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NORTH ATLANTIC MILITARY COMMITTEE
COMITE MILITAIRE DE L'ATLANTIQUE NORD

Standing Group

Groupe Permanent

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SGWM- 781-54

8 December 1954

MEMORANDUM FOR THE STANDING GROUP

SUBJECT: Clearance of Infrastructure Press Release

1. Enclosed is a proposed press release drafted by the North Atlantic Council Infrastructure Division. The Chief of the Infrastructure Division has requested Standing Group clearance. Urgent action is required as this story is to be released to the press on Friday afternoon, 10 December.

2. Together with appropriate members of SGLC's staff and the Infrastructure Division, Colonel Byrnes has examined the release with a view to military security, appropriateness and past practice.

3. It is recommended that the phrase: "over 40,000 cubic meters per day," in the third line on page 2 be deleted. It further appears that the entire last paragraph paints a rosy picture that is (1) unwarranted by the facts, (2) not in accordance with military thinking, and (3) could encourage the public to a feeling of false security. It is recommended that the last paragraph therefore be deleted in its entirety.

4. Your approval of the press release at Enclosure as amended in paragraph 3 above is requested as a matter of urgency.

NO LONGER EFFECTIVE

[Signature]
NATO
Asst. Secretary

APPROVED: _____

REGRADED

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DISAPPROVED: _____

Per Authority

DOCUMENT DESTRUCTION MEMO. # 174

(Col. Byrnes)

By

[Signature]

Date

2 Feb 60

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ENCLOSURE

DRAFT PRESS RELEASE - 1955 INFRASTRUCTURE PROGRAM

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The North Atlantic Treaty Organization has approved an E81 million infrastructure budget for the year of 1955. This is part of the E700 million infrastructure program of which E650 million has so far been authorized for specific NATO projects during the past five and a half years.

The 1955 budget was approved by the North Atlantic Council under authority granted by the Foreign Ministers in April 1953. At that time, the member governments designated E250 million of the E700 million total for a three-year, cost-shared program, of which this is the second year, and delegated authority to the Council of Permanent Representatives for disposal of these funds. Under this authority, the Permanent Council, after reviewing the military requirements submitted by General Alfred M. Gruenther, Supreme Allied Commander, Europe, and Admiral Jerauld Wright, Supreme Allied Commander, Atlantic, decides upon the annual infrastructure program.

Approximately 40% of the 1955 infrastructure budget will be used for construction of additional airfields and for improvement of existing airfields; 25% is for NATO additions to existing naval base and fleet facilities; 20% will be used to expand the oil pipeline which already represents a E76 million NATO investment; telecommunications, a familiar item in infrastructure planning, account for 10% of the budget; the remaining 5% will finance construction of radar warning installations, long- and short-range navigational aids of present or wartime assistance to merchant shipping and construction of alternate emergency headquarters for use in the event of enemy attack.

During 1954, E100 million of infrastructure construction was launched. By the end of this year, through the infrastructure mechanism, 132 NATO airfields will have been made available for use as needed by NATO; this represents the continuing improvement

of 121 airfields already usable in 1953 so that they are equipped to handle any newly developed type of NATO fighter plane, plus completion of 12 additional airfields.

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During the present year, eight NATO countries started work on the vast pipeline system. This project of some 6000 kilometers of pipe, complete with pumping stations, storage facilities, etc., has progressed from the stage of planning and engineering into that of execution. It calls for a Central European network of pipelines with ports on both the Channel and Mediterranean coasts in order that the system can be supplied by the NATO tanker fleet. The system itself is equipped to handle virtually any type of fuel. Its magnitude can best be illustrated by the contemplated rate of flow (over 40,000 cubic meters per day) which is equivalent to the uninterrupted movement of 70 complete tanker trains.

Telecommunications built under NATO common infrastructure auspices to meet military requirements have, at present, increased civilian facilities tremendously. These same facilities are, of course, completely available for military use in the event of emergency. Experts in this field estimate that the European national plans and programs for the improvement of communications systems have been advanced by ten to fifteen years through the NATO program. To date, over £85 million of the £120 million total designated for this purpose has been contracted.

The full cooperation of the 14 NATO governments has been largely responsible for the success of the infrastructure program. Potential waste or duplication of effort has been virtually avoided due to an established procedure of screening, by experts, item by item authorization by committees of the Council, joint civilian and military inspections and final auditing, in full cooperation with the military establishment. The comprehensive system of budgetary control assures that essential military requirements are met with minimum expense to the Allies, and,

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in turn, the full cooperation of member governments in forwarding each project has assured that standards established through the NATO mechanism are met. The fact that all infrastructure projects are open to international bidding has also tended to reduce cost, improve quality and implement the objectives of Article 2 of the North Atlantic Treaty.

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