

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

EXEMPLAIRE N°
COPY

228

ORIGINAL: FRENCH
18th September, 1953

NATO SECRET
SUMMARY RECORD
AC/12(PS)-R/1

PETROLEUM PLANNING COMMITTEE

PPC TEAM OF PIPELINE AND STORAGE EXPERTS

Summary Record of a meeting held at the Palais de
Chaillot, Paris, on Monday, 7 September, 1953 at 3 p.m.

PRESENT

Chairman: Mr. A.C. Campbell (United Kingdom)
Mr. Schroeder (Denmark) Mr. van Bleyswijk-Ris (Netherlands)
Mr. Deutsch (France) Mr. E.J. Sturgess (United Kingdom)
Mr. Rouelle Mr. J.M.S. Macpherson
Col. de Gennaro (Italy)
Mr. Baglio

INTERNATIONAL STAFF

Mr. P. de Margerie (Secretary)

ALSO PRESENT

Mr. V. Butler (Chairman, Petroleum Planning Committee)
Col. R.C. Tripp }
Lt.Col. T.L. Southwell } SHAPE

CONTENTS

<u>Item</u>	<u>Subject</u>	<u>Page No.</u>
I.	Examination of SHAPE Fifth Slice Programme.	1

I. EXAMINATION OF SHAPE FIFTH SLICE PROGRAMME

Document: AG 6100/5/E 709/53 LOG

References: AC/12-D/44
AC/12-D/45

1. THE CHAIRMAN OF THE PETROLEUM PLANNING COMMITTEE, opening the meeting, thanked the experts of the various delegations for attending and said that since he himself was not an expert he did not propose to participate in the discussions about to take place on the SHAPE proposals. He wished however to summarise briefly the situation which had led to the convening of the present meeting.

2. He recalled that the Infrastructure Committee had requested the Petroleum Planning Committee to indicate whether, in its opinion, the proposals of SHAPE in their Fifth Slice POL Infrastructure Programme contained the basis of a rational solution to the problem of wartime deficiencies of transportation facilities as estimated by PPC and PBEIST. The Working Groups of these two Committees had so far been able to study only the situation of the Central European Command area; they had concluded in their report that the installation of an appropriate pipeline network of the importance proposed by SHAPE was essential in the area in question and that it should compensate to a large extent for the deficit in transportation facilities required to meet military requirements in wartime. The scale of military requirements, in other commands, however, was such that the team of experts could examine SHAPE proposals with the object of determining whether these were adequate to meet SHAPE's estimates of their requirements in petroleum products.

3. THE CHAIRMAN OF THE PPC emphasised that the estimates of deficiency of transportation facility deficiencies were based on the evaluations of military requirements prepared by SHAPE, on which PPC was unable to comment, and on the assumption that the requirements would be a confirming one.

4. The PPC therefore requested the Group of Experts to satisfy itself that the equipment and installations to be provided under SHAPE's proposals were such that they could be efficiently operated to deal with the throughputs indicated by SHAPE and the grade handling required.

5. THE CHAIRMAN of the PPC said that it would be for the Team of Experts to appoint its own Chairman and to decide on the procedure to be followed. As there would certainly be many questions to be put to SHAPE and to the Infrastructure POL Section, he had requested the representatives of these bodies to attend the meetings.

6. Turning to the programme of work of the Team of Experts the Chairman of PPC said that the Team of Experts were not expected to carry out physical investigations or inspections of harbours, proposed pipeline routes, sites proposed for storage depots, etc.

The necessary detailed surveys would be undertaken when the scheme had been approved, and when the time came to consider the letting of the necessary contracts for the provision and construction of the installations.

7. He was not proposing any formal terms of reference but he suggested that the Team of Experts might satisfy themselves generally on the following matters:

- (a) the extent to which enquiry had been made into the availability of berthing accommodation, adequate depth of water and suitability of approaches at the points selected for entry into the pipelines;
- (b) that the pipelines proposed were of such a size, provided with such pumping installations and constructed of such materials as would stand up to the working pressures required to deal adequately and efficiently with the daily throughput stated as necessary to meet the military needs specified;
- (c) that the tankage proposed for the discharge of tankers and the operation of pipelines and the other facilities were appropriate for the smooth changeover from the pumping of aviation jet fuel to motor gasoline without contamination;
- (d) that the proposed routes and methods of laying contemplated ensure that the project would be implemented in the most economical manner consistent with safety, efficiency and durability;
- (e) that the standards adopted in computing the cost of the project were reasonable having regard to such evidence as was available of costs of material and labour in the various areas concerned.

8. The Chairman of PPC pointed out, on the other hand, that the Team of Experts would not be required to deal with questions of military priorities which were the concern of SHAPE.

9. Dealing with the question of the period within which the PPC wished to have the report of the Team of Experts, the Chairman of PPC recalled that the Infrastructure Committee had asked that this report should be received by the 20th September. It was difficult to foresee how long the work of the Team might take and he understood that this date could be extended a little, if required. If necessary, an interim report could be made. He thought, however, that by the end of the week the Team of Experts would be able to inform him on what date they thought their report could be submitted.

10. Before leaving the meeting, the Chairman of PPC concluded by expressing the hope that the Team of Experts would bring its work to a satisfactory conclusion.

ELECTION OF CHAIRMAN

11. THE NETHERLANDS REPRESENTATIVE proposed that the United Kingdom Representative be elected Chairman.

12. THE TEAM OF EXPERTS :

- (1) agreed to appoint the United Kingdom Representative Chairman of the Group.

13. THE CHAIRMAN, after thanking his colleagues suggested that the Team of Experts should hear an explanation by the SHAPE Representative of the proposal contained in Document LG 6100/5/E-709/53 LOG(Chapter C).

14. THE SHAPE REPRESENTATIVE (Colonel Tripp) stressed the importance, both military and financial, of the SHAPE proposal regarding this part of the Fifth Slice programme for 1954.

15. The suggested programme proposed the construction of pipelines from the ports for the purpose of conveying jet fuel to forward storage areas and to the distribution network approved under Fourth Slice infrastructure, and also for conveying motor gasoline from base ports to the combat area. The programme proposed in addition, working storage for the operation of the pipelines and the construction of 30 days' reserve storage for jet fuel for the few additional aerodromes recommended for the air forces in 1955. These facilities represented the greater part of a total system which could be completed under later programmes, without conflicting with present proposals or necessitating any alterations to them.

16. The programme submitted to the Team of Experts was based on proposals drawn up by the subordinate commands after consultation with national representatives. These proposals extended somewhat the Fourth Slice jet fuel programme and included the main elements of an overall pipeline system which was intended to meet the minimum requirements of all the land and air forces estimated to be available by M-180 at the end of 1955. The requirements of additional forces which might be built up between 1955 and 1957 had also been taken into account; they might be satisfied partly by an increase in the throughput of the pipelines already proposed for construction and partly by recourse to other means such as surface transport and flexible pipelines.

17. THE SHAPE REPRESENTATIVE, after recalling that the studies undertaken by NATO and SHAPE on the transport of oil in the Allied Command area in Europe had brought to light the fact that in all the geographical regions concerned there existed a large deficit at least equal to SACFOR's wartime requirements, stated that it was apparent that the only practical method of overcoming the greater part of this deficiency would be the construction of pipelines at the earliest possible date.

18. He emphasised that the construction of pipelines represented the most economical way of overcoming this deficiency. Moreover a study had shown that it was preferable to undertake immediate construction of a network for the movement of both jet fuel and of motor gasoline at a cost of approximately 445 million sterling, since if separate networks for each of these fluids were to be constructed at different times the expense would amount to about 363 million sterling.

19. Other than pipelines, the only items proposed in this programme were the storage and unloading facilities necessary for

the operation of the system. Storage tanks for reserves of motor gasoline were not proposed. The storage of jet fuel would be limited to the necessary installations over and above those proposed in the Fourth Slice programme, to ensure thirty days reserve capacity for the few additional aerodromes proposed for inclusion in the Fifth Slice.

20. Lest the storage installations proposed should seem too extensive to the Team of Experts, the SHAPE Representative stressed that at the end of the second world war such working storage facilities comprised, for the United States Army network alone, 900,000 cubic metres, or 38.4 days' supply.

21. It should also be remembered that the requirements which would have to be met in the event of war would be much greater than those which had to be met during the last world war for the following three reasons.

- (1) present-day fuel requirements were much greater; a jet aircraft used three times as much fuel as the propeller-driven planes previously in use and the fuel requirements of land forces were 50% higher than before.
- (2) civilian requirements were much greater and more essential; during the second world war, at the time of the campaign in France, these requirements were considerably reduced since the civilian economy was almost paralysed.
- (3) during the last war the American fuel supply system comprised 6,000 km. of pipelines which had to be laid before the Allied armies could advance; in the event of hostilities it would no longer be possible to wait for six months before establishing a similar network.

22. In conclusion, the SHAPE Representative stressed that petroleum products were a vital need of the highest priority in the Allied Command defence system in Europe. Present surface transport facilities could not provide the necessary quantities of petroleum products at the time and place required. An integrated system of multi-product pipelines for the conveyance of motor gasoline and jet fuel represented the only way and the most economical way of remedying the inadequacy of present transportation facilities. That was the solution proposed by SHAPE, which the Team of Experts would have to consider.

23. Lt. Col. Southwell, SHAPE demonstrated to the Team of Experts with the aid of maps, the broad outlines of the projects proposed by SHAPE and the principles followed in their preparation (Assessment of requirements, determination of the best methods of movement, selection of ports of POL importation, their vulnerability etc.). He distributed detailed maps to members of the group showing the pipeline network proposed for the central European area and for Denmark, Italy, Greece and Turkey.

24. THE CHAIRMAN, after ascertaining that no member of the Team of Experts wished to put questions at that stage to the SHAPE Representatives or to the International Staff, proposed the

adjournment of the Group until Tuesday, 8th September to enable the experts to study the documents distributed to them.

25. THE TEAM OF EXPERTS:

- (2) agreed to meet on Tuesday, 8th September at 10.30 a.m. and on subsequent days for the purpose of preparing its report.

DECLASSIFIED - PUBLIC DISCLOSURE / DÉCLASSIFIÉ - MIS EN LECTURE PUBLIQUE