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SUBJECT Fuel Production in the East Zone

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1. The greatest fuel producer is the Leuna factory at Halle-Merseburg. The yearly capacity runs to 350,000 tons, but this capacity is not all used since the production of nitrogenous matter has priority. In 1950 Leuna produced some 85,000 tons, and in 1951, about 230,000 tons of fuel. There are 23,000 workers at Leuna.
 2. The second most important factory is Tröglitz-Zeititz (formerly Braunkohle-Benzin AG BRABAG) with about 5,000 men in the work force. In 1950 some 90,000 tons of gasoline and 180,000 tons of Diesel fuel were produced here. In 1952 the Diesel fuel production was considerably higher.
 3. The Benzinwerk Böhlen of Leipzig envisaged a total production of 215,000 tons of motor gasoline, 90,000 tons of aviation gasoline, 35 to 40,000 tons of jet propellant with a gasoline basis and 30,000 tons of Diesel fuel for 1952. Due to various difficulties, this quota has not nearly been reached. Work force about 6,500.
 4. A smaller plant is the Teerverarbeitungswerk Rosita, Altenberg, with a work force of 1,700.
 5. Further factories are:
 Teerverarbeitungswerk Webau near Weissenfels
 Treibstoffwerk Köpen at Rössein, Weissenfels district
 Treibstoffwerk Götzau in Weissenfels-Götzen (sic)
 Mineralölwerk Lötzkendorf near Mueheln
 Teerdestillationswerk Ederitz, Köthen district
 Teerdestillationswerk Bösdorf near Leipzig
 Benzinfabrik Klaffenbach in Klaffenbach (Chemnitz)
 Treibstoffwerk Mockethal near Pirna
 Treibstoffwerk Schwarzheide near Ruhland
 Treibstoffwerk Espenhain near Borna
 Treibstoffwerk Herrenleithe

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-2-

6. East Zone fuel production according to official figures:

Year	Gasoline	Diesel fuel
1948	350,000 t.	200-250,000 t.
1949	460,000 t.	200-240,000 t.
1950	492,000 t.	432,000 t.
1951	603,000 t.	522,000 t.
1952 (planned)	665,000 t.	560,000 t.

7. Of the East Zone gasoline production 72 percent goes to the Soviets as reparations goods and for the Red Army, the remaining 28 percent remaining in German hands. Of the Diesel fuel 20 to 25 percent goes to the Soviets, the rest remaining in German hands.

8. Of the German quota the following represents the usage:

	Official use	Personal use
Brandenburg	62.5 percent	37.5 percent
Mecklenburg	62.5 "	37.5 "
Saxony	60 "	40 "
Saxony-Anholt	72 "	28 "
Thuringia	70 "	30 "
Berlin	70 "	30 "

9. According to plans, gasoline production is to be brought up to 927,000 tons a year by 1955 and Diesel fuel to 650,000 tons. In view of present production installations and those under construction it is certain that these figures cannot be attained. The production is held back especially by shortages of coal and energy, and in spare parts for the factories, which have to come from abroad or West Germany.

10. Already in August 1952 shortages of fuel appeared in several areas of the East Zone, particularly in the Meissen district and around Grossenhain, Döbeln and Dresden. Neither motor gasoline nor ration cards were available in these areas. A few of the HO stores had motor gasoline at advanced prices. Since September this shortage has spread throughout the East Zone. Even the rations for official cars were radically limited. In September 400 liters per car were allowed, but in November only 160 liters. The official grounds were the needs of the National Army.

11. The picture for 1952 is as follows: the total production quota of 1,225,000 tons will be fulfilled. Down to 30 September 1952 270,000 tons were exported to the USSR and Poland, and by the end of the year this figure will be brought to 400,000 tons. Deliveries to Soviet occupying troops will come out about 300,000 tons. As German needs for the year run to about 750,000 tons, this means a shortage in East Germany of 225,000 tons.

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