

EUROPEAN OIL PIPELINES

The following comprises a tentative review of the principal oil pipelines in enemy occupied Europe.

RUMANIA

Apart from the extensive system of gathering lines within the oilfields, there are in Rumania only two main trunk routes, that from Ploesti to Constanza and from Ploesti to Giurgiu. There are pipe connections between Campina and Brazi and Ploesti.

1. Ploesti - Constanza.

Length of line	182 miles
Diameter	9" to Buzau 10" from Buzau to Constanza
Capacity	800,000 t.p.a.
Products	Line originally used for kerosine
Pump Stations	Teleajen - Buzau - Hagieni - Palas

Remarks: The line was broken for some time on account of the damage to the bridge of Cernavoda on which the pipeline was carried. A considerable amount of work has been reported as being done on the eastern end of this line including the doubling of the Constanza - Cernavoda section and the reversing of the pumping direction, presumably so that the line might handle oil imports from the Caucasus.

Oil movements by this line have probably been confined to the relatively small quantities that have been shipped from Constanza to other Black Sea and Aegean ports. Full details of this line are published in a supplement to the "Moniteur du Pétrole Roumain" No. 206 of 1937

2. Ploesti - Giurgiu

There are now four pipelines from the Ploesti district to Giurgiu whose total capacity has been reported as 6-7,000 t.p.d. There were originally 3 (5") lines for black products, which started at Baicoi, and ran via Ploesti and Bucharest where one line stopped, leaving two (5") lines to continue to Giurgiu.

1. Baicoi - Ploesti - Bucharest

Length of line	47 miles
Diameter	5"
Capacity	250,000 t.p.a.
Products	Black
Pump Stations	Baicoi - Ploesti

Remarks: This line was designed for the supply of crude to the Bucharest refineries.

2. Baicoi - Ploesti - Giurgiu (Two lines)

Length of line	100 miles (app.)
Diameter	5"
Capacity	200,000 app. t.p.a.
Products	Black
Pump Stations	Baicoi - Ploesti - Bucharest ? Giurgiu

Remarks: From the beginning of 1941 to May 1943 the total monthly throughput of these two lines together was equal to about 11,250 t.p. month.

3. Ploesti - Giurgiu (Two lines)

Length of line	100 miles (app.)
Diameter	10"
Capacity	5-800,000 t.p.a. each
Products	One white & one for black
Pump Stations	Teleajen, Booster stations if any, not known.

Remarks: These two lines came into use probably in 1941 or early 1942 and were constructed mainly of material removed from France.

4. Giurgiu - Ruschuk

Length	} ? Width of Danube only
Diameter	
Capacity	
Products	
Pump Stations	
	Unknown

Remarks: The construction of this line started in September 1943 and it is in all probability now complete and in operation. It is presumably intended to obviate the delays caused by the train ferry.

There have been reports of a projected pipeline from Ploesti to Orsova and even of one from Ploesti to Vienna and beyond. For this and other reported lines see section on "Other Reported Pipelines".

HUNGARY

An 8" pipeline runs from the Lispe fields to Budapest with a projected and probably completed 6" branch line from Kapolnasyek. The 8" line was begun by M.A.O.R.T. in May 1940 and completed in December 1941.

Length of line	210 Km.
Diameter	8"
Capacity	600,000 to 1,000,000 t.p.a. depending on number of pumping stations completed.
Product	Crude
Pumping Stations	Stations at Kerettye and Kapolnasyek are known to have been built. Others have probably been built at Ujudvar, Lepseny and Fonyod.

Remarks: The pipelines are all welded. Wrapping was only applied where particularly corrosive soil was met. As the crude is very paraffinous it was necessary to provide go-devil stations on the main lines. The pipeline terminal is on a hill outside Budapest whence the oil is gravitated to the Shell & Fanto refineries.

Branch lines

Branch lines were planned from Kapolnasyek to the Vacuna refinery at Almasfuzito (6") and to the Government plant at Pet (4").

There is a 6" line for the transportation of Lovaszi production from Lovaszi to Kerettye.

The new refinery at Szony is connected by pipeline with Almasfuzito.

AUSTRIA

Ground reports have stated that a pipeline has been constructed from Vienna to the Protectorate. Air cover of sections of the reported line have confirmed that pipeline construction has been in progress.

No details are available concerning this line except that it is believed to start at Vienna (Lobau) and to go via Znain, Jihlava, Kolin, north of Prag, to Roudnice on the Elbe, and appears from the type of storage put up at the Roudnice terminal to be for white products.

In 1939 specifications were prepared for a 6" line from the Zistersdorf fields to Vienna. Pumping stations were to be at Zistersdorf, Spanenberg and Wolkersdorf. There is no factual evidence that the proposed line has been completed, but in 1940 the local German organisation cabled to America for further engineering details which strongly suggests that work was about to begin or under way at that time.

There is good reason to believe that in May 1941 the Germans had completed a pipeline from Zistersdorf to the Kagrau and Floridsdorf refineries, and a second line was built from Zistersdorf to the Kolin refinery in Czechoslovakia.

ALBANIA

Kucova - Crionero

Length of line

44 miles

Int. diameter

8"

Capacity

200,000 t.p.a.

Product

Black

Pump Stations

[Kosave - Roskove - Fieri &
Scrofine ?]

CZECHOSLOVAKIA

The Czechoslovak part of the Vienna Roudnice pipeline passes through Kolin where a branch line to Pardubice refinery has been reported.

From Brtix pipelines have been reported to run to Kralupy and to Roudnice: Air cover has shown that two pipelines do in fact leave Brtix but one may well be a water line.

FRANCE

The projected Donges - Montargis line was not completed and most of the material was removed to Rumania for the construction of the two 10" lines to Giurgiu.

Other Reported Pipelines

There have been reports at various times of a trunk pipeline from Rumania to Vienna. This line has been said to have a branch from Bratislava to Brno and to run from Vienna via Gmunden - Tabor - Bencsov to Roudnice. There is no evidence of the construction of any parts of this system and it is reasonably certain that it is not in operation. Air cover has shown that the Vienna Roudnice line does not take the route reported here.

DEMY OIL SECTION,
F.O. and M.E.W.
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