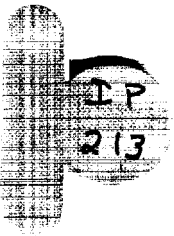


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24 MAY 1961

MEMORANDUM TO: Assistant Director for National Estimates

FROM: Assistant Director for Research and Reports

SUBJECT: Chinese Communist Seaborne Imports 1960 - 1961

REFERENCE: Memorandum from AD/IE to AD/RR, dated 8 May 1961, same subject

In response to your request of 8 May we are forwarding herewith five copies of a memorandum on "Chinese Communist Seaborne Imports 1960 - 1961" which we hope will serve your purpose.

25X1A<sup>151</sup>



25X1A

O/RR: D/R: [redacted] mth

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~~SECRET~~

MAY 8 1951

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MEMORANDUM FOR THE ASSISTANT DIRECTOR FOR RESEARCH AND REPORTS

SUBJECT: Request for Information on Chinese Communist Seaborne Imports

1. It is requested that this Office be furnished a brief memorandum in answer to the following questions:
  - a. What are the Chinese Communists importing by sea?
  - b. Where are these imports coming from?
  - c. How are they being procured, financed, and transported?
2. Information is requested on all imports reaching Communist China by sea, including those from the USSR and the European Satellites.
3. It is desired that this information cover the period since 1 January 1950 and that, where feasible, it be broken down on a month-to-month basis.
4. The quantity and dollar value of each important category (such as "motor vehicles," "machinery," "POL," "medical supplies") should be stipulated wherever possible. Less important items may be included under a general heading of "miscellaneous."
5. [REDACTED] of this Office has talked with [REDACTED] of O/RR about this request, and is available to discuss any further details.

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[REDACTED]  
Assistant Director  
National Estimates

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MAY 9 1951  
2012-9

~~SECRET~~

Routing:

REPORTS DIVISION  
Editorial Review

- 1. EMH
- 2. \_\_\_\_\_
- 3. \_\_\_\_\_

Note: This cover sheet must accompany the draft under review at all times within D/R. When the draft is returned to the producing division, the date will be recorded, proper entry made in the log, and the cover sheet and attachments returned to the file. When the draft is again received in D/R, the cover sheet will be attached with notation of the date on it and in the log. The Initiation and Control Branch should be advised of the above transactions.

No drafts should be accepted by the Editors without an Editorial Review cover sheet.

Editors will advise the producing division promptly of the results of their initial review.

Project: IP-213

Received from: D/S

Subject: Chinese Communist Seaborne Imports  
1950-1951

Date: 10 May 1951

Deadline for editings: 11 May noon

Remarks: O/NE request

Reviewed in D/R by: \_\_\_\_\_ Date \_\_\_\_\_

(1) EMH (2) [Signature] (3) \_\_\_\_\_

Returned to Divisions: \_\_\_\_\_  
Received in D/R: \_\_\_\_\_

Results of initial review communicated to Division: \_\_\_\_\_

Returned to Divisions: \_\_\_\_\_  
Received in D/R: \_\_\_\_\_

Date: \_\_\_\_\_ Time: \_\_\_\_\_ By: \_\_\_\_\_

Summary of Initial Review (use reverse side if necessary):

25X1A

Final Draft approved by Division: \_\_\_\_\_ D/R: EMH Date: May 10-51  
Cleared by [Redacted] office. Chief, D/R: [Signature] Date: 12 May 51

Cover sheet, attachments, editorial comments and edited draft will be returned to file upon completion of project.

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CENTRAL INTELLIGENCE AGENCY

OFFICE OF RESEARCH AND REPORTS

9

12 May 1951

MEMORANDUM

SUBJECT: Chinese Communist Seaborne Imports 1950 - 1951

1. Summary

In 1950 the Chinese imports from the non-Orbit world amounted to about \$500 million. Nearly half of these imports came through Hong Kong. China's non-Orbit imports in 1950 showed a \$200 million increase over the 1949 total of \$300 million. It is estimated that non-Orbit trade was about four times China's Orbit trade. China's seaborne imports from the Orbit were negligible as the bulk of such imports entered China overland (from June to December 1950 Polish ships, which carried almost all of the Satellite trade, delivered not more than 36,000 tons).

2. Imports by Types of Commodities and Countries

Rubber, chemicals (including pharmaceuticals), and minerals and their manufactures accounted for two-thirds of the total Chinese imports through Hong Kong in the period August 1950 through January 1951. Rubber was imported mainly from Malaya, but also from the UK, Indonesia, and North Borneo; chemicals came largely from the US, the UK, Holland, and Japan; and the US, the UK, Sweden, Germany, France, and Belgium were the main suppliers of minerals and their manufactures.

The US, Malaya, Japan, Switzerland, West Germany, the UK, and Belgium-Luxembourg were major direct exporters to China during 1950. Since mid-1950 Malayan, Japanese, Swiss, and Belgian exports have increased rapidly, while US exports have become negligible. Malayan exports (in US dollars) in 1950 to China showed an increase of 900 percent over 1949. Direct Chinese imports of rubber from Malaya began in July 1950, reached a peak of 12,000 tons per month by October, then fell off to a monthly average of 6,000 tons in the first quarter of 1951, probably because of the discussions on rubber export quotas prior to Malayan embargo. Hong Kong rubber imports from Malaya, a high percentage of which are re-exported to China, have followed a similar trend. It is estimated that Swiss exports to China are currently reaching the proportions of a yearly average of \$50 million, whereas only \$18 million were exported in the whole of 1950.

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### 3. Transshipments and Smuggling

Hong Kong is the major transshipment point because of its rail connection with South China and its excellent harbor facilities. In the face of the increasing flow of Chinese imports, coupled with tightening export controls in Hong Kong, several additional transshipment points have developed in importance. Macao, for example, which has few restrictions on trade with China, is a growing transshipment point, as well as a major smuggling site, between Hong Kong and China. The Hong Kong administration still finds itself legally justified in trading (within the limits of a few restrictions) with Macao as a Portuguese territory.

Since the imposition of the US embargo on shipments to Communist China in December 1950, further transshipment points have been sought. Amsterdam, Antwerp, Genoa, and Hamburg in Europe; Singapore and ports in India, Pakistan, Burma, and Indonesia in the East have become transshipment points in the China trade. If an exporter can make shipments to any of these points, the Chinese will arrange for shipping bottoms. Belgian exports to China direct and via Hong Kong in November alone were 30 percent of the 1950 total through that month; and India, another new transshipment area, has exported to China over a million dollars worth of tires from September 1950 through January 1951.

Clandestine trade between China and Southeast Asia is apparently fairly extensive. Chinese junks ply between China and Hong Kong, Macao, and other points along the extensive coast line, in particular southern Vietnam and Malaya. Ships are engaged in picking up petroleum supplies in remote ports in Borneo, Indonesia, and Malaya.

Hong Kong, Macao, Indonesia, or Indochina are often designated as the destinations on the bills of lading, but once at sea the ships are diverted to China.

### 4. Shipping Bottoms of Chinese Imports

Since August 1950, seaborne exports from the rest of the world to Hong Kong have been carried predominantly by British ships; Panamanian and Norwegian ships come next in this trade. As to shipments from Hong Kong to China, British bottoms are again predominant, though Chinese-owned ships have made about half as many runs as have the British.

### 5. Channels for Purchases

The Chinese are making purchases through their own agencies in the country of origin, through export-import agencies in various countries, and through direct contacts with manufacturers abroad or their representatives in Hong Kong, Singapore, or the China mainland.

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6. Channels of Financing

Up to November 1950, Chinese banks arranged for dollar, sterling, or Swiss franc letters of credit opened in favor of US, European, and Asiatic shippers. Prior to the freezing of Communist Chinese assets in the US, China transferred large dollar deposits, largely inherited from the Nationalists in 1949, from the US to Switzerland, whence payments were made to agents and exporters.

In addition, the Chinese have been recently engaged in large-scale smuggling of opium, gold, and silver abroad to supplement depleted foreign exchange reserves. Concern over foreign exchange is also shown by recent measures taken by the Chinese trade authorities in liberalizing import-export regulations in order to augment foreign exchange earnings.

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TABLE I

VALUE OF HONG KONG EXPORTS TO CHINA BY MONTHS

January 1950 - January 1951

<u>Month</u>	<u>Hong Kong Dollars (in millions)</u>	<u>US Dollar Equivalent (in millions)</u>
<u>1950</u>		
January	93.4	16.3
February	82.0	14.4
March	94.5	16.5
April	83.6	14.6
May	76.4	13.4
June	77.7	13.6
July	94.2	16.5
August	113.5	19.9
September	173.9	30.4
October	196.3	34.4
November	198.3	34.7
December	177.4	31.0
<u>1951</u>		
January	249.1	43.6

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TABLE II

HONG KONG EXPORTS TO CHINA BY COMMODITIES AND VALUE  
DURING THE SIX-MONTH PERIOD AUGUST 1950 TO JANUARY 1951  
(in thousands of Hong Kong dollars)

<u>Commodity Group</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>Jan</u>	<u>Total</u>
Food products	9,741	13,463	21,021	11,278	5,413	11,870	72,783
Non-food products	4,210	4,728	7,054	3,782	3,628	965	24,367
Chemicals	31,343	46,577	42,985	58,003	40,621	60,097	279,626
Rubber and manufactures	20,307	33,060	41,816	52,384	54,746	77,045	279,358
Wood, pulp, and manufactures	1,501	4,361	2,584	1,780	3,883	7,788	21,896
Hides, skins, leather and manufactures	308	340	241	379	271	245	1,780
Textiles, fibers	2,310	24,341	12,295	6,502	4,502	7,362	57,313
Textiles, finished products	10,408	7,000	11,935	9,924	15,508	18,656	73,430
Petroleum products	1,443	1,415	1,692	1,965	1,369	1,056	8,939
Minerals and manufactures	19,071	25,764	41,098	31,930	27,529	38,928	184,320
Manufactures	1,576	3,081	2,644	3,991	3,903	5,228	20,423
Machinery	7,881	5,107	6,159	9,634	9,675	11,356	49,813
Vehicles and transport equipment	1,994	3,079	2,980	4,702	5,129	6,643	24,526
Miscellaneous	1,408	1,550	1,748	2,047	1,215	1,829	9,797
Total a/	<u>113,519</u>	<u>173,864</u>	<u>196,251</u>	<u>193,297</u>	<u>177,392</u>	<u>249,069</u>	<u>1,108,372 b/</u>

a/ Columns may not add up to totals due to rounding.

b/ Equivalent to US \$193,975,000.

SECRET

TABLE III

HONG KONG EXPORTS TO MACAO  
DURING THE MONTHS SEPTEMBER 1950 TO JANUARY 1951  
(in thousands of Hong Kong dollars)

<u>Commodity Group</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>Jan</u>	<u>Total</u>
Food products	3,378	1,955	2,300	2,915	3,268	18,810
Non-food products	1,093	1,031	1,033	1,179	1,298	5,628
Chemicals	4,164	4,360	4,996	4,201	13,501	31,222
Rubber and manufactures	282	135	239	191	2,092	2,940
Wood and manufactures	293	416	427	345	444	1,925
Pulp and manufactures	390	435	524	621	1,138	3,109
Hides, skins, and leather	57	42	43	57	71	269
Manufacture of leather	7	7	6	6	4	30
Textiles, fibers	324	469	354	85	1,927	3,159
Textiles, finished products	1,204	1,306	1,321	1,443	1,316	6,591
Petroleum products	762	558	1,167	630	757	3,875
Minerals and manufactures	967	693	1,532	1,153	992	5,337
Machinery	545	372	791	353	319	2,381
Vehicles and transport equipment	655	169	300	159	270	1,553
Manufactures	536	645	954	610	544	3,288
Miscellaneous	216	158	226	220	267	1,087
Total a/	<u>14,862</u>	<u>12,751</u>	<u>16,214</u>	<u>14,168</u>	<u>23,198</u>	<u>86,203 b/</u>

a/ Columns may not add up to totals due to rounding.

b/ Equivalent to US \$15,086,000.

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**Project:** IP-213

**CENTRAL INTELLIGENCE AGENCY**  
**OFFICE OF RESEARCH AND REPORTS**  
**Project Initiation Memorandum**

**Date:** 10 May 1951

**To:** D/S

**From:** D/R

**Subject:** Chinese Communist Seaborne Imports

**Statement of Project**

**Origin:** O/NE

**Problem:** To furnish information as to (a) Chinese Communist seaborne imports; (b) source of these imports; and (c) method of procuring, financing, and transporting.

**Scope:** It is requested that information include all Chinese Communist imports, including those from USSR and European Satellites, to cover period since 1 Jan 1950, broken down on a month-to-month basis where feasible, stipulating wherever possible quantity and dollar value of each important category (i.e. motor vehicles, machinery, POL, medical supplies). Less important items may be listed under "Miscellaneous."

**Graphics (if any):**

**Form:** Memorandum

**Dissemination deadline**  
**(if any):**

**Draft due in D/R:** 10 May 1951

**Responsible Division:** D/S

**Internal Coordination:**

**Departmental responsibilities:**

**Classification to be no higher than:** SECRET

**Recommended Dissemination:** Requester only

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CHINESE COMMUNIST SEABORNE IMPORTS  
1950 - 1951

D/S

1. Summary

In 1950 the Chinese imports <sup>S</sup> about \$500 million from the non-Orbit world / *Amounted to about \$500 million. Nearly half of these imports came nearly half of it through Hong Kong.* It is estimated that ~~the~~ non-Orbit trade was about four times China's Orbit trade. <sup>China's</sup> Seaborne imports from the Orbit were negligible as the bulk of such imports entered China overland (from June to December 1950 Polish ships, which carried almost all of the <sup>Satellite</sup> trade, delivered not more than 36,000 tons). <sup>imports</sup> China's non-Orbit ~~trade~~ in 1950 showed a \$200 million increase over the 1949 total of \$300 million.

2. Imports by Types of Commodities and Countries

Rubber, chemicals (including pharmaceuticals), and minerals and their manufactures accounted for two-thirds of total imports through Hong Kong in the period August 1950 through January 1951. Rubber was imported mainly from Malaya, <sup>the Chinese</sup> the ~~United Kingdom~~, Indonesia, and North Borneo; chemicals came largely from the <sup>US</sup> ~~United States~~, the <sup>UK</sup> ~~United Kingdom~~, Holland, and Japan; <sup>and</sup> ~~while~~ the <sup>US, the UK</sup> ~~United Kingdom, the United States~~, Sweden, Germany, France, and Belgium were the main suppliers of minerals and their manufactures.

The <sup>US</sup> ~~United States~~, Malaya, Japan, Switzerland, West Germany, the <sup>UK</sup> ~~United Kingdom~~, and Belgium-Luxemburg were major exporters during 1950 <sup>direct</sup> to China directly. Since mid-1950 ~~this pattern has changed as~~ Malayan, Japanese, Swiss, and Belgian exports have increased rapidly, while US exports have become negligible. Malayan exports (in US dollars) in 1950 to China showed an amazing increase of 900% over 1949. Direct Chinese imports of rubber from Malaya began in July 1950, ~~and by October imports~~ reached a peak of 12,000 tons, then <sup>fell</sup> ~~dropped~~ off to a monthly average of 6000 tons in the first quarter of 1951, probably <sup>because of</sup> ~~due to~~ the discussions prior to Malayan embargo, Hong Kong rubber imports from Malaya, a high percentage of which are re-exported to China, have followed a similar <sup>trend</sup> ~~pattern~~. It is estimated that Swiss exports to China are currently reaching the proportions of a yearly average of \$30 million, whereas only \$18 million were exported in the whole of 1950.

No question as to...

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3. Transshipments and Smuggling

Hong Kong is the major transshipment point <sup>because of</sup> its rail connection with South China and its excellent harbor facilities. In the face of the increasing flow of Chinese imports, coupled with tightening export controls

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Handwritten note: indirect exports

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in Hong Kong, several additional transshipment points <sup>have</sup> developed in importance.

~~In this respect,~~ <sup>For Example,</sup> Macao is a growing transshipment point, as well as a major smuggling site, between Hong Kong and China, <sup>which has</sup> ~~primarily because of the~~ few restrictions on trade with China, ~~on the other hand,~~ The Hong Kong administration still finds itself legally justified in trading (within the limits of a few restrictions) with Macao as a Portuguese territory.

Since the imposition of the US embargo on shipments to Communist China in December 1950, further transshipment points have been sought. Amsterdam, Antwerp, Genoa, and Hamburg in Europe; <sup>Singapore and ports in</sup> India, Pakistan, ~~Singapore~~ Burma, and Indonesia in the East have become transshipment points in the China trade.

If an exporter can make shipments to any of these points, the Chinese will arrange for shipping bottoms. Belgian exports to China <sup>direct and via Hong Kong</sup> ~~and Hong Kong~~ in November alone were 30% of the 1950 total through <sup>that month</sup> ~~November~~; and India, another new transshipment <sup>area,</sup> ~~point~~ <sup>to China</sup> has exported over a million dollars worth of tires from September 1950 through January 1951.

Clandestine trade between China and Southeast Asia is apparently fairly extensive. Chinese junks ply between China and Hong Kong, Macao, and other points along the extensive coast line, in particular southern Vietnam and Malaya. Ships are engaged in picking up petroleum supplies in <sup>remote ports</sup> ~~odd spots~~ in Borneo, Indonesia, and Malaya.

~~Chinese purchases of oil are arranged with~~ <sup>TP</sup> Hong Kong, Macao, Indonesia, or Indochina as the ~~documentary~~ <sup>are often designated</sup> destination on the bills of lading, but once at sea the ships are diverted to China.

#### 4. Shipping Bottoms of <sup>Chinese</sup> Imports

Since August 1950, <sup>Seaborne</sup> ~~water transport~~ exports from the rest of the world to Hong Kong have been carried predominantly by British ships; Panamanian and Norwegian ships <sup>come</sup> ~~are the next~~ ~~important~~ in this trade. As to shipments from Hong Kong to China, British bottoms are again predominant, though Chinese-owned ships have made about half as many runs as have the British.

#### 5. Channels for Purchases

The Chinese are making ~~their~~ purchases through their own agencies in the country of origin, through export-import agencies in various countries, and through direct contacts with manufacturers abroad or their representatives in Hong Kong, Singapore, or the China mainland.

#### 6. Channels of Financing

Up to November 1950, Chinese banks arranged for dollar, sterling, or Swiss

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franc letters of credit opened in favor of US, European, and Asiatic shippers. Prior to the freezing of Communist Chinese assets in the US, China transferred large dollar deposits, largely inherited from the Nationalists in 1949, from the US to Switzerland, ~~from where~~ <sup>whence</sup> payments were made to agents and exporters.

In addition, the Chinese have been recently engaged in large-scale smuggling of opium, gold, and silver abroad to supplement depleted foreign exchange reserves. Concern over foreign exchange is also shown by recent measures taken by <sup>the</sup> Chinese trade authorities <sup>in</sup> liberalizing import-export regulations in order to augment foreign exchange earnings.

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TABLE I

VALUE OF HONG KONG EXPORTS TO CHINA BY MONTHS

1950 AND JANUARY 1951

January 1950 - January 1951

<u>MONTH</u>	<u>Hong Kong Dollars</u> <u>(in millions)</u>	<u>US Dollar</u> <u>Equivalent</u> <u>(in millions)</u>
<u>1950</u>		
January	96.4	16.3
February	82.0	14.4
March	94.5	16.5
April	83.6	14.6
May	76.4	13.4
June	77.7	13.6
July	94.2	16.5
August	113.5	19.9
September	173.9	30.4
October	196.3	34.4
November	198.3	34.7
December	177.4	31.0
<u>1951</u>		
January	249.1	43.6

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TABLE II

HONG KONG EXPORTS TO CHINA BY COMMODITIES AND VALUES  
 DURING THE SIX-MONTH PERIOD ~~OF~~ AUGUST 1950 TO JANUARY 1951  
 (in thousands of ~~HK~~ dollars)

*Hong Kong*

<u>Commodity Group</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>Jan</u>	<u>Total</u>
Food products	9,741	13,463	21,021	11,276	5,413	11,870	72,783
Non-food products	4,210	4,728	7,054	3,782	3,628	965	24,367
Chemicals	31,343	46,577	42,985	58,003	40,621	60,097	279,626
Rubber and manufactures	20,307	33,060	41,816	52,384	54,746	77,045	279,358
Wood, pulp, and manufactures	1,501	4,361	2,584	1,780	3,883	7,788	21,896
Hides, skins, leather, & mfrs.	306	340	241	379	271	245	1,780
Textiles, fibers	2,310	24,341	12,295	6,502	4,502	7,362	57,313
Textiles, finished products	10,408	7,000	11,935	9,924	15,508	18,656	73,430
Petroleum products	1,443	1,415	1,692	1,965	1,369	1,056	8,939
Minerals and manufactures	19,071	25,764	41,098	31,930	27,529	38,928	184,320
Manufactures	1,576	3,081	2,644	3,991	3,903	5,228	20,423
Machinery	7,881	5,107	6,159	9,634	9,675	11,356	49,813
Vehicles and transport equipment	1,994	3,079	2,980	4,702	5,129	6,643	24,526
Miscellaneous	1,408	1,550	1,748	2,047	1,215	1,829	9,797
Total <u>a</u>	<u>113,519</u>	<u>173,864</u>	<u>196,251</u>	<u>198,297</u>	<u>177,392</u>	<u>249,069</u>	<u>1,108,372</u> <sup>b</sup>

~~193,975~~

~~3/4~~ Columns may not add up to totals due to rounding. ~~B~~

~~a/ US dollar equivalent is 193,975,~~ ~~Debt~~ ~~with thousands~~ ~~of~~ ~~US~~ ~~dollars~~

b. Equivalent to <sup>US</sup> \$193,975,000.

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Table III

HONG KONG EXPORTS TO MACAO <sup>25</sup>  
 DURING THE MONTHS ~~SEPTEMBER~~ SEPTEMBER 1950 TO JANUARY 1951 <sup>27</sup>  
 (in thousands of ~~US~~ dollars) <sup>3</sup>

*Hong Kong*

<u>Commodity Group</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>Jan</u>	<u>Total</u>
Food products	3,378	1,955	2,300	2,915	3,263	13,810
Non-food products	1,093	1,031	1,033	1,179	1,293	5,628
Chemicals	4,164	4,360	4,996	4,201	13,501	31,222
Rubber and manufactures	282	135	239	191	2,092	2,940
Wood and manufactures	293	416	427	345	444	1,925
Pulp and manufactures	390	435	524	621	1,138	3,109
Hides, skins, and leather	57	42	43	57	71	269
Manufacture of leather	7	7	6	6	4	30
Textiles, fibers	324	469	354	85	1,927	3,159
Textiles, finished products	1,204	1,306	1,321	1,443	1,316	6,591
Petroleum products	762	558	1,167	630	757	3,875
Minerals and manufactures	967	693	1,532	1,153	992	5,337
Machinery	545	372	791	353	319	2,381
Vehicles and transport equipment	655	169	300	159	270	1,553
Manufactures	536	645	954	610	544	3,288
Miscellaneous	216	158	226	220	267	1,087
Total <u>a/</u>	<u>14,862</u>	<u>12,751</u>	<u>16,214</u>	<u>14,168</u>	<u>28,198</u>	<u>86,203</u> <u>b/</u>

~~86,203~~

a/ Columns may not add up to totals due to rounding. ~~2~~

b/ ~~US dollar equivalent is 15,086,~~

*↓*  
 in thousands of ~~dollars~~

b. Equivalent to US \$ 15,086,000.

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