

CLASSIFICATION SECRET/CONTROL - U. S. OFFICIALS ONLY
CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT

CD NO.

COUNTRY Albania

DATE DISTR. 26 April 1980

SUBJECT Fortifications on the Mati
River in Albania

NO. OF PAGES 1

PLACE
ACQUIRED

NO. OF ENCLS. 1
(LISTED BELOW)

DATE OF
INFO.

SUPPLEMENT TO
REPORT NO.

50X1-HUM

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1. The Mati river, which winds through the Plana Miliot area, has a 1,300-meter long bridge crossing the river at a point near the Plana and Miliot mountains. This bridge was erected in 1925 and was named after King Zog. It has been renamed the Oura Mati bridge. The Plana mountain, which is northwest of the bridge, is 300 meters high and has underground fortifications with heavy machine gun emplacements facing north. There are two entrances to the fortress.
2. The Maja Kumbura Mountains are 100 meters high and are located northeast of the bridge. There are underground fortifications here with heavy machine gun emplacements which look out over the Lesh plain. The village of Rubac is located at the foot of these mountains, where there are mines, as well as a camp for guerrillas.
3. The Mali Miliot mountain located southeast of the bridge is 600 meters high. There are underground fortifications which were started in 1931 on this mountain. There are two entrances - one at the south side of the mountain 200 meters from the village of Miliot, the other to the east near the town of Delfinist on the Tirana-Shkoder road.

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Enclosure filed separately

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The following Annexes are submitted:

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fuel allocations in 1949, to be distributed to all states of the Soviet Zone of Germany.

Table of:

Liquid fuels

Power - 5

312 2nd CO-2

to be allocated for motor vehicles throughout the Soviet zone in 1950.

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Consent

a. The annexes [] attached to this report reveal the carbohydrate and diesel fuel allocations for any motor vehicle type in the Soviet zone of Germany in 1949. Another detailed table specifying the 1949 fuel allocations according to individual states is also available.

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The available figures result in the following compilation:

	Allocated Quotas in Metric Tons				
	Carburetor fuel	Diesel fuel	Motor oil	Lubricating oil and lubricants	Kerosene
Brandenburg	29,193	9,028	1,711	165	35
Mecklenburg	11,526	6,365	799	75	25
Saxony	63,123	21,445	3,992	390	130
Saxony-Anhalt	41,958	20,462	2,850	240	90
Thuringia	33,246	15,778	2,379	230	75
Total	179,046	73,078	11,731	1,100	355

These are the annual totals indicated in the plan for the whole of the Soviet Zone of Germany

Carburetor fuel	Diesel fuel	Motor oil	Lubricating oil and lubricants	Kerosene
179,045	73,078	12,019 +90	1,159 +30	383 +15

This compilation does not include the fuel allocation for the motor vehicles of the Soviet sector of Berlin and of Soviet installations such as Soviet Army, Soviet Corporations, Soviet trading companies. The following number of German motor vehicles, ready for operation in the aforesaid states of the Soviet Zone of Germany (excluding Berlin and Soviet installations), are available :

43,046 trucks with carburetor engines
4,839 trucks with diesel engines
 47,885 trucks

8,830 trailers for trucks with carburetor engines
6,160 trailers for trucks with diesel engines
 14,990 trailers

1,084 prime movers and tractors with carburetor engines
7,290 prime movers and tractors with diesel engines
 8,374 prime movers and tractors

461 buses with carburetor engines
628 buses with diesel engines
 1,089 buses

1,100 taxis with carburetor engines
 12 taxis with diesel engines
29,929 passenger cars with carburetor engines
68 passenger cars with diesel engines
 31,109 passenger cars

2,434 other type motor vehicles with carburetor engines
458 other type motor vehicles with diesel engines
 2,892 other type motor vehicles.

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b. The 1950 fuel plan does not contain a specification according to states but lists not only carburetor and diesel fuels but driving gas and solid fuels (wood and coal) also. According to these data, the liquid and solid fuels listed below will be required for motor vehicles throughout the Soviet Zone of Germany (in metric tons) during 1950:

Carburetor fuels:	194,794
Diesel fuels:	72,718
Motor oil:	11,012
Lubricating oils and lubricants:	944
Kerosene:	315
Driving gas:	14,721
Wood:	184,034
Anthracite	4,200
Coal	4,253

These are the figures of the motor vehicles expected to be ready in 1950 for operation throughout the Soviet Zone of Germany:

36,776 trucks with carburetor engines
3,633 trucks with diesel engines
2,034 trucks with driving gas motors
5,571 trucks with wood gas generators
436 trucks with coal gas generators

48,450 trucks

13,782 trailers for trucks with carburetor engines
6,045 trailers for trucks with diesel engines
941 trailers for trucks with driving gas motors
2,258 trailers for trucks with wood gas generators
494 trailers for trucks with coal gas generators

23,520 trailers

686 prime movers and tractors with carburetor engines
5,526 prime movers and tractors with diesel engines
502 prime movers and tractors with driving gas motors
667 prime movers and tractors with wood gas generators
30 prime movers and tractors with coal gas generators

7,411 prime movers and tractors

170 buses with carburetor engines
207 buses with diesel engines
43 buses with driving gas motors
92 buses with wood gas generators
11 buses with coal gas generators

529 buses

1,584 taxies with carburetor engines
17 taxies with diesel engines

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6 taxies with driving gas motors
 13 taxies with wood gas generators
 5 taxies with coal gas generators
 21,203 passenger cars with carburetor engines
 26 passenger cars with diesel engines
 438 passenger cars with driving gas motors
 640 passenger cars with wood gas generators
150 passenger cars with coal gas generators

23,942 passenger cars

72,065 motorcycles

1,533 other type motor vehicles with carburetor engines
 303 other type motor vehicles with diesel engines
 102 other type motor vehicles with driving gas motors
 109 other type motor vehicles with wood gas generators
9 other type motor vehicles with coal gas generators.

2,056 other type motor vehicles.

c. As it is evident from comparing the 1950 motor vehicle stock with that indicated for 1949, the German Economics Commission (D.E.C.) expects, in 1950, a slight increase of the number of trucks (565 trucks) and a considerable increase of the number of truck trailers (8,530 units). On the other hand, an essential reduction of the stock of all other vehicles is assumed such as:

Prime movers and tractors	by 963 units (11 percent)
Buses	by 560 units (51 percent)
Taxis and passenger cars	by 7,167 units (23 percent)
Motorcycles	by 4,218 units (5 percent)
Other-type motor vehicles	by 736 units (25 percent)

This comparison deserves special attention. From these official planning figures it is shown that reconstruction of the motor car industry in the Soviet Zone of Germany made little progress after the dismantling.

d. [redacted] the rates of annual production set up for 1949 are:

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26,400 metric tons of driving gas
 298,000 metric tons of carburetor fuel
 306,000 metric tons of diesel fuels.

[redacted] about 60 percent of all carburetor fuels and about 23 percent of all diesel fuels produced were consumed in 1949.

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f. Motor traffic fuel consumption of the five Länder of the Soviet Zone of Germany from 1947 to 1950 ***

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f. Motor traffic fuel consumption of the five Laender of the Soviet Zone of Germany from 1947 to 1950.***

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	Carburetor fuel (metric tons)				Diesel fuel (metric tons)				Oil (metric tons)			
	1947	1948*	1949	1950**	1947	1948*	1949	1950**	1947	1948*	1949	1950**
Saxony	25,678	35,939	63,123	.	11,855	25,070	21,445	.	1,249	1,667	520	.
Thuringia	10,518	16,266	33,246	.	9,793	15,508	15,778	.	567	630	305	.
Mecklenburg	6,715	8,258	11,526	.	6,634	8,526	6,365	.	515	462	100	.
Brandenburg	8,057	15,252	29,193	.	6,610	12,788	9,028	.	520	796	200	.
Saxony-Anhalt	18,263	22,959	41,958	.	12,098	20,151	20,462	.	1,082	1,052	320	.
Total:	68,631	98,674	179,046	194,704	46,990	82,043	73,078	72,718	3,733	4,607	1,600	12,272

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- * The data indicated for 1948 are based on the quantities of fuels actually distributed and those procured by the Soviet Zone of Germany itself.

These are the quantities actually distributed in 1948:

	Carburetor fuel (metric tons)	Diesel oil (metric tons)
	<u>77,143</u>	<u>70,170</u>
Saxony	28,896	21,449
Thuringia	11,796	13,318
Mecklenburg	7,560	7,927
Brandenburg	12,637	11,283
Saxony-Anhalt	16,254	16,293

The rest was procured by the Soviet Zone of Germany itself.

- ** Only the total amount required for the Soviet Zone of Germany in 1950 was reported.

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[redacted] the Land Governments of

50X1-HUM

Saxony
 Thuringia
 Mecklenburg
 Brandenburg
 Saxony-Anhalt

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Table of fuels to be allocated in 1949 and ..(?)

Enclosed you will find the Fuel Consumption Plan for 1949 and the calculating data on which these allocations are based. The Motor Transport and Road Traffic Directorate General wishes to add the following explanations to this table:

As the SMA/Transport Administration/Motor Transport and Road Traffic Section set a very close target date it was not possible to ask the Laender for tables calculated according to the competent rules of the SMA for Germany. Hence, this office had to make the tables for the individual Laender on its own responsibility. These are the principles according to which the tables were made:

250 operational days per year and the following average mileages per day, and motor vehicle were assumed for each of the five Laender:

Trucks and trailers	84 km
Prime movers and tractors	60 km
Buses and taxis	150 km
Passenger cars and other type motor vehicles	50 km

The calculation was based on the motor vehicle figures indicated in the A-11 form, dated 1 August 1948, at the following rates:

Trucks, trailers, prime movers, buses and other type vehicles 65 percent;
 passenger cars, taxis and motorcycles 50 percent of the total of registered vehicles [redacted]

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The additional fuel allocations for trailers were calculated as follows:

All trailers up to 1 metric ton are to be operated without additional fuel allocations. The trailers with payloads ranging from 1 to 2.5 (metric) tons are moved by trucks only. It appears correct to estimate the number of truck-moved trailers throughout the Soviet Zone of Germany at 15,000 units. Ten percent of the standard rate is added to the allocation for such trailer-moving trucks. All other trailers with payloads exceeding 2½ (metric) tons are towed by prime movers.

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[redacted]

Additional quantities granted so far to the Laender of Saxony, Thuringia and Mecklenburg for difficult terrain cannot longer be allocated.

Allocations of lubricating oil and lubricants are to be based on a rate of 3.7 percent for liquid fuels and of 5.4 percent of the converted liquid value for solid fuels.

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	liquid	solid
Motor oil	3.3 percent	5 percent
Lubricating oil and lubricants	0.3 percent	0.3 percent
Crude oil	0.1 percent	0.1 percent

The solid fuels were calculated according to the same principles.

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The following rates of conversion were employed:

- 1 (metric) ton of carburetor fuel equal to 3.5 tons of lignit briquettes
- 1 (metric) ton of carburetor fuel equal to 4.5 tons of gas wood
- 1 (metric) ton of driving gas equal to 1.2 tons of carburetor fuel.

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