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IMPORT OF FUELS FOR THE GERMAN ARMED FORCES
IN THE NETHERLANDS (SEPTEMBER 1940)

During the early days of the occupation, the German Armed Forces in Holland covered their fuel needs out of available Dutch stocks.

Since the large stores of fuel, especially in port areas, were endangered by air attacks, large quantities of fuels had been shipped to Germany (Pernis, especially, was considered to be in danger. Despite the transportation difficulties caused by a shortage of tankers, the hazardous seaway Rotterdam-Hamburg, and the scarcity of available Rhine vessels and of storage space in Germany, between 20 and 23 July 1940 the quantity of automobile gasoline shipped to the port of Dulsburg alone amounted to 3,938 tons and the quantity of creosote oil shipped amounted to 2,247 tons.)

The remaining stocks were considered to be sufficient to cover the needs of the Armed Forces in Holland for only two months. Therefore, it was decided that the remaining stocks should be used for the Dutch economy and the Armed Forces were to be supplied by imports from Germany. The average monthly needs of the Armed Forces were 5,000 tons of gasoline and 1,000 tons of diesel fuel.

EXPLANATIONS REFERRING TO TRANSMITTED SUPPLY STATISTICS FOR GASOLINE,
COAL OIL, GAS OIL, ETC (20 November 1940)

Auto Gasoline:

750 tons were taken over from enemy properties. The stock had been frozen, but has now been released by the Netherlands government for domestic consumption.

Gasoline consumption during October 1940 was cut down by 1,505 tons by the closing of filling stations, and amounted to 2,712 tons for the month. The filling station stocks at the end of October were 5,287 tons.

Consumption figures show that the restrictions were enforced as ordered.

Gasoline for the German Armed Forces in the Netherlands: While the stock

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situation has been somewhat improved by the promised return shipment of two 7,000-ton deliveries from Germany, another 10,000 tons should be supplied in December, so that there will be no shortage during January, February, and March, due to the shipping delays caused by the winter weather.

Despite the shipment of red mixed fuel, some gasoline will have to be withdrawn from the Dutch civilian stocks until full conversion to gasoline shipments for the Wehrmacht from Germany has been effected.

Coal Oil:

12 liters of coal oil are allocated per consumer per period (3 months or more). According to available data, the coal oil consumption until March 1941 should be about 3,500 tons per month, illumination accounting for a considerable portion of the consumption during the winter months.

It has already been pointed out that it is absolutely necessary that a quantity of coal oil at least equal to the 5,000 tons contracted for for November be imported for December. A certain reserve should be maintained because of the importance of coal oil in the Netherlands for cooking and illumination and because of the possible interruption of deliveries due to the winter weather.

Gas Oil:

In collaboration with the Netherlands authorities, attempts are being made to cut down consumption further. There are no longer many possibilities for accomplishing this, since the greatest consumer, water transport with 6,000 tons, cannot be further cut. The industrial consumption of about 1,900 tons is distributed over 1,900 factories. The remainder is used by various branches of commerce. Attempts are being made to cut down their consumption. There are also attempts to stretch the gas oil supply by the admixture of heavy components.

As for the stocks reserved for the Navy, at least 6,000 tons will be released, leaving 5,000 tons frozen. The quantity listed as "loss due to enemy action" refers to the air raid on Flushing.

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SECRETBenzol Homologues and Coal Tar Products:

As previously, the scheduled quantities went to Germany.

Bitumen:

Negotiations concerning the utilization of bitumen gained from the processing of crude oil are underway. Among other things, it is planned that 20,000 tons of bitumen from this source be shipped to Germany.

Telegram, 12 Dec 1940, to GKW Economics Office

You have twice promised 7,000 tons of gasoline for import to the Netherlands. So far, only shipments for transshipping have been received. Considering the danger of frost, we request that at least the still missing quantities be supplied. Even slight but continuous frost (-3 to -5°C) causes serious traffic difficulties on the canals, especially in Northern Holland. The same goes for coal oil -- 7,000 tons have been promised through the Rumanian Mineral Oil Company, but only 2,200 tons have arrived.

17 Dec 1940Coal Oil:

We have repeatedly reported the difficulties in the coal oil supply, especially considering the fact that it is an important item in the Netherlands. This finally resulted in the scheduling of 7,000 tons of coal oil for the Netherlands through the Rumanian Mineral Oil Company, but only very little of this shipment has actually been delivered. The tight supply situation is evident from a newspaper article which I quote for you:

"No More Coal Oil Light in the Near Future

Because of the shortage of coal oil, it will no longer be supplied for illumination purposes. Apartments which have no gas or electricity will have to use alcohol or carbide for lighting. Several factories have already started producing carbide lamps."

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21 January 1941

Aviation Gasoline:

The additional quantity of 600 tons represents merchandise in transit to the Bataafsche Petroleum Maatschappij at Pernis for ethylation. This quantity will go out again in January, and thus does not affect the stock on hand.

Auto Gasoline:

Two 7,000-ton shipments were imported in November/December from Germany. The Netherlands civilian consumption is well within the planned limits, and further measures have reduced it to below the 6,000-ton limit.

Filling station stocks were below 3,000 tons at the end of December.

Coal Oil:

2,200 tons of the promised 7,000 tons have been received. Netherlands civilian consumption, increased by the consumption of the German authorities, lies within the planned limits.

Gas Oil:

Further restriction have been introduced, so that Netherlands consumption is about 7,000 tons. Further restrictions have been introduced for January.

Starting with March, 8,000 tons are to be supplied from Germany for Netherlands consumption. Attempts will be made to get along with 7,000 tons or less. The gas oil requirements are affected by the low altitude of the country, ^{by} ~~but~~ coastal shipping, and by fisheries.

Light and Heavy Fuel Oil:

The figures show that the development is as planned, even if future mixing, aimed at stretching gas oil stocks, is taken into account.

Lube Oils:

Consumption could be kept low with the use of stocks still stored by consumers.

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SECRETBenzol Homologues and Coal Tar Products:

The quantities destined for Germany have been shipped out.

20 June 1941

Aviation Gasoline:

This small quantity is also intended for German use. This small quantity is being shipped out so slowly because it consists of gasolines of different quantities which must be properly sorted.

Auto Gasoline:

The Netherlands authorities were told to cut consumption another 15 percent during April and May. In order to apply a certain amount of pressure, about 800 tons were taken away from filling stations. The filling station stocks at the end of May were about 2,500 tons. In the preliminary estimate, the total quantity to be allocated for June was set at 4,250 tons. It is the aim to be able to get along with this 4,250 tons, but because of increased consumption by agriculture in the next few months, it may have to be increased. Later on the transport of coal and of the harvest will have to be taken into account. We are rationing the supply (see the attached list "Motor Vehicle Operation Permits, May 1941"). Rationing was successful in May, partly due to the development of gas-generator vehicles, which eases the gasoline consumption.

Coal Oil:

Consumption has been kept within planned limits. The better over-all coal oil situation should be taken into account to ease the very severe restrictions here.

Gas Oil:

Consumption was kept within planned limits. The increase over the previous month is due to necessary higher allocations for fisheries and water transport. These two categories account for about 65 percent of the total consumption.

Difficulties might readily arise if no gas were to be imported in July.

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Some gas oil, therefore, should be allocated for import during that month. The planned import of 5,000 tons in August is absolutely essential.

Heavy and Light Fuel Oil:

The restriction and conversion measures for light fuel oil have been successful. 2,500 tons of heavy fuel oil have been reserved for the Navy, and 3,000 tons are available for allocation. The possibilities of importing fuel oil should be checked.

Asphalt:

The Netherlands consumption is about 900 tons.

Paraffin:

Consumers' stocks are being used. The total Netherlands consumption is still about 140 tons per month. Peacetime consumption was 425 tons per month.

Benzol Homologues and Coal Tar Products:

The quantities made available by rationing are to go to Germany. A lower yield is to be expected because of the coal situation.

General:

The plants damaged by enemy action have been repaired so far, so that the production situation has become more favorable.

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Motor Vehicle Operation Permits, May 41

	<u>Gasoline engine</u>	<u>Diesel engine</u>	<u>Generator gas</u>	<u>Total</u>
Passenger cars	8,160	--	100	8,260
Taxis and cars for hire	3,424	--	58	3,482
Motorcycles				291
with sidecar	291	--	--	
without sidecar	3,929	--	--	3,929
Buses	954	520	631	2,105
Trucks up to 1.5 tons				569
Commercial	555	14	--	
Industrial	4,518	--	--	4,518
Trucks, 1.5-3.5 tons				2,465
Commercial	2,447	18	--	
Industrial	3,393	10	--	3,403
Trucks, 3.5-5 tons				2,535
Commercial	2,473	63	--	
Industrial	1,325	28	--	1,353
Trucks, over 5 tons				1,623
Commercial	1,527	96	--	
Industrial	653	56	--	709
Trucks (gas gen.) (less than 1.5 to over 5 tons)				2,143
Commercial	--	--	2,143	
Industrial	--	--	3,614	3,614
Government services				4,026
Passenger cars	4,018	--	8	
Freight transport	250	--	99	349
Special vehicles (fire engines, police cars, etc.)	4,284	28	168	4,480
	42,200	833	6,821	49,854

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SECRETAir Raid on Mineral Oil Plant Pernis near Rotterdam,
during the Night from 14-15 March 1941:

Only 500 tons of crude oil from a 10,000 cubic-meter tank burned. The fire was put out after one hour.

On 8 March the following quantities were stored at Rotterdam:

Gasoline	668 tons
Special gasoline	1,200 tons
Coal oil	204 tons
Gas Oil	7,652 tons
Fuel oil	700 tons
" ", thick	23,000 tons
Lube oil	3,000 tons
Asphalt	15,000 tons

They are stored in a plant with a capacity of about 1.5 million cubic-meters distributed among individual tanks provided with shrapnel-proof walls.

The crude products must be stored at Pernis, because they are processed there. After processing, they are transferred to storage depots in the interior.

The following development of stocks at Rotterdam shows that efforts have been made to reduce the stocks there continuously, although the tank car shortage created great difficulties:

Stocks on 31 Dec 1940	93,000 tons
Stocks on 31 Jan 1941	81,000 tons
Stocks on 28 Feb 1941	62,000 tons.