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DIRECTORATE OF
INTELLIGENCE

Intelligence Memorandum

Oil Developments In Israel

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CENTRAL INTELLIGENCE AGENCY
Directorate of Intelligence
June 1970

INTELLIGENCE MEMORANDUM

Oil Developments In Israel

Introduction

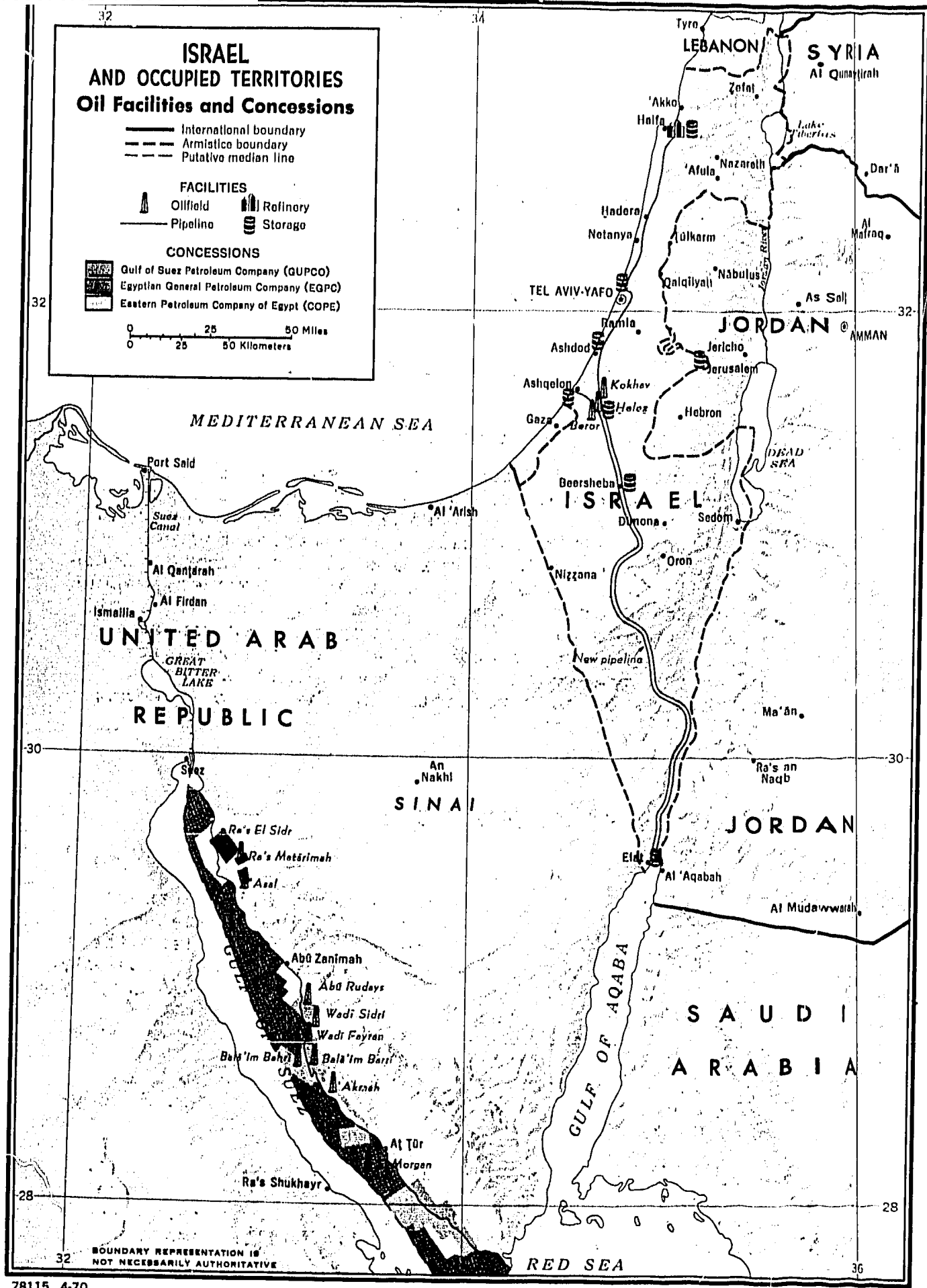
About 99% of Israel's total supply of primary energy is derived from oil and the bulk of its oil supply is provided by outside suppliers. Few countries are willing to sell oil to Israel because much of the Free World oil outside the United States is under Arab control or influence. However, dependence on imports has been reduced by the use of oil from Occupied Sinai. This memorandum examines Israel's oil supply and demand, reviews measures taken to improve the Israeli oil position, and speculates on the prospects for the use of the new crude oil pipeline.

Oil Resources and Exploration

Israel

1. The only source of domestic oil in Israel proper is the relatively small producing area made up of the Helez, Beror, and Kokhav fields (see the map). The oil from these fields is not particularly suited to Israel's needs and reserves may be largely exhausted by the mid-1980s. Although exploration for oil has gone on since 1953, with little success, new exploratory drilling is planned in the Mediterranean Sea offshore from Ashdod, where a drilling rig was located at the end of 1969, and near Netanya and Haifa.

Note: This memorandum was produced solely by CIA. It was prepared by the Office of Economic Research and was coordinated with the Office of Current Intelligence and the Office of National Estimates.



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Sinai

2. Egypt had conducted exploratory work in the land areas of the Sinai peninsula but the identified deposits are small or the oil is of inferior quality. Valuable discoveries were made, however, in two off-shore areas in the Gulf of Suez -- the El Morgan and Bala'im fields -- and prospects are favorable for additional discoveries in the area. The El Morgan deposit, which extends on both sides of the Gulf median line, is now Egypt's largest producing field, whereas the Bala'im deposit is now under Israeli control.*

3. Since late 1967, Israel has claimed the right, on the basis of its status as an occupying power in the Sinai, to explore for oil in the eastern half of the Gulf of Suez and has awarded an oil prospecting and operating concession to a British subsidiary of a US firm. In February 1970, while en route to the Gulf, a drilling rig owned by a Canadian firm under contract to the British concessionaire was sabotaged, presumably by Egyptian agents at Dakar (Senegal). Following prolonged delays in making repairs to the rig at Accra (Ghana) and in negotiating insurance claims, the contract was terminated in early June, apparently with the approval of Israel. Future plans of Israel and the concessionaire are not known.

4. Elsewhere in the Sinai, Israel conducted drilling operations in early 1969 off the northern coast in the Mediterranean near Al'Arish. The drilling was unsuccessful and the rig reportedly departed the site in September 1969.

* *The Gulf of Suez Petroleum Company (GUPCO) has held concession rights since 1963 to about three-fourths of the Gulf of Suez, including the El Morgan area. GUPCO is owned in equal shares by the Egyptian General Petroleum Corp. (EGPC) and by Pan American Oil Co., now Amoco (UAR), a subsidiary of Standard Oil Co. of Indiana. The Bala'im deposit was developed by the Cie. Orientalis des Pétroles d'Egypt (COPE) which is owned in equal shares by EGPC and the Italian International Egyptian Oil Co. (IEOC).*

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5. Production from the Helez, Beror, and Kokhav fields, known collectively as the Helez deposit, has declined from the peak level of about 200,000 metric tons in 1965 to about 100,000 tons in 1969, and may level off at or near that level for the next few years. Israeli production in recent years and the declining share that production represented of domestic demand are shown in the following tabulation:

<u>Year</u>	<u>Production</u>	
	<u>Metric Tons</u>	<u>Percent of Demand</u>
1965	201,600	7
1966	187,400	6
1967	135,000	4
1968	114,600	3
1969	100,000	2

Sinai

6. Israeli production from Egyptian oilfields in the Sinai is estimated to have been about 2 million tons in 1969, and may increase to as much as 2.5 million tons in 1970. The offshore wells at the Bala'im field, formerly operated by the Egyptian-Italian consortium COPE,* account for almost all of this Sinai production. Oil from this offshore field is similar in quality to a number of other Middle East oils and is generally suitable for Israel's needs. Oil from the onshore wells in the Sinai, however, has certain undesirable qualities that make it difficult to handle and refine,

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and it does not yield the product mix desired by Israel.* Because of these qualitative factors, as well as high operating costs in the smaller fields, Israel probably is not producing any significant quantity of oil from onshore fields in the Sinai. Estimated production in the Sinai in 1969 was less than half the 1966 level (the last full year for which reliable data are available) as shown in the tabulation below:

Former Operating Company	Field	Production in 1966 (Thousand Metric Tons)
COPT	Bala'im (onshore)	2,191
	Bala'im (offshore)	1,892
	Abu Rudays	129
	Sidri	61
	Fayran	17
	'Akmah	12
EGPC	'Asal	107
	El Sidr	85
	Matarimah	12
	<i>Total</i>	4,506

Refining

7. Israel's only refinery, located in the Bay area of Haifa, had an estimated annual throughput capacity of about 5.5 million tons in 1969. The refinery was to be expanded through minor modification to an ultimate capacity of 6 million tons for 1970. That capacity probably would be adequate for Israel's domestic needs for most types of petroleum products through 1972 and 1973 and also provide products for export. Imports of refined products are

* *The Bala'im onshore oil probably could be used by Israel if blended with a lightweight crude oil, but such blending crude is not known to be readily available from non-Arab sources. Moreover, Bala'im crude is not readily exportable by Israel because of its quality and because title to the oil probably would be in dispute.*

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limited to small quantities of aviation gasoline, specialty products, and residual fuel oil.

8. A new refinery with an initial annual capacity of 3.5 million tons reportedly is to be completed in the vicinity of Ashdod by the end of 1972. This plant is designed to serve the central and southern areas of Israel as well as the growing needs of Israel's chemical industry.

Petroleum Supply and Demand

9. Israel's total supply of petroleum in 1969 was about 5.7 million tons. Imports of crude oil from Iran -- about 3.1 million tons -- accounted for 54% of the total.* The 2 million tons of crude oil from Sinai represented about 35% and domestic production about 2%. In addition, Israel imported an estimated 500,000 tons of petroleum products, principally residual fuel oil, from Iran, Europe, and the United States, and perhaps other sources.

10. The total supply in 1970 probably will be about 6.3 million tons. All of the increase over 1969 will be in the form of crude oil, reflecting Israel's additional pipeline and refining capacity. Imports of products should decline to about 300,000 tons in 1970. Estimated oil supply and demand in 1969 and a forecast for 1970 are shown in Table 1.

11. Domestic consumption of petroleum in 1969 (excluding petroleum used or lost in refining) is estimated to have been 4.2 million tons, including about 90,000 tons consumed in Occupied areas. Since 1968, consumption has been increasing about 10% each year and may reach about 4.7 million tons in 1970. This assumes a continuation of rapid economic growth in 1970 and no significant change in the level of Israeli-Arab hostilities. Detailed estimates of Israeli petroleum consumption by product for 1966-70 are given in Table 2.

* *An additional 500,000 tons of Iranian crude, destined for Romania, was delivered to Israel for movement by pipeline to the Mediterranean. Israel probably acted only as the custodian or carrier and the crude oil presumably was not reflected in its foreign trade accounts.*

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Table 1

Israel:
Estimated Petroleum Supply and Demand

	<u>Thousand Metric Tons</u>	
	<u>1969</u>	<u>1970</u>
<u>Supply</u>	5,700	6,300
Crude oil from:	<u>5,200</u>	<u>6,000</u> ^{a/}
Israel	100	100
Sinai	2,000	2,000 to 2,500
Iran	3,100	3,400 to 3,900
Petroleum products imports	<u>500</u>	<u>300</u>
<u>Demand</u>		
Crude oil to:	<u>5,200</u>	<u>6,000</u>
Refinery	5,100	6,000
Stocks	100	--
Petroleum products ^{b/}	<u>5,600</u>	<u>6,300</u>
Domestic consumption (including refinery fuel and losses)	4,500 (255)	5,000 (330)
Available for export and/or addition to stocks	1,100	1,300

a. Total crude oil supply is estimated on the basis of the refinery capacity expected to be available for the whole year 1970. The quantity of crude oil to be imported from Iran will be a function of the quantity acquired from Sinai.

b. Represents the sum of the crude oil charged to the refinery and imports of products. Of the crude refined, about 95% was available for shipment from the refinery and the remainder was consumed as refinery fuel or lost in processing.

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Table 2
Israel: Estimated Consumption of Petroleum Products a/

Products	Quantities in Thousand Metric Tons									
	1966		1967		1968		1969		1970	
	Quantity	Percent	Quantity	Percent	Quantity	Percent	Quantity	Percent	Quantity	Percent
Liquefied gas	103.4	3.4	97.3	3.1	104.1	2.7	115	2.7	126	2.7
Gasoline										
Motor	319.5	10.5	337.7	10.7	397.2	10.3	437	10.3	481	10.3
Aviation	8.5	0.3	17.0	0.5	12.6	0.3	14	0.3	15	0.3
Kerosine b/	225.0	7.4	271.8	8.6	374.5	9.7	412	9.7	453	9.7
Distillate fuel oils	542.1	17.8	594.7	18.9	729.4	18.9	802	18.9	882	18.9
Diesel fuel oil	26.9	0.9	35.0	1.1	43.8	1.1	48	1.1	53	1.1
Residual fuel oil	1,698.6	55.6	1,646.4	52.5	1,995.5	51.7	2,195	51.7	2,415	51.7
Asphalt and other residuals	73.4	2.4	83.7	2.7	114.7	3.0	126	3.0	139	3.0
Lubricants and other	53.0	1.7	60.0	1.9	86.9	2.3	96	2.3	106	2.3
<i>Total</i>	<i>3,050.4</i>	<i>100.0</i>	<i>3,143.6</i>	<i>100.0</i>	<i>3,858.7</i>	<i>100.0</i>	<i>4,245</i>	<i>100.0</i>	<i>4,670</i>	<i>100.0</i>

a. Estimates for years 1966-68 were derived from published data. Estimates for 1969 and 1970 reflect annual increases of 10%; data for 1970 assume no change from 1969 in the level of activity caused by Arab-Israeli hostilities.

b. Includes kerosine-type aircraft turbine (jet) fuel.

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Petroleum Trade

12. Israel exports petroleum distillate products; in 1969 these exports probably were about 800,000 tons, somewhat less than in 1968. West Germany and the United Kingdom were the largest markets, importing 470,000 tons and 190,000 tons, respectively; most of the remainder probably went to other countries in Western Europe. The exportable surplus of products in 1970 may be slightly greater than in 1969, as the increase in refinery throughput should exceed the expected increase in demand.

13. In terms of foreign exchange costs, Israel's net expenditures for petroleum in 1969 amounted to \$28 million, down from \$42 million in 1966. Most of the drop reflects the savings realized from the availability of Sinai production which was valued at \$25 million in 1969. Net expenditures for petroleum in 1970 will also be about \$28 million. Estimates of Israel's petroleum balance of trade are presented in value terms in Table 3 and in quantity terms in Table 4.

Crude Oil Pipelines

14. Following the Arab-Israeli hostilities in 1956, the Suez Canal was denied to vessels carrying cargoes to Israel. In order to ensure the supply of Iranian crude oil to the Haifa refinery, Israel undertook the construction of a pipeline from Elat on the Gulf of Aqaba to Haifa. The original system, completed in stages and consisting of a combination of 8-inch and 16-inch diameter pipe, was subsequently expanded to a 16-inch pipe for the entire length and the annual capacity was increased to about 5.5 million tons.

15. Following the 1967 War, when it appeared that the Suez Canal would remain closed for a prolonged period, Israel undertook the construction of a crude oil pipeline from Elat to Ashqelon on the Mediterranean. The pipeline was designed primarily for the portage of crude oil to the Mediterranean for customers, and also to provide for the movement of crude oil to Israeli refineries. This 42-inch diameter system, with a designed throughput capacity of about 20 million tons per year and constructed

Table 3
 Israel:
 Estimated Petroleum Balance of Trade a/

Million US \$

Year	Foreign Imports			Export of Petroleum Products	Foreign Net Imports	Imports of Sinai Crude Oil	Total Net Imports Including Sinai
	Crude Oil	Petroleum Products	Total				
1966	53	5	58	16	42	--	42
1967	44	2	46	16	30	10	40
1968	35	5	40	18	22	22	44
1969	34	11	45	17	28	25	53
1970	38	7	45	17	28	28	56

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Table 4

Israel: Estimated Petroleum Trade ^{a/}

Thousand Metric Tons

Year	Foreign Imports			Exports of Foreign Petroleum Products	Foreign Net Imports	Imports of Sinai Crude Oil	Total Net Imports Including Sinai
	Crude Oil Iran	Petroleum Products	Total				
1966	3,800	300	4,100	700	3,400	--	3,400
1967	3,400	100	3,500	700	2,800	800	3,600
1968	3,200	200	3,400	800	2,600	1,800	4,400
1969	3,100	500	3,600	800	2,800	2,000	4,800
1970	3,700	300	4,000	800	3,200	2,200	5,400

a. All data are rounded to two significant digits. These data were derived using estimates of cost per metric ton of crude oil and products imports and exports in conjunction with official Israeli statistics of the value of petroleum trade as presented in Table 3. Independent estimates of the volume of crude oil imports in 1969 were made based on observed tanker shipments from Iran, reports of Sinai oil production, and the known capacity of the old Israeli pipeline. Estimates of imports of products in 1969 represent the difference between the total consumption of fuel oil and the probable yield of fuel oil from the Israeli refinery. Exports of products for 1969 were derived from published data on imports by partner countries from Israel adjusted for consistency with Israeli statistics on the value of petroleum exports. The inferred unit prices for 1969 were applied to the official Israeli forecast of the value of the 1970 oil trade, whereas 1969 unit prices were modified for 1966-68 to reflect changes in tanker rates and price of crude oil.

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at an estimated cost of US \$60 million, was completed early in 1970.* A planned second stage of development would increase the annual capacity to between 50 million and 60 million tons at a cost of an additional US \$60 million, principally for pumping and terminal facilities. Construction of the second stage presumably will depend on experience gained through operation during the first stage. The new system probably will make the old (16-inch) pipeline between Elat and Ashqelon redundant and it probably will be put in standby, converted to other use, or abandoned. The section of the old line north of Ashqelon, however, will continue to serve the Helez oilfield and to transfer crude oil from Ashqelon to the Haifa refinery.

Use of the New Pipeline

16. The extent of use of the new pipeline depends on the availability of oil from sources in the Middle East not subject to Arab control or influence, and on finding customers who are willing to risk Arab boycotts. Israeli claims that the economic success of the pipeline is assured are difficult to evaluate since details relating to the origin and destination of the oil to be moved through the pipeline have been shrouded in secrecy.

17. Since the inauguration of pipeline service in February, the flow of oil from Iran to Elat has risen from about 400,000 tons per month in January and February to about 650,000 tons in March and to almost 850,000 tons in April. In addition, the system probably accommodated about 170,000 tons of Sinai crude oil a month. Of the total shipments to Elat in April of about 1 million tons, almost 500,000 tons probably were destined for the Haifa refinery and about 140,000 tons were transshipped to Romania. Two independent refineries, one in

* *The system began operation at substantially less than its designed capacity because of line pressure problems. Israel announced in early June 1970 that the installation of a new pump had "doubled the capacity of the line." The announcement is interpreted to mean that the initial operating capacity has been doubled and that the system can now operate at the designed capacity.*

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Sardinia and the other in Portugal, also are known to have received crude oil from the pipeline. A substantial part of the remainder probably was required to fill the pipeline and to build up inventories at Elat and Ashqelon (see the Appendix). The rate of oil deliveries to Elat in April is about the maximum that can be carried by the Israeli-controlled tanker fleet in that area; to move more oil would require additional tankers.

18. At the April rate the pipeline would be carrying only about 12 million tons of crude oil annually -- 60% of its designed capacity. In the next year or two enough oil to operate the pipeline at capacity could be available, but buyers for this amount of oil may be hard to find.

19. No significant quantity of oil is likely to be made available to Israel or for transit through the Israeli pipeline from any Arab oil producing country or from any oil company that has important interests in an Arab country. Sources of oil for the pipeline are therefore largely restricted to the Sinai fields under Israeli control and to Iran.

20. The Sinai area can supply at least 2 million tons per year as long as it is occupied by Israel. In Iran, the government-owned National Iranian Oil Company (NIOC) will have access to a probable maximum of 11 million tons of crude oil annually in the next year or two. This oil, which would be available for unrestricted sale, is derived through NIOC's 50% ownership in several oil producing companies in Iran. In addition, NIOC has an agreement with the Western-owned oil Consortium* which gives NIOC the option to take up to 5 million tons of "barter oil" in 1970 and 6 million tons in 1971 for sale only in Eastern Europe. Another 1 to 2 million tons of oil might be provided by other oil companies in Iran that have little or no interests in Arab countries. Together with oil from the Sinai, as much as 19 million to 20 million tons of crude oil

* *The Consortium is the principal producing entity in Iran and is made up of a number of foreign oil companies. Iran has no ownership in the Consortium.*

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could be made available for transport through the new Israeli pipeline in 1970 (see Table 5), and an additional 1 million tons in 1971.

21. For its own needs, Israel will use the new pipeline to transfer 6 million tons of crude oil annually in the next two years or so to the refinery at Haifa. Among Iran's East European customers, only Romania has demonstrated a willingness to use the Israeli line. Romania is expected to import some 3 million tons of crude oil from all Free World sources in 1970 and between 1.5 and 2 million tons of this amount probably will move from Iran through Israel. In May 1970, Yugoslavia began importing oil that had transited the Israeli pipeline, but its total oil imports from all sources in 1969 were only 2 million tons. The most likely other possibility for selling substantial additional amounts of oil is through independent oil companies and oil brokers in Western Europe, a number of which, like the Sardinian and Portuguese refineries, probably would be willing to risk an Arab oil embargo. How much success the Israelis (or the Iranians) will have in finding pipeline users in Western Europe is uncertain.

Israeli Tanker Capability

22. In June 1970, the oceangoing tanker fleet believed to be owned or chartered by Israel was composed of nine tankers, totaling almost 690,000 deadweight tons (DWT) (see Table 6). Six of these tankers totaling about 560,000 DWT were in the Persian Gulf-to-Elat service and three tankers were in service in the Mediterranean.* The fleet in the Persian Gulf-to-Elat service, judging by its performance during the first half of 1970, probably could lift not more than 8 million tons of oil from Iran this year. Small coastal tankers probably move most of the Sinai oil to Elat, supplemented by occasional voyages by tankers normally in the Iranian service. Israel plans to add a second 200,000-DWT tanker to this service some time during 1970 which will enable the fleet to lift in excess of 11 million tons from Iran in 1971.

* *Two tankers (Nora and Patria) previously in the Persian Gulf-to-Elat service were redeployed to the Mediterranean during the first half of 1970.*

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Table 5

Estimated Iranian Crude Oil
Available for the Israeli Pipeline
1970

Thousand Metric Tons			
Producing Company Shareowners	Percent of Ownership	Total Production	Possibly Available for Pipeline
<u>Consortium</u>		<u>175,000</u>	
British Petroleum	40		--
Shell	14		--
CFP (French)	6		--
Std. Oil, N.J.	7		--
Mobil	7		--
Gulf	7		--
Texaco	7		--
Std. Oil, Cal.	7		--
Iriscon Agency Ltd.	5		
Atlantic	(1.67)		--
Aminoil	(0.83)		--
Signal	(0.83)		145.2
Getty	(0.42)		--
Continental	(0.42)		--
Std. Oil, Ohio	(0.42)		73.5
Tidewater	(0.42)		--
<u>SIRIP</u>		<u>1,700</u>	
AGIP (Italian)	50		--
NIOC	50		850
<u>IPAC</u>		<u>6,100</u>	
Pan American	50		--
NIOC	50		3,050
<u>LAPCO</u>		<u>2,700</u>	
Atlantic	12.5		--
Murphy	12.5		--
Sun	12.5		1,212.5
Union	12.5		--
NIOC	50.0		4,850
<u>IMINOCO</u>		<u>3,250</u>	
AGIP	16.7		--
Phillips	16.7		--
Hydrocarbon-India	16.7		--
NIOC	50		1,625
<u>NIOC</u>		<u>500</u>	
NIOC	100		500
NIOC ^{a/}	--		5,000
Total	--	196,250	17,308

a. Barter oil from the Consortium.

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Table 6

Israeli Tanker Fleet a/
April 1970

<u>Persian Gulf-Elat Service <u>b/</u></u>	<u>Deadweight Tons</u>	<u>Registered Owner</u>
<i>Aquarius</i>	214,000	Cyprus Tankers Corp., Monrovia, Liberia
<i>Leon</i>	62,586	Trans World Tankers Inc., London
<i>Ronia</i>	82,300	Roniz Tankers Corp., Haifa
<i>Samson</i>	33,200	Supertanker Corp., London
<i>Siria</i>	46,915	Astroamado CIA. Nav. S.A. Panama
<i>Taurus (formerly Nivi)</i>	121,000	Zim Israel Navigation Co., Haifa
<u>Mediterranean Service</u>		
<i>Nora</i>	62,532	Hariz Tankers Corp., Genova
<i>Patria</i>	46,783	Zas Tankers Corp., London
<i>Veloe (formerly Haifa)</i>	18,700	Petroleum Tankers Inc., Monrovia, Liberia
<i>Total</i>	688,016	

a. Principal tankers in use by Israel; all fly the Liberian flag.

b. The Atlantic (41,200 DWT) owned by Royal Transport and Trading Co., Monrovia, Liberia was observed in regular service between Iran and Elat during the second quarter of 1970. This vessel may be under charter to Israel.

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23. By 1972, Israel plans to increase its tanker fleet to 1.5 million DWT. Although a fleet of that size would then be adequate to service the Elat end of the pipeline, additional tonnage would be needed to move the oil from the northern terminus of the system at Ashqelon. The necessary tramp tonnage for that service probably would be made available despite the risk to shipowners of being blacklisted by the Arab States.

Conclusions

24. Acquisition of Sinai oil has enabled Israel to hold its imports of oil from foreign countries below the prewar level. The foreign exchange savings to Israel has been on the order of \$25 million a year. In 1969, imports of crude oil from Sinai were about 2 million tons and those from Iran a little over 3 million tons. Further substantial increases in Sinai oil production in the next few years would require utilization of the onshore crude oil which is of inferior quality. In any case, however, Israel will probably continue to depend on imports from Iran for more than half of its oil supply.

25. The flow of oil through the pipeline from Elat to Ashqelon appears to have reached about 60% of the line's annual capacity of 20 million tons by mid-1970. The Iranian government has enough oil available to support the pipeline at capacity, but the needs of the most reliable customers -- Israel's own refinery and Romania -- are smaller than this and it is uncertain how much oil independent Western European refineries will take.

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APPENDIX

Oil Storage Capacity in Israel

Israel has made substantial additions to its storage capacity as part of the pipeline system. Crude oil storage capacity at Elat, the southern terminus of the pipeline, is estimated to be about 630,000 tons including 220,000 tons at the old terminus. This storage, if filled to 75% on the average, would permit the pipeline to operate at designed capacity for eight or nine days.* The pipeline itself, when full, would contain about 200,000 tons of oil. If supplies of oil were denied to Elat, while tankers continued to lift at Ashqelon, the system could operate for an additional three or four days by displacing the contents of the line with water. Storage at Ashqelon, the northern terminus, is about 590,000 tons and would support operation of the pipeline for about eight days. Any serious delays in the delivery of oil to Elat or in the offtake at Ashqelon probably would force a reduction in pipeline throughput in about ten days and a complete shutdown in about two weeks.

Oil storage at the principal storage sites elsewhere in Israel provides for reasonable levels of supply. Crude oil storage would provide about 40 days of supply for the Haifa refinery operating at the estimated capacity of 6 million tons per year. Storage for refined products would provide almost 40 days of supply at the consumption rate forecasts for 1970.

Table 7 shows the estimated capacity at the principal storage sites in Israel at the outset of 1970. There is, of course, additional storage represented by small terminals for military and civil use, by an indeterminate number of 55-gallon drums, and by unidentified storage sites.

** It is not practical for all of the storage to be used at 100% of capacity. On the basis of US military and civil experience, storage tanks are considered to be about 75% full on the average for purposes of these estimates.*

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Table 7

Estimated Capacity at Principal
Oil Storage Terminals in Israel
1 January 1970

<u>Terminal</u>	<u>Thousand Metric Tons</u>		
	<u>Crude Oil</u>	<u>Refined Products</u>	<u>Total</u>
Haifa, refinery	50	357	407
Haifa, Qiryat Haiyim	459	--	459
Haifa, railroad station	153	--	153
Holoz, oilfields	5	--	5
Elat			
Old terminal	220	5	225
New terminal	410	--	410
Ashqelon	590	--	590
Haifa-Qishon River	--	100	100
Tel Aviv-Yafo	--	66	66
Jerusalem	--	3	3
Ashdod	190	60	250
Beerseba	--	3	3
<i>Total</i>	<i>2,077</i>	<i>594</i>	<i>2,671</i>

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