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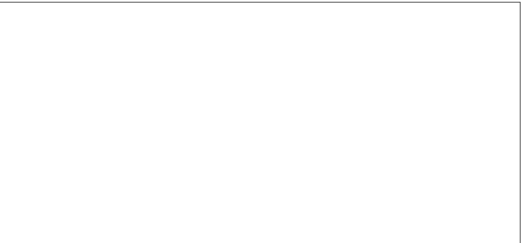
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MACHINE-LENDING STATIONS AND TRACTOR DELIVERIES IN THE GDR

This report consists of information [redacted] the development and operation of the MAS (Machine-Lending Stations) and [redacted] on tractor prices and deliveries in the GDR (German Democratic Republic).

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The MAS were set up in line with the land reform program of the GDR. Most of the tools and horse-drawn machines in the GDR were given to new farmers, but large tools and machines, particularly tractors and threshing machines, became common property of the Farmers' Mutual Aid Society (VdGB). The machine pools of the Junker farms were antiquated, and had been neglected during the war. More than 50 different types of tractors were taken over by the local commissions, which meant that the 514 MAS stations all had to be provided with extensive replacement part supplies. Total investment in 1951 [for MAS] was 1133 million DM (Deutsche marks), and 45.2 million DM for wages and salaries and for expenditures in excess of the plan.

It is important for farmers that the fees charged by the MAS have now been standardized. According to the Gesetzblatt der deutschen demokratischen Republik (Legal Gazette of the GDR), No 148, 1950, fees for needy small-sized farms are to be lowered by 30 percent and those for needy middle-sized farms by 15 percent. [The period when this reduction will take place is not indicated.] At the special request of farmers, under favorable circumstances, fees for borrowing machinery can be paid in kind.

The State Secretariat for Material Supply in the State Planning Commission must grant the following fuel for the MAS [the period for the fuel allocation is not indicated, but 1951 was penciled in in the margin]: 49,000 tons of diesel fuel, 3,740 tons of motor oil, 150,000 tons of brown coal briquettes, 8,300 tons of gasoline, and 3,800 tons of petroleum. The German Fuel and Petroleum Center (DMZ) and the German Trade Center (DMZ) for Coal are responsible for scheduled deliveries.

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S-E-C-R-E-TDevelopment of the MAS

In 1951, the MAS were for the first time included in the Economic Plan for the GDR. In 1950, the MAS had an internal plan only.

Although, on 31 December 1949, the MAS had 524 stations, by 31 December 1950 it had only 514 stations. The ten stations were lost for the following reasons:

1. Dissolving of stations whose locations did not warrant their continuation.
2. Dissolving of stations because of undetermined ownership of areas and buildings.
3. Combining of stations whose work overlapped, in order to ease administration.

During the year [1950], the MAS acquired 4,320 new tractors, which was a 51-percent increase, and brought the total number of tractors to 10,834. On the average, 71.9 percent of the tractors were in operating condition. During 1950, the number of tractor plows did not increase to the same degree as tractors, so that by the end of the year no plows were available for about 200 tractors. However, the situation varies in the different Laender. At the end of 1950, there were more plows than tractors in Brandenburg and Sachsen, whereas in Thuringen, Sachsen-Anhalt, and Mecklenburg the opposite was true. This proves that the MAS must improve their planning in the distribution of plows.

The drill machines of the MAS were not utilized to their full extent. However, since the MAS did not fulfill their drilling contracts, bad planning is evident.

No new binders were added during 1951. The 4,383 binders owned by the MAS at the end of 1951 are not sufficient to meet the farmers' needs. Ninety-one percent of the contracts were fulfilled. A considerable increase is planned for 1952.

The number of threshing machines increased to 7,072, or 107 percent of the number at the end of 1949. However, these are small machines.

There was no significant change in the number of truck trailers. With only 2,898 trailers on hand, the MAS were unable to give adequate assistance to farmers in bringing in the root crop harvest and in transporting lumber. Particular difficulties were encountered in Brandenburg and Mecklenburg.

To mechanize the root crop harvest to a greater extent, the MAS must be better equipped with potato diggers (Kartoffelvorratsroder) and beet lifters.

Operations

In 1951, 1,644,000 hectares of middle plowing (mittleres pfluegen) were done by MAS tractors, an increase of 25 percent over 1950. Performance per tractor averaged 162 hectares of middle plowing. Field work constituted 64.4 percent of all tractor work, amounting to 1,059,000 hectares, as compared with 731,000 hectares in 1950.

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Field work done by MAS machines, by size of farms, was as follows:

Farms with less than 5 hectares	16%
Farms with 5 to 10 hectares	56%
Farms with 10 to 20 hectares	17%
Farms with 20 to 50 hectares	11%

Of the agreements signed for field work, the MAS were unable to finish 153,000 hectares of medium plowing, or 12 percent of the total work load. The percentage was particularly high in Sachsen-Anhalt, where unfulfilled contracts amounted to 25 percent.

It should be mentioned that Sachsen-Anhalt, in relation to its size and number of stations, has received the fewest new tractors and owns the most old tractors. These old tractors will have to be exchanged systematically for new tractors during the coming year.

There was an insignificant change during 1951 in the hauling done by MAS tractors for other consumers. However, hauling space during 1951 was used to better advantage, as can be seen from the following percentage increases: hours, 39 percent; kilometers, 37 percent; tonnage moved, 49 percent. On the other hand, tonnage moved by trucks increased only 2 percent, whereas hours and distances traveled increased by 19 and 16 percent, respectively. This shows that more empty trips were made during 1951.

The total threshing done (1,556,000 tons) amounted to 26 percent of the entire grain harvest. The average performance for each threshing machine fell from 0.772 ton per hour in 1950 to 0.720 ton per hour in 1951. Because the threshing machines are becoming obsolete, only 55 percent of them were in operating condition.

Fuel Consumption

Fuel supply, with a few scattered exceptions, was satisfactory. Of the diesel fuel consumed, 66 percent was used for field work, 7 percent for threshing, and 26 percent for transportation. For each hectare of field work, 30.1 kilograms were consumed during 1950, and 27.2 kilograms during 1951. This is a decrease of 10 percent.

In Thuringen the consumption per hectare was 20.1 kilograms; in other Laender it was considerably higher. The MAS in the other Laender must try to follow the example set by Thuringen in lowering fuel consumption per hectare, through the wider use of instrument coupling, the multiple-shift system, and better organization of the work load.

Labor Force

On 1 December 1951 there was a shortage of about 500 tractor and truck drivers. The shortage was particularly great in Brandenburg and Sachsen, but in Mecklenburg, also, not all tractors were manned. The cause is often the poor housing situation, the inadequate sanitary installations, etc. Better compensation for tractor drivers will be necessary.

Of the total work time of tractor drivers, "column" workers, and seasonal workers, 14.3 percent was paid in performance wages (i.e., wages determined by the amount of work performed). No over-all, valid norms had been set up in 1951.

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During 1952, attempts will be made to introduce performance wages everywhere. When computing the total hours of output, consideration must be taken of the fact that tractor drivers work in the fields only 120 days a year. However, in such places as repair shops, performance wages can apply for the entire year.

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Memorandum From Agricultural Planning / Section of the State
Planning Commission / Regarding Prices and Deliveries of Tractors
in the Five-Year Plan (Berlin, 17 March 1951)

Upon the orders of Minister Rau, the price per tractor (all types) was set at 12,000 DM in 1951.

In 1952, 30-horsepower tractors will cost 12,000 DM and 40-45 horsepower tractors 14,500 DM.

Beginning with 1953, the prices for all tractors (including 60-horsepower caterpillar tractors) will average 12,000 DM each.

Delivery of agricultural tractors is scheduled as follows:

	<u>1951 - 1955</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
30 hp	11,900	1,900	2,200	2,500	2,500	2,500
40-45 hp	20,100	4,000	4,100	4,000	4,000	4,000
60 hp	3,500	--	--	1,500	1,500	500
Total	35,500	5,900	6,300	8,000	8,000	7,000

File Memorandum From Finance Planning, Plan Coordination,
State Planning Commission, on 1951 Prices for
Tractors (Berlin, 22 January 1951)

According to Mr Terstegen of the Main Administration for Price Policies, Ministry of Finance, there is a discrepancy in the average prices for tractors for 1951.

The finance plan of the VVB IFA (Federation of People-Owned Plants for Vehicle Parts and Accessories) provides for the following tractors:

	<u>No of Tractors</u>	<u>Price per Tractor (DM)</u>	<u>Total Price (DM)</u>
30 hp	1,900	15,563	29,569,000
40 hp	4,000	18,450	73,840,000
Total	5,900	17,527	103,409,000

The Investment Plan provides for 5,000 tractors at 12,000 DM each, or a total of 60 million DM.

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This means a 43.4-million DM discrepancy in the state budget. Even if the same number of tractors were used as a basis, there still would be a 32.6 million DM discrepancy (5,900 units at 12,000 DM each equals 70.8 million DM; 103.4 million - 70.8 million equals 32.6 million).

In a discussion with State Secretary Rumpf, it was decided that the Investment Bank would receive the difference between the actual price and the prices provided in the investment plan for the state budget.

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