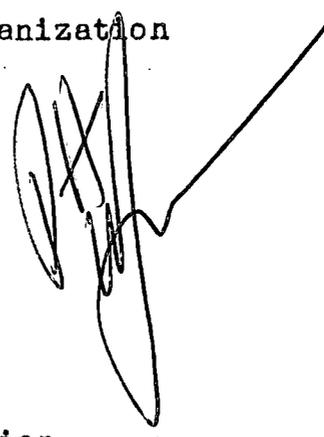
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NATO DOCUMENT: AC/120-A/106 of June 25, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Document divulgué en vertu de la Loi sur l'accès à l'information
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ORIGINAL : ENGLISH/FRENCH
25th June, 1964

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AGENDA
AC/120-A/106

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Meeting to be held at the Permanent Headquarters, Paris, XVIIe.
on Thursday 9th and Friday 10th July, 1964 at 10 a.m. and 3 p.m.

AGENDA

I. SUMMARY RECORDS OF PREVIOUS MEETINGS

Documents : AC/120-R/102 (Comments by CEOA)
AC/120-R/103, together with AC/120-N/56 (Observations by the French Representative)
AC/120-R/104
AC/120-R/105 to be circulated

II. FOURTH 1964 SUPPLEMENTARY BUDGET PROPOSAL FOR THE BELGIAN DIVISION - THIRD 1964 SUPPLEMENTARY BUDGET PROPOSAL FOR THE GERMAN DIVISIONS

Document : AC/120-D/371

III. FOURTH 1964 SUPPLEMENTARY BUDGET PROPOSAL FOR THE FRENCH DIVISIONS

Document : AC/120-D/372 to be circulated

IV. SETTLEMENT OF ACCIDENTAL LOSSES OF PRODUCT

References : AC/120-R/102, Item IV
AC/120-R/103, Item VI

Documents : AC/120-D/308 (Revised)
AC/120-D/373

V. COST SHARING FORMULA

References : AC/120-R/87, Item VI
AC/120-R/102, Item X

Documents : AC/120-D/338
AC/120-R/104, Item VIII

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AC/120-A/106

- 2 -

VI. CEQA'S LIABILITY FOR SERVICES RENDERED BY THE INTERNATIONAL SECRETARIAT TO THE OEPPC

Documents : AC/120-D/365
AC/120-R/104, Item XVII

VII. MOVEMENT OF GASOIL FROM LAVERA TO REICHSTETT BETWEEN 1st JULY AND DECEMBER 1964

Reference : AC/120-D/370

Documents : AC/120-R/105 - to be circulated
AC/120-D/375 - to be circulated

VIII. REIMBURSEMENT OF TRAPIL OVERHEADS

Document : AC/120-D/374 - to be circulated

IX. ANY OTHER BUSINESS

(Signed) R. LAGASSE de LOCHT

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
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DATE: 13 JUL 64

JOINT STAFF MEMORANDUM

SUBJECT: NATO PIPELINE COMMITTEE & CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION: A. DOCUMENT AC/120-D/373 DATED 25 JUN 64
B. SUMMARY RECORD AC/112-R/30 DATED 19 JUN 64
C. DOCUMENT AC/112-D/77 DATED 29 JUN 64

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

WTA/20465/ah

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Ottawa, July 8, 1964

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AC/120-D/373

ORIGINAL: ENGLISH/FRENCH
25th June, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

SETTLEMENT OF ACCIDENTAL LOSSES OF PRODUCT

Note by the General Manager CEOA

Reference: Annex to AC/120-D/308(Revised)

Following the request of AFCENT made during the CEPO meeting of 4th June, 1964, CEOA proposed to amend slightly the wording of Annex to AC/120-D/308(Revised) in order to prevent accidental losses due to negligence of the operating personnel becoming frequent and, further, to maintain the vigilance of this personnel. Therefore, in maintaining the maximum allowable limit of 150 cu.m. per accident, any accidental loss due to negligence of the personnel and exceeding 25 cu.m. per accident should be reported to the Committees together with the measures taken.

I propose therefore to replace the fourth paragraph on the first page of the Annex to AC/120-D/308(Revised) by the following version:

"It is proposed to treat minor accidental losses caused by leakage, overflow, faulty operations, etc. up to a maximum of 150 cu.m. per accident as operating losses on the understanding that:

- (a) such accidental losses will be shown and accounted for separately;
- (b) if the accidental loss is due to a negligence of the personnel and exceeds 25 cu.m., the Committees will be informed accordingly about the facts and the measures taken.

(Signed) O. HARTEON

OTAN/NATO,
Paris, XVIe.

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DEPARTMENT OF EXTERNAL AFFAIRS

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NATO PIPELINE COMMITTEE

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29th June, 1964

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NATO PIPELINE COMMITTEE

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

REQUEST FOR USE OF THE PERNIS-GELEEN SECTION IN THE CENTRAL EUROPE REGION

Note by the Secretary

A request has been received by the Central Europe Regional Control Authority for the civilian use of sections of line from Pernis to Geleen via Woensdrecht, Schoten-Gand-Cambrai-Chièvres-Beauvechain-Glons, by the "Staats Mijnen" for the annual movement between 300,000 and 450,000 cu.m. of naphta to start between 18 and 24 months.

2. This request is now under consideration by the Regional Control Authority on the basis of an arrangement between the Central Europe Operating Agency (the executive body of the Region), the French Government and the Netherlands Authorities.

3. This information is provided by the Regional Control Authority in compliance with the provisions of paragraph 4 of C-M(60)81.

4. If negotiations are successfully concluded, a formal report will be submitted to the Committee, in accordance with paragraph 5 of C-M(60)81.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO,
Paris, XVIe.

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DEPARTMENT OF EXTERNAL AFFAIRS

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NATO PIPELINE COMMITTEE

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ORIGINAL: ENGLISH
19th June, 1964

NATO RESTRICTED
SUMMARY RECORD
AC/112-R/30

NATO PIPELINE COMMITTEE

Summary record of a meeting held at the
Permanent Headquarters, Paris, XVIIe., on
Friday, 29th May, 1964

PRESENT

Chairman: Mr. J.C. Stone (Production, Logistics and
Infrastructure Division)

<p><u>BELGIUM</u></p> <p>Mr. H. Pauwels</p> <p><u>CANADA</u></p> <p>Mr. A.S. Duncan</p> <p><u>FRANCE</u></p> <p>Mr. M. Dugas</p>	<p><u>GERMANY</u></p> <p>Mr. F. Troll Mr. J.M. Weiss Mr. H.W. Rodig</p> <p><u>ITALY</u></p> <p>Colcnel V. Lamacchia</p> <p><u>NETHERLANDS</u></p> <p>Mr. P.W.A.G. Cort van der Linden Major J.H. van der Maal</p>	<p><u>TURKEY</u></p> <p>Mr. M. Akçer</p> <p><u>UNITED KINGDOM</u></p> <p>Lt. Colonel D.N. Kann</p> <p><u>UNITED STATES</u></p> <p>Lt. Colonel F.J. Aerni Lt. Colonel D.C. Howell</p>
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INTERNATIONAL STAFF

Deputy Controller for Infrastructure: Mr. A. Kalff
Economics and Finance Division : Mr. J. Deprez
Secretary : Mr. R. Lagasse de Loch

ALSO PRESENT

SHAPE : Colonel E.W. Austin

NATO RESTRICTED

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NATO RESTRICTED
AC/112-R/30

CONTENTS

<u>Item</u>	<u>Subject</u>	<u>Paragraph Nos.</u>
I.	Operation and maintenance of the NATO pipeline system in Turkey.	1 - 12
II.	Date of next meeting.	13

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NATO RESTRICTED

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

1. The CHAIRMAN, referring to paragraph 8(a) of document AC/112-D/72, said that eight countries had so far confirmed the agreement reached ad referendum at the last meeting on the despatch by the Committee of a small mission to Turkey with Terms of Reference as set out in paragraph 3 of AC/112-D/72. With regard to paragraph 8(b), he had received replies from six countries, as a result of which only one part-time nomination had been submitted. If countries were unable to put forward any further nominations, he suggested that the Committee might have to review the agreed composition of the mission stated in paragraph 4. As regards the proposal that the Chairman of the NATO Pipeline Committee should be the leader of the mission, he stated that the Secretary General had authorised him to participate in a two-day exploratory mission to Turkey, but reserved his judgement on any follow-up action requiring a visit of longer duration.

2. Colonel AUSTIN (Chief, POL Branch, SHAPE) indicated that it would be possible for him to go on a two-day mission to Turkey.

3. The NETHERLANDS REPRESENTATIVE said that, although having no nominations to propose for the two outside specialised members of the mission, the Netherlands could now give confirmation of the agreement reached ad referendum at the last meeting. However, he expressed the opinion, supported by the BELGIAN REPRESENTATIVE, that, once constituted, the reconnaissance party should collect and study in Paris all existing information on the questions to be examined with the Turkish Authorities and then draw up a programme of work. He added that this programme should be submitted for the approval of the Committee prior to the departure of the party to Turkey.

4. The GERMAN REPRESENTATIVE indicated that, if no other nominations were proposed, Germany might be able to nominate one of the two outside specialist members. He was not convinced of the usefulness of the preparatory work which the Netherlands Representative proposed should be carried out by the reconnaissance party prior to its visit to Turkey, but felt that only after this visit would the party be able to gain an overall picture of the work to be effected. The task

-4-

NATO RESTRICTED
AC/112-R/30

of this restricted reconnaissance party should not be confused with that of a larger study group which could eventually elaborate proposed solutions to the situation of the NATO Pipeline System in Turkey.

5. The FRENCH REPRESENTATIVE, supported by the CANADIAN and ITALIAN REPRESENTATIVES, agreed that valuable discussion on this question could only take place in Turkey and considered that it would be preferable for the Committee to despatch to Turkey as soon as possible a restricted mission, consisting of the Chairman of the NATO Pipeline Committee, Colonel Austin (SHAPE) and possibly a POL expert from the Infrastructure Directorate of the International Staff, which would report to the Committee on the essential elements of the situation in Turkey and thus enable the Committee to progress in its study.

6. The NETHERLANDS REPRESENTATIVE said his Authorities felt that the problem of the NATO Pipeline System in Turkey formed part of the larger problem of economic aid to Turkey and of the question of civil use of the whole NATO Pipeline System and could not be considered in isolation.

7. The CHAIRMAN said that it had been hoped to relate the pipelines problem not only to the overall defence effort of Turkey but also to her general economic situation. This was one of the reasons why it had been felt desirable for the reconnaissance party to include an economics and finance expert with experience of the petroleum industry in Turkey.

8. The TURKISH REPRESENTATIVE stated that his Government welcomed the proposal to despatch a reconnaissance team to Turkey and expressed gratitude to the Committee for the interest which it took in the problem of the NATO Pipeline System in Turkey. His Authorities would be willing to meet the expenses within Turkey of sending two outside specialist members of the team and in this respect, although having no objection to sending a team comprising only the Chairman and Colonel Austin, he was surprised at the lack of nominations proposed, in view of the fact that in wartime the NATO Pipeline System in Turkey would be used by countries other than Turkey. He therefore proposed that the Committee should await a further three weeks for the submission of nominations, by which time, if no further nominations had been received, the mission consisting of the Chairman and Colonel Austin only should be despatched to Turkey.

9. The CANADIAN REPRESENTATIVE indicated that Canada would not reconsider its decision not to submit any nominations, since it felt that the short duration of the mission would not justify the financial outlay of sending a member of the mission from Canada. He did not consider any further delay

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NATO RESTRICTED

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NATO RESTRICTED
AC/112-R/30

in despatching the mission to be expedient, but suggested that if any nominations were submitted before the two-man mission departed for Turkey, they could be included in the party.

10. The UNITED STATES REPRESENTATIVE said that, after serious consideration of the request to submit nominations, it was possible that his Authorities might send an observer or an industrial consultant to Turkey. He indicated that the United States Authorities would be glad to furnish any relevant information to the mission.

11. Mr. KALFF (Deputy Controller for Infrastructure) urged the Committee to restrict the composition of the team to two members, since inclusion of any experts would necessarily increase the duration of the mission, which should only be considered as a preliminary visit destined to acquaint the members with the current problems in Turkey, and of short duration in view of the fact that final recommendations regarding the solution of the problems could not be proposed as a result of only one visit.

12. After further discussion, the COMMITTEE:

- (1) agreed to despatch a restricted mission to Turkey for a duration of about two days, on the lines set out in document AC/112-D/72, in order to carry out a preparatory study of the problems existing with regard to the operation and maintenance of the NATO Pipeline System in Turkey and to report back to the Committee;
- (2) agreed that this mission should be composed of two persons, namely the Chairman of the NATO Pipeline Committee and the Chief of the POL Branch, SHAPE, (Colonel Austin);
- (3) invited the Chairman and Colonel Austin to prepare a short programme of work prior to their departure and to circulate this by letter to all members of the Committee, requesting comments to be forwarded to them as soon as possible;
- (4) agreed that countries might still submit the names of experts, as requested in document AC/112-D/72, but that these would be kept in hand for the composition of an expert study group which might subsequently be sent to Turkey.

-5-

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-6-

NATO RESTRICTED
AC/112-R/30

II. DATE OF NEXT MEETING

13. The COMMITTEE:

agreed that the next meeting would be held after the return from Turkey of the reconnaissance party, which would submit its report to the Committee on that occasion.

OTAN/NATO,
Paris, XVIe.

NATO RESTRICTED

Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: GSC 1196-6 (SO/LOG)

DOCUMENT NATO RESTRICTED
CLASSIFICATION:

DATE: 8 Jul 64

JOINT STAFF MEMORANDUM

SUBJECT: CENTRAL EUROPE PIPELINE POLICY COMMITTEE

DESCRIPTION: WORKING PAPER AC/120-WP/154 DATED 23 JUN 64

1. The attached document is referred to: CGS
CAS

2.

3. Copies distributed by:



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

WMA/2-0465/meb



DEPARTMENT OF EXTERNAL AFFAIRS

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To:

Ottawa, July 6, 1964

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CSC 135
JUL 7 3 23 PM '64
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FILE
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NATO DOCUMENT: AC/120-WP/154 of June 23, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

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CONSEIL DE L'ATLANTIQUE NORD
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23rd June, 1964

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NATO RESTRICTED
WORKING PAPER
AC/120-WP/154

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

MONTHLY STATISTICS

Note by the Secretary

Attached herewith are CEOA monthly traffic statistics for April 1964.

(Signed) R. LAGASSE de LOCHT

ORIGINAL : ANGLAIS/FRANCAIS
23 juin 1964

NATO DIFFUSION RESTREINTE
DOCUMENT DE TRAVAIL
AC/120-WP/154

COMITE DE GESTION CENTRE-EUROPE DES PIPELINES

STATISTIQUES MENSUELLES

Note du Secrétaire

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

(Signé) R. LAGASSE de LOCHT

OTAN/NATO
Paris, XVIe.

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NATO DIFFUSION RESTREINTE

DIRECTEUR GENERAL
 C.E.O.A.
 GENERAL MANAGER

STATISTIQUES MENSUELLES
 MONTHLY STATISTICS

MOIS de Avril 1964
 MONTH April

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	15.317	204.400.-
CANADA CANADA	5.191	21.400.-
FRANCE FRANCE	32.885	609.600.-
ALLEMAGNE GERMANY	9.643	385.500.-
LUXEMBOURG LUXEMBURG	-	400.-
PAYS-BAS NETHERLANDS	19.587	161.800.-
ROYAUME-UNI UNITED KINGDOM	16.529	201.500.-
ETATS-UNIS UNITED STATES	113.886	846.600.-
TOTAL	213.038	2.431.200.-

OBSERVATIONS :
 REMARKS :

Esso Nederland :	12.662	}	43.900.-
Shell " :	8.548	}	
	<u>234.248</u>		<u>2.475.100.-</u>

Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 (SO/LOG)

DOCUMENT
CLASSIFICATION: NATO SECRET

DATE: 3 JUL 64

JOINT STAFF MEMORANDUM

SUBJECT: CEPO

DESCRIPTION: AFCE DOCUMENT 6100.013/CE/PO- 9/6 dated 9 Jun 64
AC/112-D/75 dated 8 Jun 64
AC/120-A/105 dated 12 Jun 64
AC/120-D/369 dated 5 Jun 64
AC/120-D/370 dated 5 Jun 64

1. The attached document is referred to: CSC UN

	9/6	D/75	A/105	D/369	D/370
CSC UN	7	8	8	8	8
CAS UN	8	9	9	9	9

2.

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

DEPARTMENT OF EXTERNAL AFFAIRS

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Ottawa, June 29, 1964

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 - Director, Emergency Measures Organization

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

CGS - 1
ERS - 1
of each

Attached for your information:

NAFO DOCUMENT: 6100.013/CE/20-9/6 of June 9, 1964

MODIFICATION AND DIVERSION OF CENTRAL PIPELINE SYSTEM FACILITIES

**Pages 700 to / à 701
are withheld pursuant to section
sont retenues en vertu de l'article**

13(1)(b)

**of the Access to Information Act
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To:

—Chairman, Chiefs of Staff
DM/National Defence
DM/Finance
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DM/Defence Production
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Secretary, Air Transport Board
Secretary to the Cabinet
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Director, Emergency Measures Organization

Ottawa, June 30, 1964
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1 copy No. 9
1 copy No. 10

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DL(2) Division
Economic Division
European Division
Far Eastern Division
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Legal Division
African and Middle Eastern Division
United Nations Division
Disarmament Division
Press and Liaison Division

Attached for your information:

NATO DOCUMENT: AC/112-D/75 of June 8, 1964

NATO PIPELINE COMMITTEE

CONSEIL DE L'ATLANTIQUE NORD NORTH ATLANTIC COUNCIL

ORIGINAL: ENGLISH
8th June, 1964

JUL 3 1964

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DOCUMENT
AC/112-D/75

NATO PIPELINE COMMITTEE

REPORT TO THE COUNCIL FOR 1963: DANISH REGION

Note by the Secretary

Attached is a copy of a report prepared and submitted by the Danish Regional Authority on the operation and maintenance of the NATO Pipeline System in the Danish Region during 1963.

2. This report drawn up in compliance with document AC/112-WP/46 and AC/112-R/29, Item III, paragraph 38, will be taken into account in the preparation of the Committee's combined annual report for 1962-1963 to the Council on the operation and maintenance of the entire NATO Pipeline System.

(Signed) R. LAGASSE de LOCHT

*Downgraded in accordance
with NOTICE DN(78)16.
d/21/8/78.*

*Maulfr Muller
NDRMS 3-2-3.
20/7/81*

OTAN/NATO,
Paris, XVIe.

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AC/112-D/75

DENMARK

REGIONAL REPORTS TO NPC

I. Extent of Programmed Facilities
(through Slice XI)

- (a) Number of Depots 2 + 1 placed in existing tankfarm
- (b) Total Storage Capacity 31,350 cu.m. (Diesel 30,750 cu.m.)
- (c) Kilometres of Pipeline 88 km.
- (d) Number of Pump Stations 1
- (e) Number of Tanker Facilities 0

II. Completed and Operational Facilities
(as of 31st December, 1963)

	<u>Total</u>	<u>Completed During Year</u>
(a) Number of Depots	10	0
(b) Total Storage Capacity	94350	1250 + 1500
(c) Kilometres of Pipeline	371	50
(d) Number of Pump Stations	14	2
(e) Number of Tanker Facilities	4	0

to (b) 1500 cu.m. for army air force depots (German)
to (e) The one in Aalborg is only for emergency and in co-operation with civilian oil companies.

III. Utilisation of Operational Facilities
(as of 31st December, 1963)

	<u>Current Year</u>	<u>Previous Year</u>
(a) Depots		
1. Average fill of storage capacity (percentage)	68.9%	73.7%
2. Annual deliveries from depots to all consumers (cu.m.) (by loading racks)	20,610 cu.m.	16,900 cu.m.

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 AC/112-D/75

	<u>Current Year</u>	<u>Previous Year</u>
3. Ratio of deliveries to capacity for 1 shift operation (percentage)	-	-
to 2. plus 5,000 cu.m. deliveries to oil companies to keep MOGAS fresh.		
to 3. Since the capacity on the loading racks in each tankfarm comes to 240 cu.m./hour the question seems not to be quite clear. In our opinion it will be more a question of the necessary tank-truck capacity.		

	<u>Current Year</u>	<u>Previous Year</u>
(b) Pipelines		
1. Wartime throughput capacity (cu.m. - kilometres)	see note	-
2. Throughput capacity (1 shift operation - cu.m. - kilometres)	see note	-
3. Actual movements (cu.m. - kilometres)	19,600,000 cu.m. km.	19,300,000 cu.m. km.
4. Direct deliveries (Pipeline) to all consumers (cu.m.)	100,070 cu.m.	107,235 cu.m.
5. Rate of 4 above to capacity for direct P/L deliveries based on 1 shift operation (percentage)	33%	36%
to 1 and 2	130 cu.m./hour x 20 hours x 300 days. Total length of 6" pipeline 371 km. cu.m. km. depends on delivery from each of the depots along the pipeline.	

(c) Average operating hours HP pump engines	141 hours	138 hours
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to (c) The calculation is made as an average of operating time for all the HP pump engines in a year.

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AG/112-D/75

IV. Other NATO Military Uses
(than Jet Fuel + Motor Gasoline) (as of 31st December, 1963)

(a) Explanatory remarks regarding such use

In 2 depots there are 3 x 250 cu.m. tanks built for AVGAS in 1963. These 6 tanks for German Forces are not connected to the pipeline, and they are filled directly by tank-trucks.

Current Year Previous Year

(b) Details

1. Percentage of systems storage capacity for such use

1.6 0

2. Total deliveries to consumers for such use (cu.m.)

0 0

3. Total movements for such use (cu.m. - kilometres)

0 0

V. Other than NATO Military Use
(as of 31st December, 1963)

none none

VI. Wartime Operational Readiness
(Country Comments) (as of 31st December, 1963)

(a) Wartime Plans

Plans for wartime supply, as well as procedures for pumping - and distribution are made. Peacetime operations are carried out as close to wartime operations as possible

Guard plans and camouflage plans exist. Acting orders concerning special circumstances are under preparation.

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(b) Personnel staffing

The number of personnel at the controlling headquarters, the depots and pump stations is about 70, all civilians. The permanent personnel will, in wartime, for the first days take long shifts, 12-18 hours a day. Additional personnel for operating in wartime are trained during peacetime and recruited from the Army Supply Corps, this personnel being mechanics in civilian life. So far about 100 have been trained.

(c) Personnel Training

Station operators are trained by civil engineers from the controlling headquarters, and station operators are training the civilian crew of mechanics and workmen.

Soldiers from the Army Supply Corps are trained 14 days every year together with the permanent personnel.

(d) Ninety-day Operating Spares

in stock.

(e) War Damage Spares

in stock.

(f) Maintenance

1. Standards

A good Standard of Maintenance is kept up by the staff in depots.

2. Capability
(Peacetime -
Wartime)

The more important maintenance duties are co-ordinated by one of the mechanical engineers, and in special cases the crew from a special repair gang will assist.

(g) Repair Capability
(Peacetime - Wartime)

In all depots there is a well-equipped workshop supplied with stores. Furthermore the Division has a mobile repair service under the direction of a marine engineer and a crew of mechanics and workmen. Besides, this there are 2 special cars, one for checking instruments, and one for electrical equipment.

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AC/112-D/75

VII. Problem Areas for Consideration
of NATO Military Authorities
and/or NATO Pipeline Committee

- (a) Construction During examination of tank bottoms the Danish POL Division has found some bottoms with corrosion pits with a depth up to 4 mm. This corrosion is caused by accumulated water which is impossible to drain completely. Therefore, in this Division's opinion, the tank bottoms in general ought to slope more toward the sump. This would also facilitate the **cleaning** of the tanks.

- (b) Other As valuable experience has now been gained during several years of service of depots and pump stations built in accordance to NATO instructions, the Danish Division find, that a revision of these instructions would be desirable and a complete and revised general instruction be sent to the Divisions.

VIII. Country Recommendations relating to Problem Areas

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DEPARTMENT OF EXTERNAL AFFAIRS

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

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To:

Ottawa, June 25, 1964

- Chairman, Chiefs of Staff 3 individual documents Nos. 7 to 10
- DM/National Defence 3 " " " 11
- DM/Finance 3 " " " 12
- DM/Trade and Commerce
- DM/Defence Production
- DM/Transport
- Secretary, Air Transport Board
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- USSEA
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 CSC/JS
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Attached for your information: 3 INDIVIDUAL NATO DOCUMENTS AS FOLLOWS:
 AC/120-D/369 of June 5, 1964
 AC/120-D/370 of June 5, 1964
 AC/120-A/105(Corrigendum to Agenda) of June 12, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

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NORTH ATLANTIC COUNCIL

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ORIGINAL : ENGLISH/FRENCH
12th June, 1964

EXEMPLAIRE N° 7
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CORRIGENDUM to
AGENDA
AC/120-A/105

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

Joint CEPPC-CEPO meeting
to be held at the NATO Permanent Headquarters, Paris, XVIIe.
on Wednesday 17th June, 1964 at 10 a.m. and 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
Documents : AC/120-D/368
Statement by the General Manager CEOA
- II. USE OF THE NATO RAIL SPUR AT LE HAVRE BY THE C.F.R.
Document : AC/120-D/369
- III. MOVEMENT OF GASOIL FROM LAVERA TO REICHSTETT BETWEEN 15 JULY
AND 15 NOVEMBER 1964
Document : AC/120-D/370

(Signed) R. LAGASSE de LOCHT

OTAN/NATO
Paris, XVIIe.

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CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

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DOCUMENT
AC/120-D/369

ORIGINAL : ENGLISH/FRENCH
5th June, 1964

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

USE OF THE NATO RAIL SPUR AT LE HAVRE
BY THE C.F.R.

Note by the Secretary

Attached hereto is a note from CEOA concerning a request by the Compagnie Française de Raffinage to rent the rail spur at Le Havre with effect from 1st July up to 31 December 1964, for a lump sum of 10,000 F.F.

2. This question will be considered at the 17th June meeting of the CEPPC.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO
Paris, XVIIe.

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CENTRAL EUROPE OPERATING AGENCY

ORIGINAL : FRENCH
2nd June 1964

ANNEX to AC/120-D/369
NATO RESTRICTED
DOCUMENT
0AO (64)D/321

UTILISATION OF THE RAIL SPUR AT LE HAVRE BY THE CFR

1. Reason for the request

The Compagnie Française de Raffinage request the use of the NATO rail spur at St. Martin du Manoir (Le Havre), with the intention of using it as a siding for rail-tank cars whose use is infrequent during the period in question.

2. Duration of use

The request applies to the period 1st July - 31st December 1964.

3. NATO installations affected

The request is to be able to use the four principal tracks (each of 350 m) as well as a shunting track (390 m) making a total of 1.790 m of lines. The siding capacity of the installation is about 200 rail-tank cars.

4. Amount of military use

No military use of this spur is foreseen during the period in question.

5. Evacuation of the spur

The spur would be evacuated on request within three days.

6. Labour requirements

Divisional personnel will not be required to undertake any activity in the operation of the spur.

(a) Shunting of trucks

Divisional personnel will take no part whatsoever in the shunting of trucks. This will be done for the Company by the SNCF or by the Company's own personnel. Unless there are exceptional circumstances the existing winch will not be used.

(b) Guarding and supervision

The divisional staff would continue to carry out the guarding and supervision of the NATO installations with the object of ensuring that they remain in proper condition. No responsibility would be taken by the division for equipment belonging to the Company.

(2)

NATO RESTRICTED
0AO (64) D/321

7. Contract for utilisation

A contract would be made between the Company and the Service National des Oléoducs Interalliés based on an agreement established between the latter and the Central Europe Operating Agency.

8. Costs

No supplementary expenditure would be incurred.

9. Responsibilities

Possible wear or damage to the NATO installations would be made good by the Company, which would undertake to leave the installations, at the end of the period of use, in the condition in which they were at the beginning. The Company assumes full responsibility in case of accident to persons or damage caused to third parties as a result of the use of the NATO installation.

10. Tariff

Net payment of Frs. 10.000 for the whole period of renting has been proposed, free of any sort of deduction or tax. This sum is the same as the annual credit approved in the 1964 budget of Division 2 for payment of fees for connection to the French railway system.

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Document divulgué en vertu de la Loi sur l'accès à l'information

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

CSC/JS

JUL 2 1 57 PM '64
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EXEMPLAIRE N° 7
COPY

ORIGINAL : ENGLISH/FRENCH
5th June, 1964

REFERRED TO
FILE 1196-6
CSC/JS

NATO RESTRICTED
DOCUMENT
AC/120-D/370

CENTRAL EUROPE PIPELINE POLICY COMMITTEE

MOVEMENT OF GASOIL FROM LAVERA TO REICHSTETT
BETWEEN 15 JULY AND 15 NOVEMBER 1964

Note by the Secretary

Attached hereto is a note from CEOA concerning a fresh peacetime use of this part of the system between 15 July and 15 November 1964.

(Signed) R. LAGASSE de LOCHT

OTAN/NATO
Paris, XVIe.

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CENTRAL EUROPE OPERATING AGENCY

ORIGINAL : FRENCH
2nd June 1964

ANNEXE à AC/120-D/370

NATO RESTRICTED
DOCUMENT
OAO(64)D/322

TRANSPORT OF GAS-OIL FROM LAVERA TO REICHSTETT

1. Transport envisaged

The request involves the transport of Gas-oil from the SHELL BERRE Company refinery at LAVERA (Marseilles) to the "Compagnie Rhénane de raffinage" refinery at REICHSTETT (Strasbourg).

2. Quantity to be transported

The request is made for a probable quantity of 100.000 m³ with a minimum of 60.000 m³ and a maximum of 120.000 m³.

3. Duration of transport

The transport should take place between 15th July and 15th November 1964.

4. Installations to be used

(a) NATO installations

The proposed operation involves the use of the following NATO installations :

- Lines :
 - 14" LAVERA-FOS (from the refinery connection)
 - 12" FOS-LANGRES
 - 10" LANGRES-MIRECOURT
 - 10" MIRECOURT-PHALSBOURG
 - 10" PHALSBOURG-KEHL (up to the refinery connection)

- Pumping stations : The normal pumping pattern will involve the use of following stations :

- FOS
- BEAUMONT
- ST CHRISTOPHE
- LANGRES
- MIRECOURT
- PHALSBOURG

- Depots : No requirement for storage in NATO installations is foreseen.

(b) Civilian installations

- at LAVERA :
 - Gas-oil dispatch tanks
 - pumping station for pumping up to FOS
 - connection to NATO installations : this connection is being made at the expense of SHELL,

(1)

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(2)

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0AO(64)D/322

- at REICHSTETT : - Gas-oil reception tanks
- connection to NATO installations
(this connection has been in existence since November 1962).

5. Movement Planning

Movement planning is being studied now with SHELL. Movements would be effected, in principle, by batches of 20,000 to 30,000 m³. Flow would vary according to the pumping pattern adopted, between 200 and 300 m³ per hour.

6. Engagement of the System

The transportation capacities of the lines concerned for the period under consideration, based on 18 jours working per day, are as follows :

FOS - LANGRES	: 1.900.000 m ³
LANGRES - MIRECOURT	: 1.215.000 m ³
MIRECOURT - PHALSBOURG	: 1.215.000 m ³
PHALSBOURG - KEHL	: 1.134.000 m ³

The traffic which would result from the requested transportation plus military requirements would scarcely amount to 40 % of these capacities.

7. Evacuation of the System

The necessary spare storage capacity would be reserved in the refineries in order to be able to evacuate towards the refineries such product as the NATO gas-oil storage capacities (KEHL, LANGRES and possibly L'ESPIQUETTE) could not absorb.

8. Contract

The required contracts and agreements would be similar to those prepared in the past for similar operations.

9. Costs

(a) Additional personnel

No additional staff would be required.

(b) Fuel and Oil

It can be foreseen that the cost in fuel and lubricants would be about FF 1,88 per m³.

(c) Fitting up of installations

No modifications to installations would be necessary.

10. Tariff

The tariff is at present under study. Proposals have been made which correspond approximately to tariffs applied to similar operations done in the past.

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Address reply to:

The Chairman,
Chiefs of Staff,
OTTAWA.

FILE: CSC 1196-6 TD 130
(SO/LOG)

DOCUMENT
CLASSIFICATION: UNCLASSIFIED

DATE: 13 MAY 64

JOINT STAFF MEMORANDUM

SUBJECT: MC 89(FINAL DECISION)

DESCRIPTION: CORRIGENDUM NO 4 TO THE ABOVE DATED 4 MAY 64

1. The attached document is referred to:

CCS	- 2
CAS	- 2
DM/DND	- 1
DM/FIN	- 1
USSEA	- 1

2.

3. Copies distributed by:

WIA/2-0465/dh



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

SECRET

RETURN BY HAND TO: **ROOM 4444 A BLDG.**

FILE NUMBER: **CSC 1196:6**

CHAIRMAN, CHIEFS OF STAFF
 Department of National Defence

TD 130

MILITARY DECISION ON MC 89

ADDRESSEES WILL
 PLEASE NOTIFY JOINT
 STAFF CENTRAL REGISTRY
 (LOCAL 2-2068) EACH TIME
 THIS T.D. IS PASSED.

SECRETARIAT OR REGISTRY POINT	INTERNAL ROUTING		INITIALS	DATE OF B.F.	CENTRAL REGISTRY	IN- SPECTED IN C.R. BY
<i>Sally</i>		<i>R</i>	<i>13-5-64</i>	<i>W. Mealy</i>	<i>W</i>	<i>48</i>

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MAY 11 10 13 AM '64

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4 May 1964

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CH'D TO

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1196-6 TB-130

COPY NO.

110-119

NORTH ATLANTIC MILITARY COMMITTEE

COMITE MILITAIRE DE L'ATLANTIQUE NORD

CORRIGENDUM NO.4

to MC 89(Final Decision)

*cas - 2
CAS - 2
DND/DND - 1
DM/FIN - 1
ASSESS. - 1*

1. Holders of MC 89(Final Decision) (The Peacetime Use of the NATO POL Pipeline System for Other than NATO Military Purposes) are requested to replace Pages 1 and 2 of Enclosure 1 with the attached pages.

2. The removed pages should be destroyed by burning or reducing to pulp.

Baratte

JEB/bmm

J. E. BARATTE
Colonel, French Army
Deputy Secretary

1 ENCLOSURE: (2 page changes)
Pages 1 and 2 of Enclosure 1
to MC 89(Fin.Dec.)

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CCOS
Comments are not requested
SM
Chairman,
for CJS (W)

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- 1 -

MC 89 - Corrigendum No.4, 4 May 64

This document consists of three pages.

*7
15*

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ENCLOSURE 1

Pages 1 - 2 Incl.

MINIMUM SAFEGUARDS ACCEPTABLE TO THE NATO MILITARY AUTHORITIES

1 BASIC PRINCIPLE

2 1. The use of any part of the NATO POL Pipeline System or
3 storage facilities must in no way infringe on its capability, as
4 determined by the Major NATO Subordinate Commanders, to perform
5 the basic wartime mission immediately and fully upon declaration
6 of an emergency (and should, to the greatest extent possible,
7 promote this capability).

8 SPECIFIC CONDITIONS

9 2. NATO military use of facilities will take precedence
10 over use by other agencies. Major NATO Subordinate Commander's
11 approval for allocation of any facilities not required for peace-
12 time operation must be obtained. Recapture clauses must be
13 included in all contracts involving other agency use to ensure
14 timely repossession of facilities for NATO military use in peace-
15 time as well as in an emergency.

16 3. The introduction of a product, including additives or
17 inhibitors, not identical to those in the system for NATO Military
18 use, must be agreed upon by the user nation(s) and approved by the
19 Major NATO Subordinate Commander. Adequate means must always
20 be available from the time a product is introduced so that the
21 system is fully able to meet the NATO military requirements at any
22 time. Contracts involving other agency use will include provisions
23 for insuring quality control for NATO Military products in the
24 system.

25 4. No allocation of NATO military storage will be made
26 pending determination of NATO military requirements for the
27 facilities under consideration. NATO storage required for the

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Enclosure 1

MC 89

(Page revised by Corrigendum No.4, 4 May 64

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1 maintenance of prescribed NATO military levels will be allocated
2 to other users only on the understanding that minimum prescribed
3 NATO military stock levels are maintained and positioned by the
4 user in accordance with the requirements of the Major Subordinate
5 Commander, and are deemed to be available to the NATO military forces
6 at the outset of an emergency. In those cases where civilian
7 firms maintain stocks for NATO military use and are permitted the
8 use of NATO military storage, such stocks will be considered as an
9 integral part of the total NATO military stocks.

10 5. Arrangements will be made within the framework of
11 national regulations to ensure that personnel of civilian firms
12 who take part in the operation and maintenance of the facilities
13 in time of peace will be mobilized, as necessary, in their respective
14 positions at the outset of an emergency.

15 6. Any construction on, within, or adjacent to a NATO
16 facility incident to other agency use of the system will comply
17 with minimum NATO (military and technical) standards. Prior to
18 initiation of construction, approval in principle will be obtained,
19 in turn, from the Supreme Commander concerned, an appropriate NATO
20 authority and the Infrastructure Committee, if applicable.

21 7. Other agencies using the NATO POL Pipeline facilities
22 will comply with all NATO military and technical regulations
23 governing the operation and maintenance of such facilities.

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Enclosure 1

MC 89

(Page revised by Corrigendum No. 2, 7 Aug 59)

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NORTH ATLANTIC MILITARY COMMITTEE
COMITE MILITAIRE DE L'ATLANTIQUE NORD

JAN 25 1960

CORRIGENDUM NO. 3

S. / Log
1196-6 17-130
S. / Log

Pages 1 1196-6

to MC 89(Final Decision)

1. Enclosure 1 of MC 89(Final Decision) (The Peacetime Use of the NATO POL Pipeline System for Other Than NATO Military Purposes is herewith downgraded to NATO - UNCLASSIFIED.

2. The basic document remains NATO - SECRET.

3. Holders of MC 89(Final Decision) are requested to make the necessary pen and ink changes to Enclosure 1 of this document.

W. Honeck

WH/bmm

W. HONECK
Lt Colonel, German Army
Assistant Secretary

(2 Jun 59)

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MC 89(Final Decision) - Corrigendum 19 January 1960

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NORTH ATLANTIC MILITARY COMMITTEE

COMITE MILITAIRE DE L'ATLANTIQUE NORD

*So/CS
1196-6 TD-170
S/Roy*

(2 Jan 60)

*CAS
CGS*

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DM Finance
USSEA*

MC 89 (Final Decision)

27 November 1959

Pages 1

FINAL DECISION ON MC 89

A Report by the Military Committee

on

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

1. On 25 November 1959 the North Atlantic Council approved MC 89.
2. The attention of the Major NATO Commanders is drawn to the Recommendations of the report which now becomes operative.

FOR THE MILITARY COMMITTEE:

Maurice E. Kaiser

MAURICE E. KAISER
Colonel, U. S. Army
Secretary

NOTE: The Final Decision now becomes a part of and shall be attached as the top sheet of MC 89. Page numbering of the completed document when this Decision is attached is indicated below:

- MC 89 (Final Decision) Pages 1
- MC 89 (Military Decision) Pages 1
- MC 89 - Pages 1 - 6 (w/2 Corrigenda)
- MC 89, Enclosure 1 - Pages 1 - 2 Incl.

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MC 89 (Final Decision)

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when separated from basic
report.

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7 August 1959

AUG 13 11 57 AM '59

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CORRIGENDUM NO. 2

Pages 1

to MC 89 1196-6

S. Hoag
1196-6
TD-130
To Holders
JR

1. Holders of MC 89 (The Peacetime Use of the NATO POL Pipeline System by other than NATO Military Forces) are requested to replace pages 1,2,4,5 and 6 with the attached pages, and replace page 2 of Enclosure 1 with the attached page 2 of Enclosure 1.
2. Removed pages are to be destroyed by burning or reducing to pulp.
3. This cover page is regraded NATO - RESTRICTED when the attached pages have been removed.

WH/alo

W. Honeck

W. HONECK
Lt Colonel, German Army
Assistant Secretary

1 ENCLOSURE (6 page changes)
Pages 1,2,4,5 and 6 of MC 89.
Page 2 of Enclosure 1 to MC 89

Original Amended.
See Esc 1196-6, Vol 15
folio 71. 17-8-59

(2 Jan 59)
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MC 89 - Corrigendum No. 2

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2 June 1959

REFERENCES *So. 1109*
1196-6
TD-130
CORRIGENDUM NO. 1

Pages 1
1196-6
to MC 89

1. Holders of MC 89 (The Peacetime Use of the NATO POL Pipeline System by other than NATO Military Forces) are requested to replace pages 1 and 2 of Enclosure 1 with the attached pages.
2. Removed pages are to be destroyed by burning or reducing to pulp.
3. This cover page is regraded NATO-RESTRICTED when the attached pages have been removed.

W. Honeck

WH/tml

W. HONECK
Lt Colonel, German Army
Assistant Secretary

*CA3
CGS
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DM Finance
USSEA*

1 ENCLOSURE (2 page changes)
Pages 1 & 2 of Enclosure 1
to MC 89

*Original Amended
see Folio 71.*

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MC 89 - Corrigendum No. 1

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NORTH ATLANTIC MILITARY COMMITTEE
COMITE MILITAIRE DE L'ATLANTIQUE NORD

S. Hoag
1196-68
TD-130

MC 89 (Military Decision)

7 August 1959

Pages 1

MILITARY DECISION ON MC 89

A Report by the Military Committee
on

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

1. At its 34th Meeting on 6 August 1959, the Military Committee in Permanent Session amended and approved MC 89.
2. The North Atlantic Council is requested to give consideration to the recommendations of this report.

FOR THE MILITARY COMMITTEE:

Maurice E Kaiser
MAURICE E. KAISER
Colonel, US Army
Secretary

NOTE: This Military Decision now becomes a part of and shall be attached as the top sheet of MC 89. Page numbering of the complete document when this Decision is attached is indicated below:

- MC 89 (Military Decision) - pages 1
- MC 89 - pages 1-6 (w/2 Corrig.)
- MC 89 - Enclosure 1, pages 1-2

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MC 89 (Military Decision)

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COPY NO. 110

MC 89

26 May 1959

Pages 1 - 6 incl.

A REPORT BY THE MILITARY COMMITTEE
to the
NORTH ATLANTIC COUNCIL
on
THE PEACETIME USE OF THE NATO POL PIPELINE
SYSTEM FOR OTHER THAN NATO MILITARY PURPOSES

References: a. C-R(56)77, 21 Dec 56
b. SG 137/34, 8 Mar 54
c. AG 6240/SUP-178/53 LOG, 2 May 53
d. AG 6100/POL-180/58 LOG, 25 Aug 58

SECTION I

SUMMARY

1 INTRODUCTION

2 1. Plans for the operation of the NATO POL Pipeline System
3 have now progressed, in some instances, to a point where nations
4 may be expected to raise the question of its utilization for other
5 than NATO military purposes.

6 2. By reference a, the Council decided that any question
7 involving the use of NATO POL facilities for other than NATO
8 military purposes will be referred to them for final decision.
9 In reaching this decision the Council will require the views of
10 the NATO Military Authorities.

11 3. The Military Committee has studied this subject. Its
12 detailed report is contained in Section II.

1 ENCLOSURE:

1. Minimum safeguards acceptable to NATO military authorities

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(Page revised by Corrig No. 2, 7 Aug 59)

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CONCLUSIONS

- 1 4. The Military Committee concludes that:
- 2 a. The NATO Military Authorities can agree to the
- 3 peacetime use of excess NATO pipeline capacity and facilities
- 4 for other than NATO military purposes, provided adequate safe-
- 5 guards are instituted to ensure that there is no significant
- 6 interference with the operation of the system for NATO
- 7 military purposes in peacetime, and that the entire system
- 8 will at anytime be available immediately for its wartime
- 9 purpose;
- 10 b. The conditions set forth in Enclosure 1 represent
- 11 the minimum safeguards acceptable to the NATO Military
- 12 Authorities;
- 13 c. A real danger exists that excessive use of the
- 14 NATO POL Pipeline System for other than NATO military purposes
- 15 might lead to deterioration of the normal means of POL
- 16 distribution which could, to a degree, nullify the purpose
- 17 of the pipeline system;
- 18 d. Requests for the use of the pipeline for other than
- 19 NATO military purposes should be referred by the nations
- 20 concerned to an appropriate authority designated by the North
- 21 Atlantic Council.

22 RECOMMENDATIONS

- 23 5. The Military Committee recommends that the Council:
- 24 a. Note the conclusions above;
- 25 b. When reviewing requests for use of the NATO POL
- 26 Pipeline System, consider the safeguards contained in
- 27 Enclosure 1 as the minimum acceptable to the NATO Military
- 28 Authorities;
- 29 c. Develop, in consultation with the Military Authori-
- 30 ties, the detailed procedures by which nations may request
- 31 and use in peacetime, the pipeline system for other than NATO
- 32 military purposes;

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SECTION I

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MC 89

26 May 1959

Pages 1 - 6 incl.

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A REPORT BY THE MILITARY COMMITTEE

to the

NORTH ATLANTIC COUNCIL

on

THE PEACETIME USE OF THE NATO POL PIPELINE
SYSTEM BY OTHER THAN NATO MILITARY FORCES

- References:
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 - b. SG 137/34, 8 Mar 54
 - c. AG 6240/SUP-178/53 LOG, 2 May 53
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9 In reaching this decision the Council will require the views of
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11 3. The Military Committee has studied this subject. Its
12 detailed report is contained in Section II.

1 ENCLOSURE:

- 1. Minimum safeguards acceptable to NATO military authorities

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MC 89

- 1 -

SECTION I

NATO - SECRET

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CONCLUSIONS

1 4. The Military Committee concludes that:

2 a. The NATO Military Authorities can agree to the
3 peacetime use of excess NATO pipeline capacity and facilities
4 by other than NATO military forces, provided adequate safe-
5 guards are instituted to ensure that there is no significant
6 interference with the operation of the system for NATO
7 military purposes in peacetime, and that the entire system
8 will at anytime be available immediately for its wartime
9 purpose;

10 b. The conditions set forth in Enclosure 1 represent
11 the minimum safeguards acceptable to the NATO Military
12 Authorities;

13 c. A real danger exists that excessive use of the
14 NATO POL Pipeline System by other than NATO military forces
15 might lead to deterioration of the normal means of POL
16 distribution which could, to a degree, nullify the purpose
17 of the pipeline system;

18 d. Requests for the use of the pipeline for other than
19 NATO military purposes should be referred by the nations
20 concerned to an appropriate authority designated by the North
21 Atlantic Council.

22 RECOMMENDATIONS

23 5. The Military Committee recommends that the Council:

24 a. Note the conclusions above;

25 b. When reviewing requests for use of the NATO POL
26 Pipeline System, consider the safeguards contained in
27 Enclosure 1 as the minimum acceptable to the NATO Military
28 Authorities;

29 c. Develop, in consultation with the Military Authori-
30 ties, the detailed procedures by which nations may request
31 and use in peacetime, the pipeline system for other than NATO
32 military purposes;

NATO - SECRET

MC 89

NATO - SECRET

- 1 d. Establish the necessary financial regulations
- 2 governing such use.

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MC 89

- 3 -

SECTION I

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SECTION II

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

1 THE PROBLEM

2 1. To study the conditions under which the NATO Military
3 Authorities will accept the use of the NATO POL Pipeline System
4 for other than NATO military purposes.

5 FACTORS AFFECTING THE PROBLEM

6 2. The question of the use of the NATO POL Pipeline System
7 for other than NATO military purposes was first discussed in
8 reference b, Standing Group's comments to the North Atlantic Council
9 on SACEUR's study (NATO Jet Fuel Supply System, reference c). The
10 Standing Group pointed out certain advantages and disadvantages
11 with regard to civilian use of the system, but recognized that a
12 final decision might well be delayed until the system was operational
13 and until the extent of NATO military use could be determined.

14 3. A Working Group, appointed by the Council at Standing
15 Group request, while studying the subject of control, operation and
16 maintenance of the NATO POL Pipeline System, recommended that any
17 question of non-military use of the system be referred to the NATO
18 Pipeline Committee (N.P.C.). The Council later decided (reference a)
19 that any question involving the use of the NATO POL facilities for
20 other than NATO military purposes must be referred to it.

21 4. It has now become apparent that planning in some areas
22 has reached the stage where a decision on the civilian use of the
23 NATO POL Pipeline System has become necessary to permit nations
24 concerned to complete plans for the organization and the financing
25 of the operation and maintenance of the system. CINCSOUTH has
26 indicated that Greece contemplates the commercial use of the system
27 and that inability to do so would render that country financially

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MC 89

SECTION II

(Page revised by Corrigendum No. 2, 7 Aug 59)

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1 incapable of maintaining and operating the system for its military
2 purpose. There is a possibility that other nations might be in a
3 similar position.

4 5. As national plans for the operation of the system progress,
5 some nations can be expected to raise this question with the
6 Council. When the question is raised it will be necessary for
7 the NATO Military Authorities to state to what extent and under
8 what conditions they will accept civilian use of the NATO POL
9 Pipeline System.

10 DISCUSSION

11 6. SACEUR in anticipation of national requests has, by
12 reference d, outlined, from a Commander's viewpoint, the minimum
13 conditions under which the pipeline system could be used by
14 civilian agencies in peacetime.

15 7. The Military Committee considered reference d and have
16 decided that this subject should not be limited to a statement of
17 conditions for civilian use but should be expanded to include the
18 use of the NATO POL Pipeline System for other than NATO military
19 purposes. In addition to expanding the subject, the Military
20 Committee has made certain modifications, deletions and/or additions
21 which are deemed necessary to protect adequately the NATO
22 military interests.

23 8. The Enclosure to this report sets out the revised con-
24 ditions which the Military Committee consider to be the minimum
25 acceptable to the NATO Military Authorities for use of the NATO
26 POL Pipeline System for other than NATO military purposes.

27 9. Although the NATO Military Authorities are primarily
28 concerned with two major related problems, i.e., the proper
29 maintenance, operation and utilization of the system in peacetime
30 and the immediate availability of the entire system at all times

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MC 89

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SECTION II

(Page revised by Corrigendum No. 2, 7 Aug 59)

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SECTION II

THE PEACETIME USE OF THE NATO POL PIPELINE
SYSTEM BY OTHER THAN NATO MILITARY FORCES

1 THE PROBLEM

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SECTION II

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NATO - SECRET

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7 the NATO Military Authorities to state to what extent and under
8 what conditions they will accept civilian use of the NATO POL
9 Pipeline System.

10 DISCUSSION

11 6. SACEUR in anticipation of national requests has, by
12 reference d, outlined, from a Commander's viewpoint, the minimum
13 conditions under which the pipeline system could be used by
14 civilian agencies in peacetime.

15 7. The Military Committee considered reference d and have
16 decided that the subject should be expanded to include the use of
17 the NATO POL Pipeline System by any organization or agency other
18 than the NATO military forces. In addition to expanding the
19 subject, the Military Committee has made certain modifications,
20 deletions and/or additions which are deemed necessary to protect
21 adequately the NATO military interests.

22 8. The Enclosure to this report sets out the revised
23 conditions which the Military Committee consider to be the minimum
24 acceptable to the NATO Military Authorities for use of the NATO
25 POL Pipeline System by other than NATO military forces.

26 9. Although the NATO Military Authorities are primarily
27 concerned with two major related problems, i.e., the proper
28 maintenance, operation and utilization of the system in peacetime
29 and the immediate availability of the entire system at all times

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SECTION II

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1 for its wartime role, the Military Committee wish to remind the
2 Council that the NATO POL System is being constructed to supplement
3 the existing distribution facilities which would be inadequate in
4 war. There is a very real danger, however, that, if the NATO
5 system is used for other than NATO military purposes to any great
6 extent in place of the normal means of distribution, these latter
7 facilities might gradually be allowed to deteriorate to a degree
8 which could nullify the purpose of the pipeline. Further, the use
9 of the pipeline system must obviously be subject to charges which
10 must provide a full proportional share of operating and maintenance
11 costs, including replacement of equipment. The Military Committee
12 believe these to be problems of considerable significance which
13 should be dealt with by the Council.

14 10. Consideration has been given to the procedure which
15 should be followed by nations when requesting the use of the
16 pipeline for other than NATO military purposes. The Military
17 Committee believe that, since nations, either individually or
18 collectively, are responsible for the administration, financing,
19 operation and maintenance of the pipeline system, such a request
20 should not be handled by the military authorities, but should be
21 passed to the Council through an appropriate NATO authority.

22 CONCLUSIONS AND RECOMMENDATIONS

23 11. See paragraphs 4 and 5 of Section I

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SECTION II

(Page revised by Corrigendum No. 2, 7 Aug 59)

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ENCLOSURE 1

Pages 1 - 2, Incl.

MINIMUM SAFEGUARDS ACCEPTABLE TO THE NATO MILITARY AUTHORITIES

1 BASIC PRINCIPLE

2 1. The use of any part of the NATO POL Pipeline System or
3 storage facilities must in no way infringe on its capability, as
4 determined by the Major NATO Subordinate Commanders, to perform
5 the basic wartime mission immediately and fully upon declaration
6 of an emergency (and should, to the greatest extent possible,
7 promote this capability).

8 SPECIFIC CONDITIONS

9 2. NATO military use of facilities will take precedence
10 over use by other agencies. Major NATO Subordinate Commander's
11 approval for allocation of any facilities not required for peace-
12 time operation must be obtained. Recapture clauses must be
13 included in all contracts involving other agency use to ensure
14 timely repossession of facilities for NATO military use in peace-
15 time as well as in an emergency.

16 3. The introduction of any product, including additives or
17 inhibitors, which is not identical to those normally used by the
18 NATO military forces in the system must be agreed upon by the user
19 nations and approved by the Major NATO Subordinate Commander. Non-
20 NATO storage must be provided at destination for any such product.
21 Adequate ullage (or storage space) must be available at destination
22 for all products of other agency users at the time such products
23 are introduced into the system in order that the system may be
24 immediately cleared for transmission of NATO-military products.
25 Contracts involving other agency use will include provisions for
26 ensuring quality control for NATO military products in transmission
27 or storage.

28 4. No allocation of NATO military storage will be made
29 pending determination of NATO military requirements for the
30 facilities under consideration. NATO storage required for the

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1 maintenance of prescribed NATO military levels will be allocated
2 to other users only on the understanding that minimum prescribed
3 NATO military stock levels are maintained and positioned by the
4 user in accordance with the requirements of the Major Subordinate
5 Commander, and are deemed to be available to the NATO military forces
6 at the outset of an emergency. In those cases where civilian
7 firms maintain stocks for NATO military use and are permitted the
8 use of NATO military storage, such stocks will be considered as an
9 integral part of the total NATO military stocks.

10 5. Arrangements will be made within the framework of
11 national regulations to ensure that personnel of civilian firms
12 who take part in the operation and maintenance of the facilities
13 in time of peace will be mobilized, as necessary, in their respec-
14 tive positions at the outset of an emergency.

15 6. Any construction on, within, or adjacent to a NATO
16 facility incident to other agency use of the system will comply
17 with minimum NATO (military and technical) standards. Prior to
18 initiation of construction, approval in principle will be obtained,
19 in turn, from the Supreme Commander concerned, an appropriate NATO
20 authority and the Infrastructure Committee, if applicable.

21 7. Other agencies using the NATO POL Pipeline facilities
22 will comply with all NATO military and technical regulations
23 governing the operation and maintenance of such facilities.

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Enclosure 1

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ENCLOSURE 1

Pages 1 - 2, Incl.

MINIMUM SAFEGUARDS ACCEPTABLE TO THE NATO MILITARY AUTHORITIES

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Enclosure 1

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1 maintenance of prescribed NATO military peacetime levels will be/
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Enclosure 1

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Enclosure 1

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CSC/JS

MAY 11 10 13 AM '64

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4 May 1964

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CH'D TO _____

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NORTH ATLANTIC MILITARY COMMITTEE

COMITE MILITAIRE DE L'ATLANTIQUE NORD

CORRIGENDUM NO.4

to MC 89(Final Decision)

Handwritten notes:
ebs - 2
CAS - 2
DND/DND - 1
DM/FIN - 1
ASSEA - 1

1. Holders of MC 89(Final Decision) (The Peacetime Use of the NATO POL Pipeline System for Other than NATO Military Purposes) are requested to replace Pages 1 and 2 of Enclosure 1 with the attached pages.
2. The removed pages should be destroyed by burning or reducing to pulp.

Handwritten signature: Baratte

JEB/bmm

J. E. BARATTE
Colonel, French Army
Deputy Secretary

1 ENCLOSURE: (2 page changes)
Pages 1 and 2 of Enclosure 1
to MC 89(Fin.Dec.)

DISTRIBUTION: As for basic paper

CCOS

Comments are not requested

Handwritten initials: SM

Chairman,
for C J S (W)

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MC 89 - Corrigendum No.4, 4 May 64

This document consists of three pages.

Handwritten numbers: 7, 15