

CONSEIL DE L'ATLANTIQUE NORD
NORTH ATLANTIC COUNCIL

EXEMPLAIRE

COPY

N° 228

ORIGINAL: FRENCH
26th August, 1960

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ADDENDUM 4 to
DOCUMENT
AC/121(P)D/3

CIVIL COMMUNICATIONS PLANNING COMMITTEE

POSTAL WORKING GROUP

ADDENDUM 4

to

AC/121(P)D/3
(dated 5th July, 1960)

Reply by the German Delegation to the Questions
set out in document AC/121(P)D/3, dated 5th July, 1960

I. Having regard to the different phases of tension and conflict resulting from the NATO assumptions, when should the necessary international network (or emergency postal network) be put into effect?

We propose that the minimum network or emergency postal network should be put into effect at the time of the general alert or on the outbreak of hostilities and that preparatory measures, to be taken in the preceding alert phases, should also be provided for.

According to the accepted NATO assumptions, all member countries must expect extremely severe attacks from the outset of hostilities. This will mean the serious crippling, if not paralysis, of rail and road traffic as well as the suspension of civilian air services as provided in peacetime. Future studies should accordingly be based on the premise that normal international and national postal services will be deprived of facilities from the very beginning. Since the postal services essential to everyday life and to defence - including the NATO

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civil air couriergram service - must be ensured from the start of hostilities and perhaps even during the alert period, both the international and national emergency postal services must be ready to come into operation immediately.

The implementation of the emergency postal service will in no way prevent any NATO member countries not directly affected by the war, from maintaining their normal postal services for as long as possible.

Assuming that the position as regards transport facilities will be completely changed and given the requirements of the NATO air couriergram service to be met by the national postal services (transport by air only, individual registration of despatches and courier services), the emergency postal service will have to be organised and operated on different lines from those used normally. It will therefore have to be carefully studied in peacetime and steps will have to be taken to include in the alert schedules the indispensable preparatory measures to be taken with a view to its implementation.

We would refer for the purpose of comparison to the arrangements made for transport:

Provision has been made, in the event of a conflict, for a supreme transport co-ordination authority for Central Europe known as ACTICE. A NATO Council Resolution, set out in document C-M(58)129, dated 8th December, defines this authority as follows:

"A wartime organization is hereby established under the authority of the NATO Council. This Agency will be set up on the proclamation of a simple alert and brought into operation on a reinforced alert or upon the outbreak of hostilities."

Pursuant to this resolution, a proposal for the creation of a Central Europe wagon pool was put forward and unanimously adopted. The text of the decision, which is set out in document AC/15(Ce/RRT)D/28 (Article 1) dated 11th January, 1960, is worded as follows:

"The Central Europe Pool shall be constituted on the simple alert and shall go into operation on the declaration of the reinforced alert or on the outbreak of hostilities."

II. Can the routing map for this minimum network be prepared immediately or should the first stage be limited to assessing country to country requirements?

We feel that the first step should be to take stock (in terms of weight) of requirements in the various countries and to inform the NATO special transport agencies and the NATO military authorities of these requirements. The Working Group should then examine jointly with the above-mentioned agencies, the conditions in which an emergency postal service could be established.

III. In this connection, is there at present any possibility of providing information on the terminal points to be used in each country for the operation of the minimum international network?

At the present stage, it is neither possible nor necessary to indicate the terminal points in the German Federal Republic which could be used for the operation of the international emergency postal service. We feel that in the first instance it would be sufficient to establish the terminal countries.

IV. Should the assessment of requirements be limited to relations between the NATO member countries or should it extend to services with friendly or neutral countries?

The listing of requirements should also cover relations between NATO member countries and friendly or neutral countries.

A separate assessment should first be made of requirements for:

- (1) relations between NATO member countries only;
- (2) relations between NATO member countries and other Western European States;
- (3) relations between NATO member countries and States in other continents, grouped within the following geographical sectors: South America, Africa, Asia, Australia and Oceania. We have accordingly prepared a table as requested under Item VI.

V. How frequently should the minimum international network (or emergency postal network) operate?

Provision should be made for daily services between NATO member countries. As regards relations with friendly or

neutral countries, these should, as proposed by the Working Group, be established after consultation with the special transport agencies.

VI. What common basis could be used for realistic assessment of international postal traffic in wartime?

We feel that the weight of normal mail (LC) despatched daily through the international services should be taken as the basis for as realistic an assessment as is possible of the traffic to be routed in wartime by the emergency postal services. It will not be possible to take into account AO despatches or parcels since in the event of war these services will probably have to be substantially curtailed or even entirely suspended in some NATO member countries. It should further be borne in mind that despatches of international mail (LC) may also be considerably curtailed, depending on circumstances, in certain NATO member countries.

We have set out in the attached table the weight of LC mail, calculated, on the suggestion of the Working Group, on the basis of the figures contained in the "Statistics of Despatches by International Postal Services in 1958" normally exchanged with the various countries and geographical sectors.

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TABLE

Table of mail (letters and postcards) despatched by the German Federal Republic
through international services

<u>Destination</u>	<u>Number of LC</u> <u>missives</u> <u>sent in 1958</u>	<u>Number of units</u> <u>exchanged daily</u>	<u>Daily weight</u> <u>in kgs.</u>
<u>1. NATO member countries</u>			
Belgium	8,258,100	22,625	282
Denmark	9,422,900	25,816	323
France	12,021,600	32,936	412
Greece	1,627,000	4,458	56
United Kingdom	15,249,700	41,780	522
United Kingdom possessions in Europe (Cyprus, Gibraltar, Malta)	445,400	1,220	15
Iceland	321,600	881	11
Italy	10,606,000	29,058	363
Luxembourg	2,172,700	5,953	74
Netherlands	15,504,700	42,479	531
Norway	4,505,000	12,342	154
Portugal	1,756,300	4,812	60
Turkey (European & Asian)	1,582,800	4,336	54
Canada	5,931,800	16,252	203

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<u>Destination</u>	<u>Number of LC missives sent in 1958</u>	<u>Number of units exchanged daily</u>	<u>Daily weight in kgs.</u>
United States (including Alaska, Puerto Rico, Virgin Islands, Panama Canal zone)	34,113,900	93,462	1,168
2. <u>Other European States</u>			
Finland	2,895,600	7,933	99
Ireland	629,200	1,724	22
Yugoslavia	2,185,700	5,988	75
Monaco	89,900	246	3
Austria	18,724,200	51,299	641
Sweden	12,000,400	32,878	411
Switzerland	17,925,300	49,110	614
Spain	3,407,500	9,336	117
Vatican City	47,200	129	2
3. <u>Geographical areas</u>			
South America	8,440,100	23,124	289
Africa	7,253,200	19,872	248
Asia	9,535,200	26,124	327
Australia and Oceania	2,560,900	7,016	88

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Explanatory notes

1. General

The figure representing the number of LC missives exchanged during 1958 is obtained by adding together columns 2 and 4 of "Statistics of Despatches by International Postal Services in 1958".

In determining the number of units exchanged daily the 365 day year was used.

The calculation of the weight was based on an average figure (80 long distance missives = 1 kg.)

2. Paragraph 2 - Services with other European States

These figures do not include services with the following countries:

Albania, Bulgaria, Hungary, Poland, Roumania, Czechoslovakia, Byelo-Russia and Ukraine, USSR (European).

3. Paragraph 3 - Services with geographical areas

In the case of South America we have added together the figures for the following countries listed under "III. America" in the statistics: Argentino, Bolivia, Brazil, Chile, Colombia, Ecuador, Paraguay, Dutch West Indies and Surinam, Peru, Uruguay, Venezuela.

As regards Asia, the figures do not cover mail exchanged with the following countries, listed under "IV. Asia" in the statistics: China, Turkey (Asian), USSR (Asian). The figures for Turkey (Asian) have already been taken into account under paragraph 1 - Services with NATO States.

OTAN/NATO,
Paris, XVIc.