

7065

Approved For Release 2000/06/30 : CIA-RDP78B04560A006400010039-6

**CONFIDENTIAL**

NO FOREIGN DISSEM [REDACTED]

25X1C

PHOTOGRAPHIC INTERPRETATION REPORT



LOGISTICS ACTIVITY  
NORTH OF THE 19TH  
PARALLEL, NORTH VIETNAM

NPIC/R-111/68  
OCTOBER 1968

Declass Review, NIMA/DoD

GROUP 1 EXCLUDED FROM  
AUTOMATIC DOWNGRADING  
AND DECLASSIFICATION

Approved For Release 2000/06/30 : CIA-RDP78B04560A006400010039-6

NO FOREIGN DISSEM [REDACTED]

25X1C

WARNING

This document contains information affecting the national defense of the United States, within the meaning of Title 18, sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law.

RECORD COPY	COPY NO.	PUB. DATE	LOCATION	MASTER	DATE RECEIVED	LOCATION
-------------	----------	-----------	----------	--------	---------------	----------

Approved For Release 2000/06/30 : CIA-RDP78B04560A006400010039-6

CUT TO COPIES	DATE	CUT TO COPIES	DATE	COPIES DESTROYED
CUT TO COPIES	DATE	CUT TO COPIES	DATE	
CUT TO COPIES	DATE	MASTER	DATE	

DATE			RECEIVED OR ISSUED	NUMBER OF COPIES			DATE			RECEIVED OR ISSUED	NUMBER OF COPIES		
MO.	DAY	YR.		REC'D	ISS'D	BAL	MO.	DAY	YR.		REC'D	ISS'D	BAL
10	16	68	DIST UNIT	50		50							
1	22	71	<del>Inventory</del>			10							
1	10	74	<del>Master</del> 10 copies.		10	0							

25X1C

Approved For Release 2000/06/30 : CIA-RDP78B04560A006400010039-6

DATE			NUMBER OF COPIES	DATE	RECEIVED OR ISSUED	NUMBER OF COPIES		
MO.	DAY	YR.				REC'D	ISS'D	BAL.

**CONFIDENTIAL**

NO FOREIGN DISSEM [REDACTED]

25X1C

PHOTOGRAPHIC INTERPRETATION REPORT

# LOGISTICS ACTIVITY NORTH OF THE 19TH PARALLEL NORTH VIETNAM

OCTOBER 1968

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

25X1C

**CONFIDENTIAL**

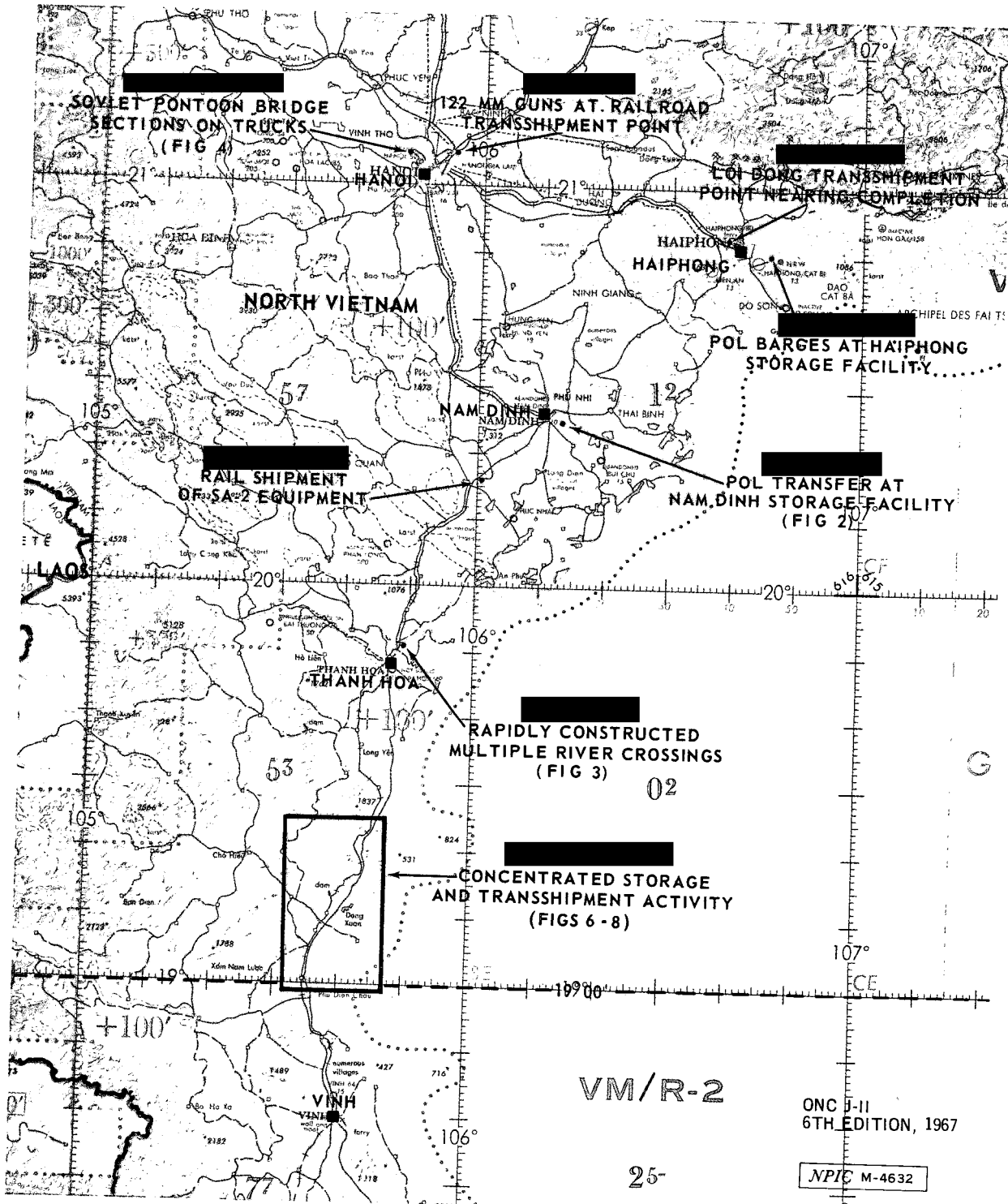
NO FOREIGN DISSEM [REDACTED]

25X1D

NO FOREIGN DISSEM

25X1D

25X1D



25X1D

25X1D

25X1D

25X1D

25X1D

FIGURE 1. LOGISTICS ACTIVITY IN THE HAIPHONG-HANOI-THANH HOA AREA, NORTH VIETNAM.

25X1C

CONFIDENTIAL

25X1C

**SUMMARY**

The current intensity of the North Vietnamese logistics effort is exemplified by the diverse activity observed on recent aerial photography. While much of the activity has limited significance when considered singularly, together it emphasizes the level of coordination which the North Vietnamese have achieved between the road, rail, and water transportation networks. Elimination of the bombing threat alleviated the immediate problem of route maintenance and permitted a greater con-

centration on improving the supporting facilities and expanding the route capacity.

The effect of the bombing restrictions is readily apparent when the smooth logistics flow within the Haiphong-Hanoi-Thanh Hoa triangle is contrasted with the general congestion of the area immediately north of the 19th parallel. Supplies and material are being overtly shipped into this area by all modes of transportation at an increasingly high rate. The result is a concentration of transshipment areas, supply points, and military vehicles within 15 nm of the parallel.

NO FOREIGN DISSEM [REDACTED]

25X1D

25X1D

### HAIPHONG-HANOI-THANH HOA AREA

The North Vietnamese are maintaining a smooth logistics flow between Haiphong, Hanoi, and Thanh Hoa in spite of the recent flooding and increased port activity (Figure 1). To ensure the continuance of this capability, transportation networks are being improved and supporting facilities are being reconstructed.

Direct transfer of POL from barges to storage tanks and rail tank cars was observed at the Nam Dinh Petroleum Storage Facility on [REDACTED] (Figure 2). Similar POL transfer is probably occurring at the Haiphong Petroleum Products Storage Facility where POL barges were observed moored to the bunkering pier on [REDACTED]. This is the first evidence of such activity at these facilities since they were destroyed or heavily damaged in July 1965.

Reconstruction of the Loi Dong Transshipment Point, 4 nm NW of Haiphong, is nearing completion and, as indicated by the presence of

12 SL-ls on [REDACTED] the facility may be at least partially operational. Prior to the initial airstrikes in [REDACTED], Loi Dong was considered to be one of the largest transshipments points in North Vietnam. Its return to operational status could greatly facilitate the clearing of Haiphong port.

The rail system is completely serviceable north of the 19th parallel and is now being utilized for the daylight movement of heavy military hardware. An entire SA-2 missile battalion, less the prime movers and transporters, was observed on a southbound train in the vicinity of Ninh Binh on [REDACTED] eight 122mm field guns were located adjacent to a shipping and receiving platform in the Yen Vien Rail Yard.

The North Vietnamese continue to prepare for any contingency which may adversely effect the transportation networks. In the eight-day period between [REDACTED] two rail bypass bridges were made operational across the

25X1D  
25X1D

25X1D

25X1D

25X1D



FIGURE 2. NAM DINH PETROLEUM PRODUCTS STORAGE FACILITY, NORTH VIETNAM.

25X1D

25X1C

CONFIDENTIAL



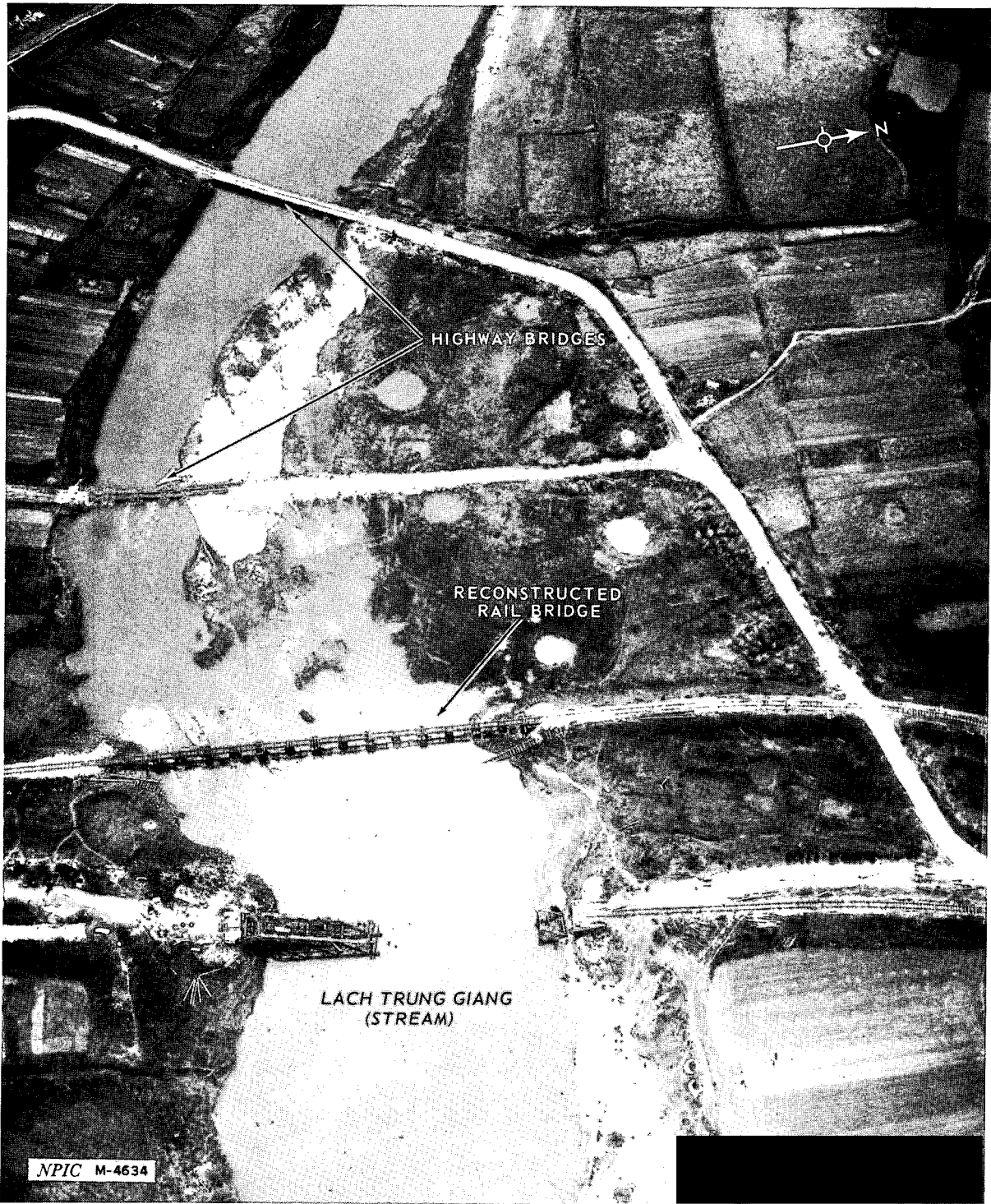


FIGURE 3. MULTIPLE RIVER CROSSINGS, THANH HOA AREA, NORTH VIETNAM.

25X1D

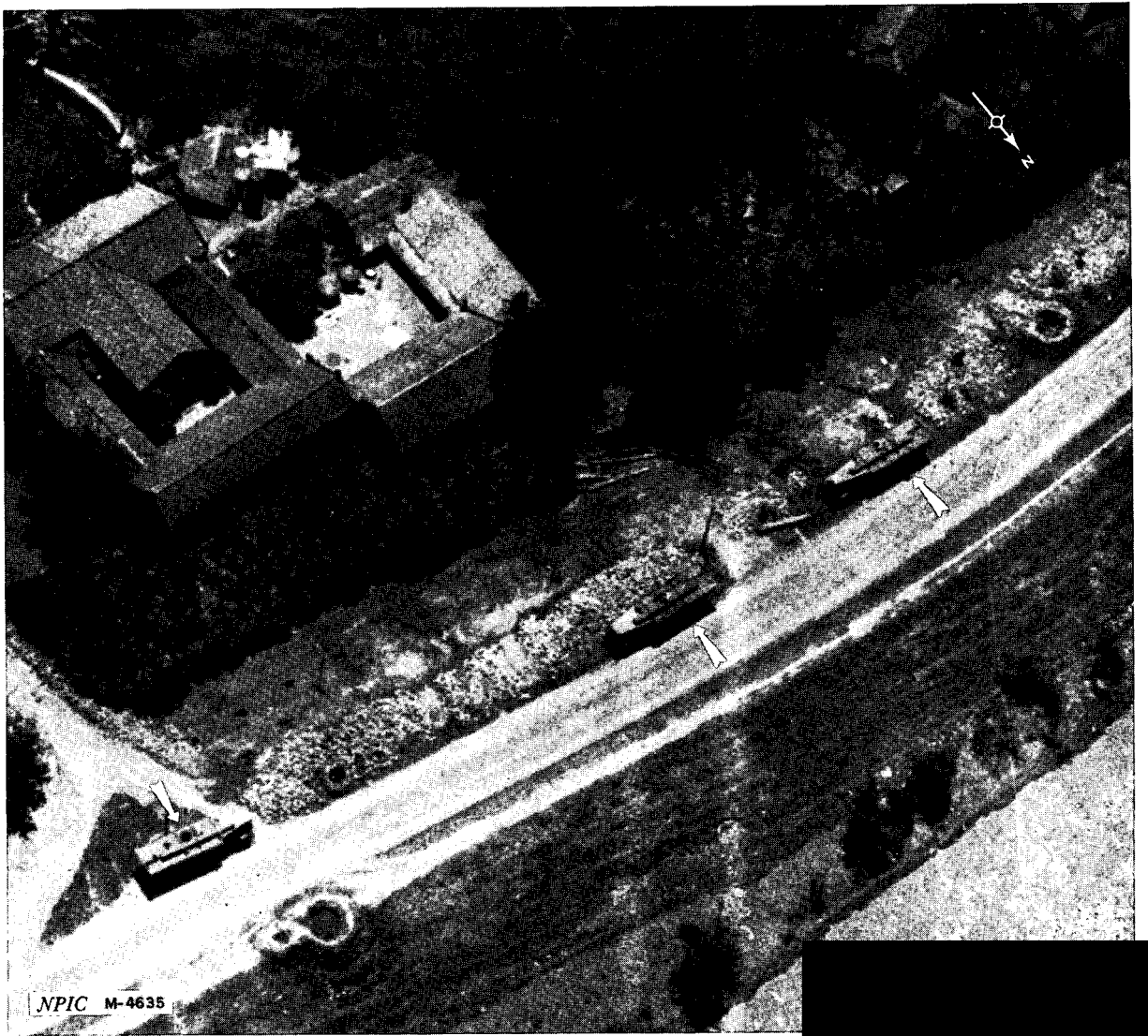


FIGURE 4. SOVIET HEAVY PONTOON SECTIONS (TMP/TPP) ON TRUCKS, HANOI AREA, NORTH VIETNAM.

Lach Trung Giang (stream), north of Thanh Hoa (Figure 3). Two highway by-pass bridges are also serviceable across this stream and new track has been laid on the northern approach to the main bridge. Prior to the bombing restrictions, multiple crossings were constructed to offset the effects of continued airstrikes. Since the bombing restrictions, the multiple crossings continue to be used in areas subject to flooding,

or where excessive structural strain on existing bridges curtails the rapid movement of traffic.

Thirty-six Soviet heavy pontoon sections (TMP/TPP) were observed on trucks immediately south of the Red River on [REDACTED] (Figure 4). While they are most probably being utilized in the Hanoi area, the fact that they are portable would permit their use at other locations.

25X1D

25X1C

- 4 -

25X1D

**STAGING COMPLEX AT THE 19TH PARALLEL**

The area immediately north of the 19th parallel has become a sprawling staging and redistribution complex since the imposition of U.S. bombing restrictions on March 31. There are at least five major transshipment points and two storage areas within 15 nm of the 19th parallel (Figure 5). The level of activity is unlike anything previously observed in North Vietnam, with the exception of the annual Tet truce periods. Supplies are being moved into the area during daylight hours by uncamouflaged trains, trucks, and probably sampans, at an unprecedented rate.

The rail transshipment point at My Ly, with an associated turning wye capable of reversing an entire train, is only 1,000 meters north of the 19th parallel. On [REDACTED] eight cars were being off-loaded (Figure 6). Six days prior, one lorry and 23 cars were observed in the area.

On [REDACTED] 25 rail cars and several stacks of supplies were identified at the four

transshipment areas north of Tho Trang Rail Yard. Twenty-six cars and three lorries were located in the Qui Vinh Rail Yard on [REDACTED]

Active road or water transshipment points are located at Dong Ben and Thien Ki, 8 and 15 nm north of the parallel, respectively. On [REDACTED] approximately 70 crates and 40 POL drums were observed at Dong Ben (Figure 7), and three canvas-covered stacks were identified at Thien Ki. This material was probably shipped into the area by rail or truck and was being loaded onto sampans for further shipment south.

On [REDACTED] a newly identified storage area at Cao Hou (Figure 8) contained approximately one thousand 55-gallon POL drums, 500 crates or boxes, and 13 large canvas-covered stacks of supplies and 23 probable storage buildings. The level of activity within this area is probably best indicated by the high vehicular count along a 10-nm segment of Route 1A on [REDACTED] -- 130 vehicles, including ten missile transporters with prime movers and numerous POL trucks.

25X1D

25X1D 25X1D 25X1D 25X1D  
25X1D 25X1D 25X1D  
25X1D

25X1C

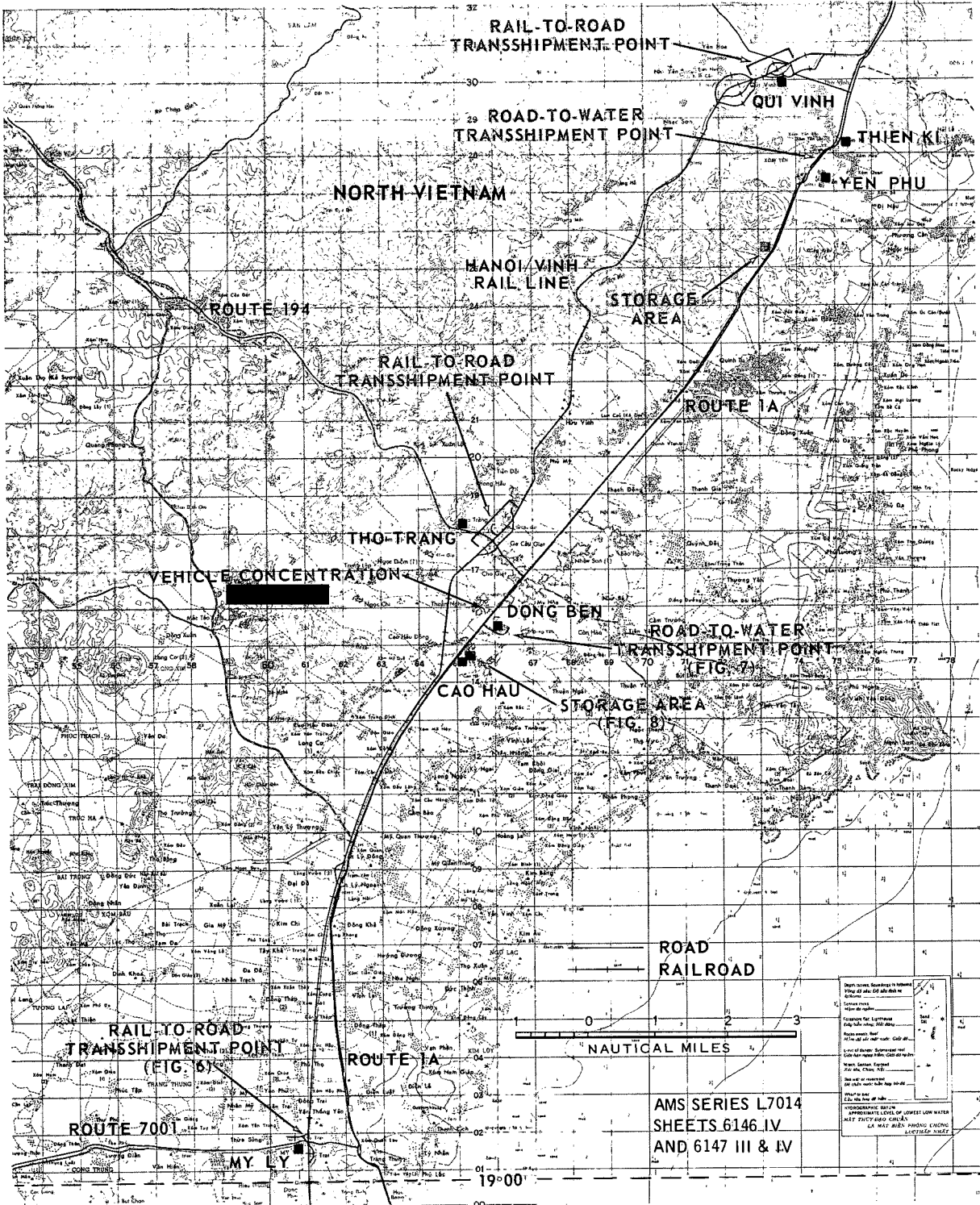
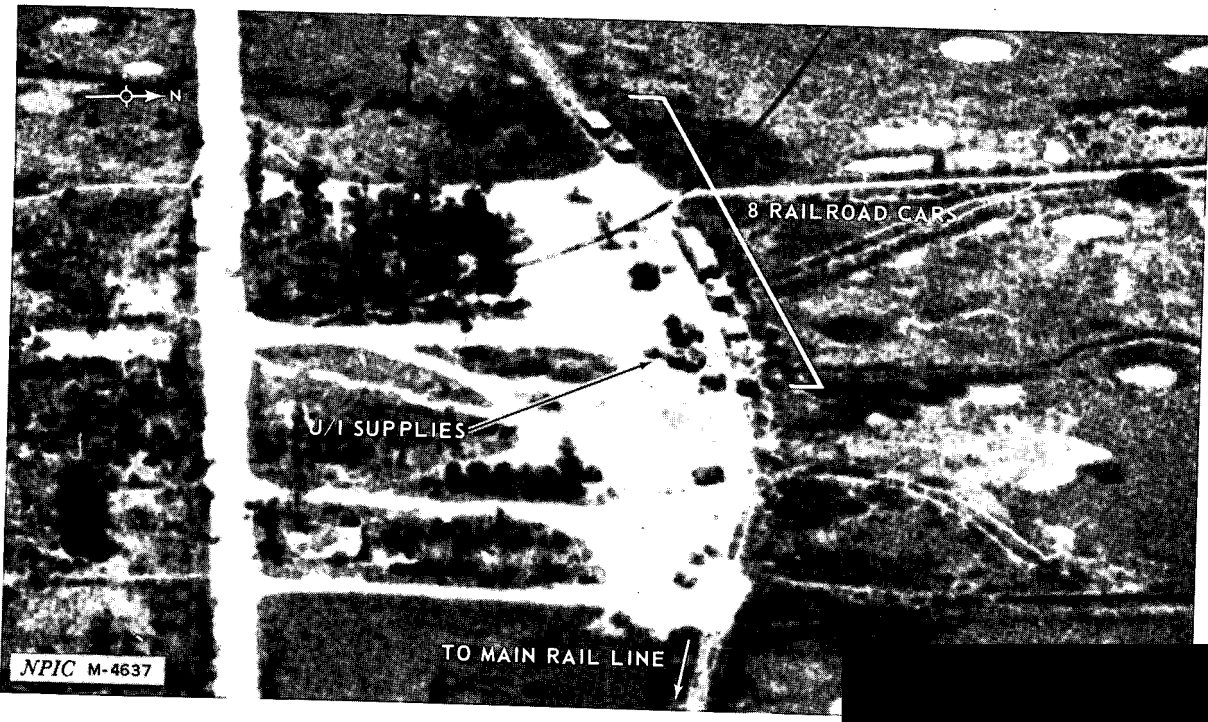


FIGURE 5. STAGING COMPLEX AT 19TH PARALLEL, NORTH VIETNAM.

NO FOREIGN DISSEM

CONFIDENTIAL

NPIC/R-III/68



25X1D

FIGURE 6. RAIL-TO-ROAD TRANSSHIPMENT POINT, MY LY, NORTH VIETNAM.

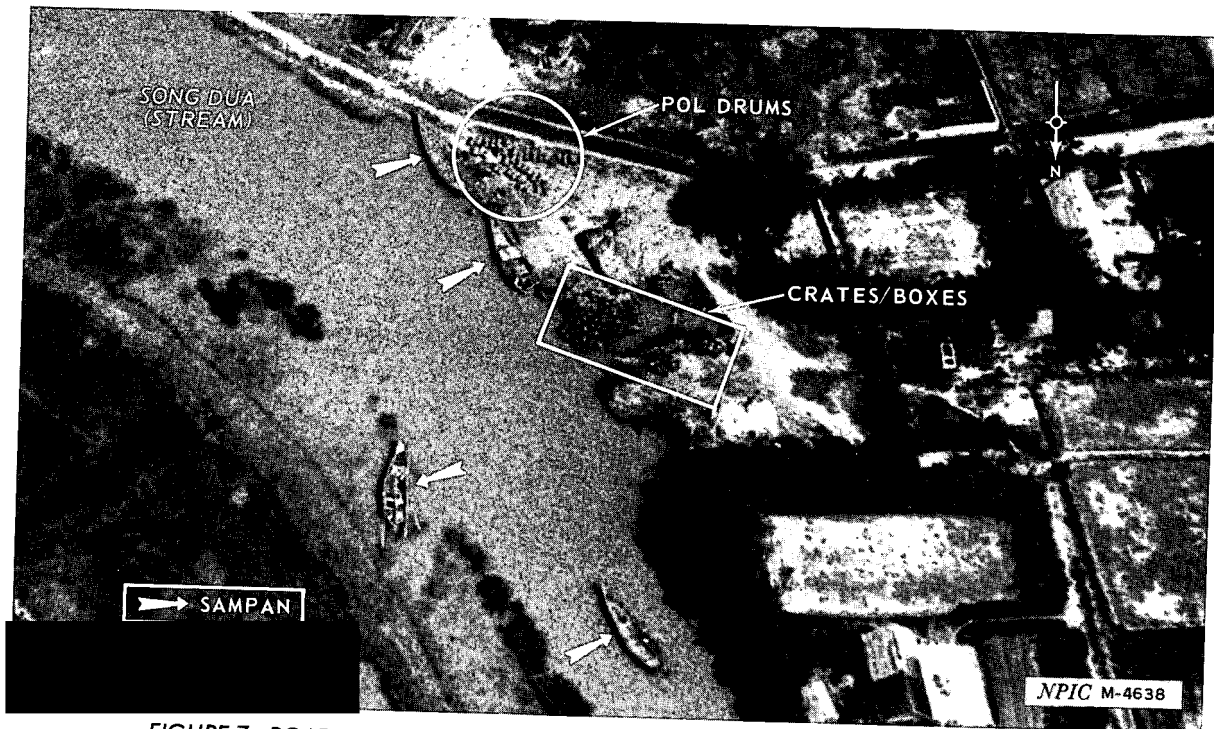


FIGURE 7. ROAD-TO-WATER TRANSSHIPMENT POINT, DONG BEN, NORTH VIETNAM.

25X1D

CONFIDENTIAL

25X1C

25X1C

CONFIDENTIAL

NO FOREIGN DISSEM

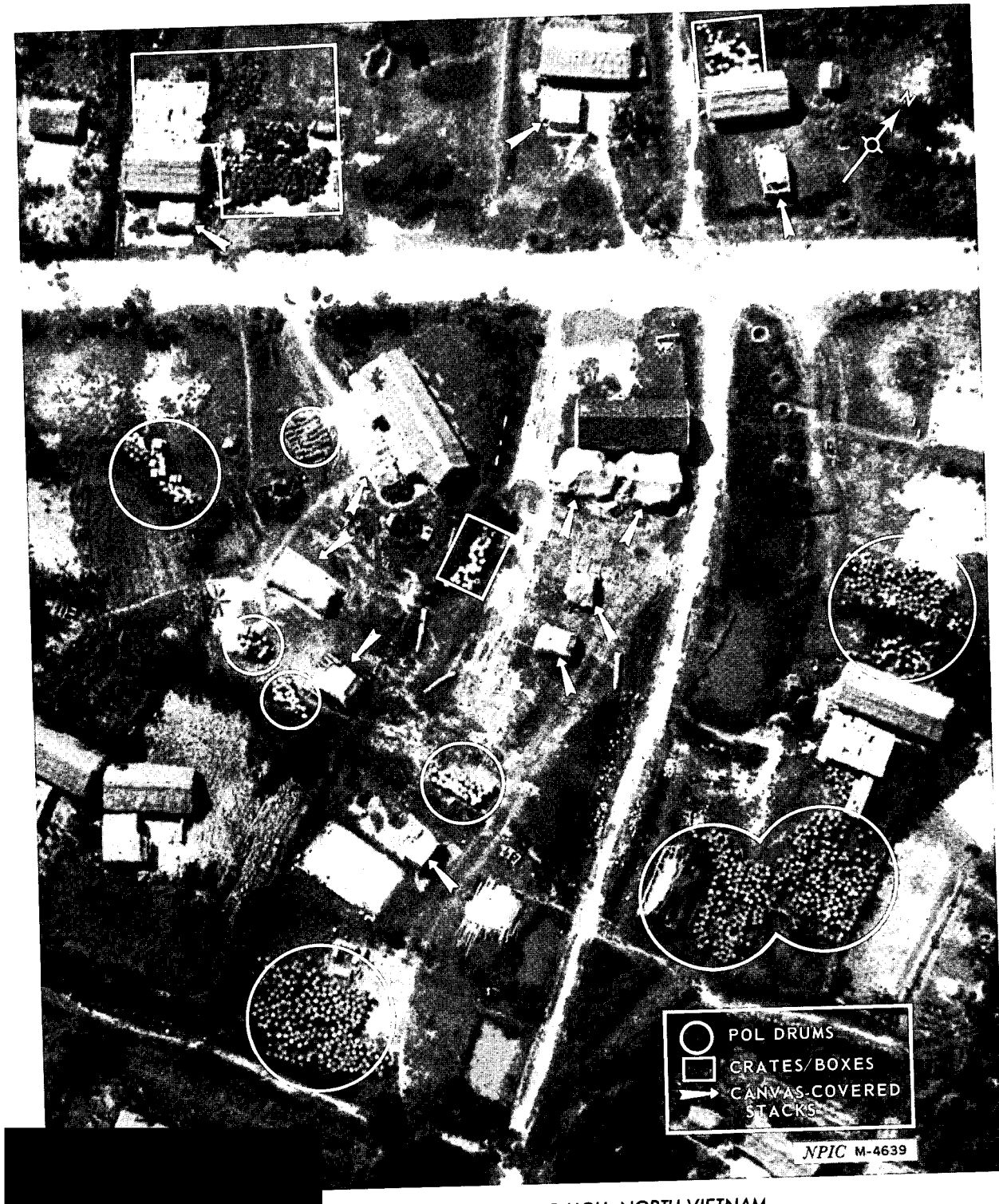


FIGURE 8. STORAGE AREA, CAO HOU, NORTH VIETNAM.

25X1C

25X1D

CONFIDENTIAL

**25X1C**

**Approved For Release 2000/06/30 : CIA-RDP78B04560A006400010039-6**

**Next 1 Page(s) In Document Exempt**

**Approved For Release 2000/06/30 : CIA-RDP78B04560A006400010039-6**