

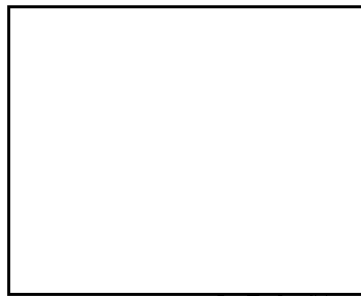
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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY Indonesia (Borneo)

SUBJECT Balikpapan - Bandjarmasin and Balikpapan - Samarinda Roads

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DATE ACQUIRED [Redacted]

DATE DISTR. 25 Feb 54

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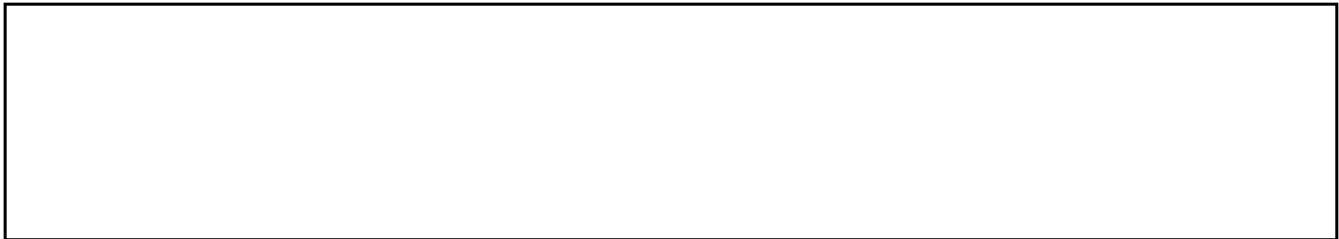
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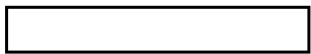
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1. The road between Bandjarmasin and Balikpapan in South Borneo, Republic of Indonesia had not been completed in March 1953 [Redacted]. The Dutch construction company, Hollandsche Beton Maatschappij, had just completed a stretch of this road from Balikpapan to a point on the east side of the river and just north of Tandjung $2^{\circ} 11' S - 115^{\circ} 23' E$. I do not remember the name of this river but Tandjung is on its west bank. While in Djakarta in May 1953 I learned that the Indonesian Government had still not awarded a contract for the road to Tandjung.
2. The completed section is an all-season road about 30' wide and, although unsurfaced, its crushed coral bed can accommodate heavy trucks. Coral for construction can be obtained throughout southeast Borneo up to 30 miles from the coast. The road crosses many small bridges made of uline [sic] wood (uline is very strong and does not rot) which are as wide as the road. It also crosses a steel reinforced concrete bridge north of Samu $2^{\circ} 01' S - 115^{\circ} 57' E$ which is also the width of the road. The entire road has neither sharp curves nor steep grades.
3. Between Tandjung and the river opposite the completed section of the road there is a wagon road, the use of which is limited by its rather poor condition and the necessity of ferrying across the river to the new section. The road between Tandjung and Bandjarmasin is completed and is very similar to the newly finished section in construction, size, and accommodations.
4. As far as oil exploration and field development in the Balikpapan-Tanjung area is concerned, the new section of road is sufficient. However, besides the unfinished section, the necessity of ferrying everything from Balikpapan to the near end of the new road is an obstacle to the road's wider use. There is no ferryboat as such and all material and personnel are handled in whatever craft are available. The Government allotted funds for building or buying an adequate ferry in 1951 but as of May 1953 it hadn't arrived at Balikpapan.

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5. In early 1953 [redacted] the Samarinda to Balikpapan road, which was one lane wide and had been successively destroyed by the Dutch, Japanese, and Allies during World War II, was resurfaced and widened to accommodate two-way traffic from Samarinda south to Loa Djanan $10^{\circ} 35' S / 117^{\circ} 05' E$. Also one road was made passable for one vehicle for another five miles towards Balikpapan. The rest of the road, rebuilt by the Japs from bricks from destroyed Balikpapan buildings on their retreat north, is heavily covered with underbrush and practically impassable. At Samarinda a ferry, which can carry a light truck, takes material and passengers across the river to the start of the new two-lane road.

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6. [redacted] in May 1953 travel between Samarinda and Balikpapan was by boat normally. The Mahakam River up to Samarinda is deep enough for large boats which call there for oil and coal. There are four coal mines on the river just above the city. They are shaft mines with little machinery and the coal is manually carried directly to the river. Indonesians and others in south Borneo have told me that Samarinda is a port of entry for large amounts of contraband (possibly carried by the many Panamanian flag ships which stop there).

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