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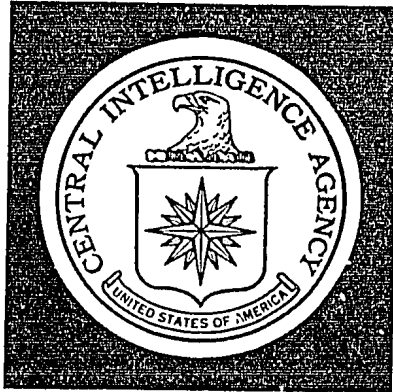
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CIA/DER/IM 68-6

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Secret



DIRECTORATE OF
INTELLIGENCE

Intelligence Memorandum

*Shipping to Cambodia
in the Third Quarter of 1967*

Secret

Copy No. 27

ER IM 68-6
January 1968

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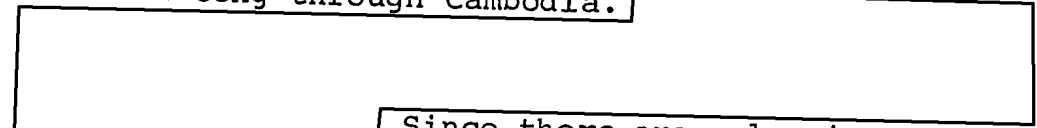
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Foreword

This memorandum analyzes the pattern of foreign shipping to Cambodian ports to help in determining whether arms or military-related items are reaching the Viet Cong through Cambodia.

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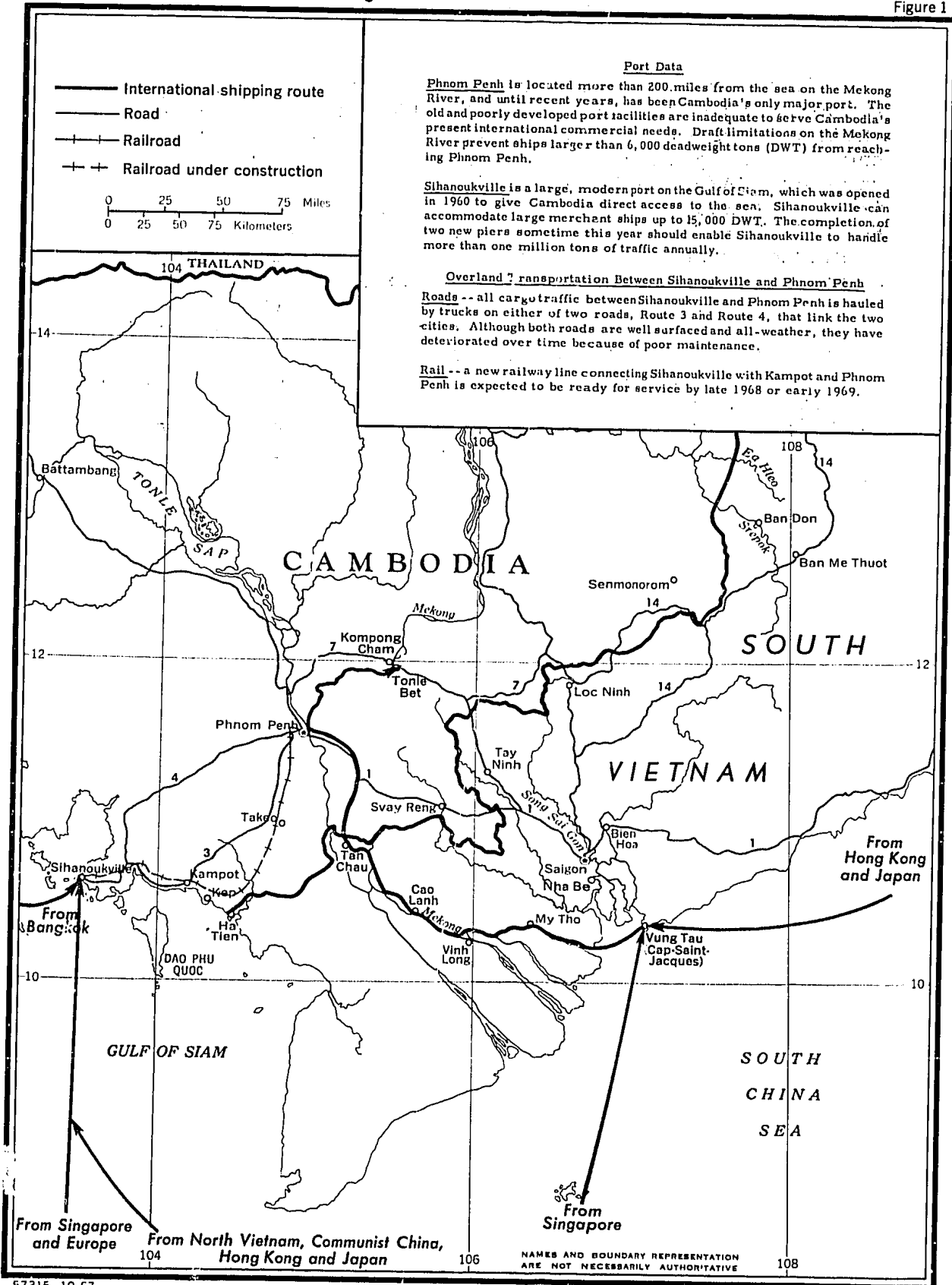


Since there are only minor seasonal variations in shipping to Cambodia, most comparisons in this memorandum are made with previous quarters of 1967 rather than with the third quarter of 1966. The data for the third quarter of 1967 are preliminary and may be modified as additional information becomes available. For the purposes of this memorandum, Yugoslavia is considered to be a country of the Free World. Cargo weights are expressed in metric tons.

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Cambodia: Ports and Connecting Sea Routes

Figure 1



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CENTRAL INTELLIGENCE AGENCY
Directorate of Intelligence
11 January 1968

INTELLIGENCE MEMORANDUM

Shipping to Cambodia
in the Third Quarter of 1967

Summary

Merchant ship calls at Cambodian ports (see the map) in the third quarter of 1967 were slightly higher than in the two previous quarters. Ships of Communist countries, which call only at Sihanoukville, accounted for six of the 153 arrivals, down from 13 in the first quarter and eight in the second quarter of 1967. Total cargoes delivered in the third quarter were slightly lower than in the previous quarter and substantially lower than in the first quarter. Cargoes loaded in Communist countries, which are discharged only at Sihanoukville, fell sharply in the third quarter

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Note: This memorandum was produced by CIA. It was prepared by the Office of Economic Research.

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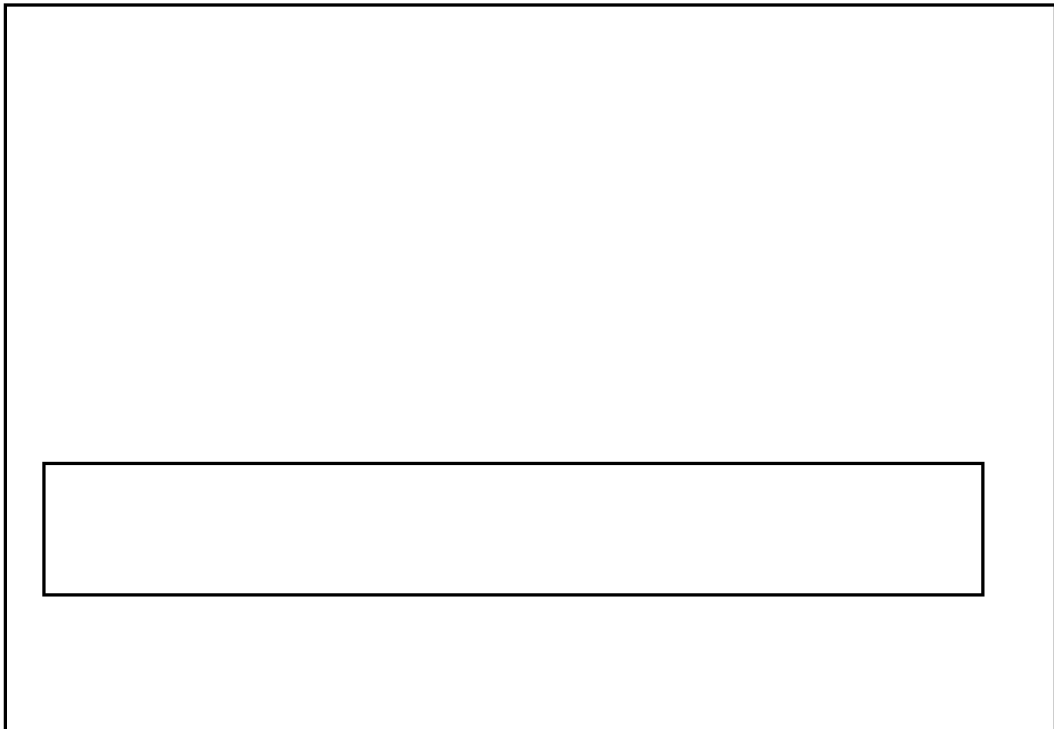
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Ship Calls and Cargoes

1. A total of 153 ships called at Cambodian ports in the third quarter of 1967, up slightly from the first and second quarters of the year. Cargoes discharged [redacted] in the third quarter were slightly lower than in the second quarter of 1967 and more than 25 percent lower than in the first quarter. The port of Phnom Penh on the Mekong River handled about 70 percent of seaborne imports in the third quarter, and the port of Sihanoukville on the Gulf of Siam handled the remainder. The growing importance of Phnom Penh in 1967 relative to Sihanoukville is shown in the following tabulation:

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	<u>First Quarter</u>	<u>Second Quarter</u>	<u>Third Quarter</u>
	<u>Ship Calls</u>		
Sihanoukville	63	56	56
Phnom Penh <u>a/</u>	74	90	97
<i>Total</i>	137	146	153



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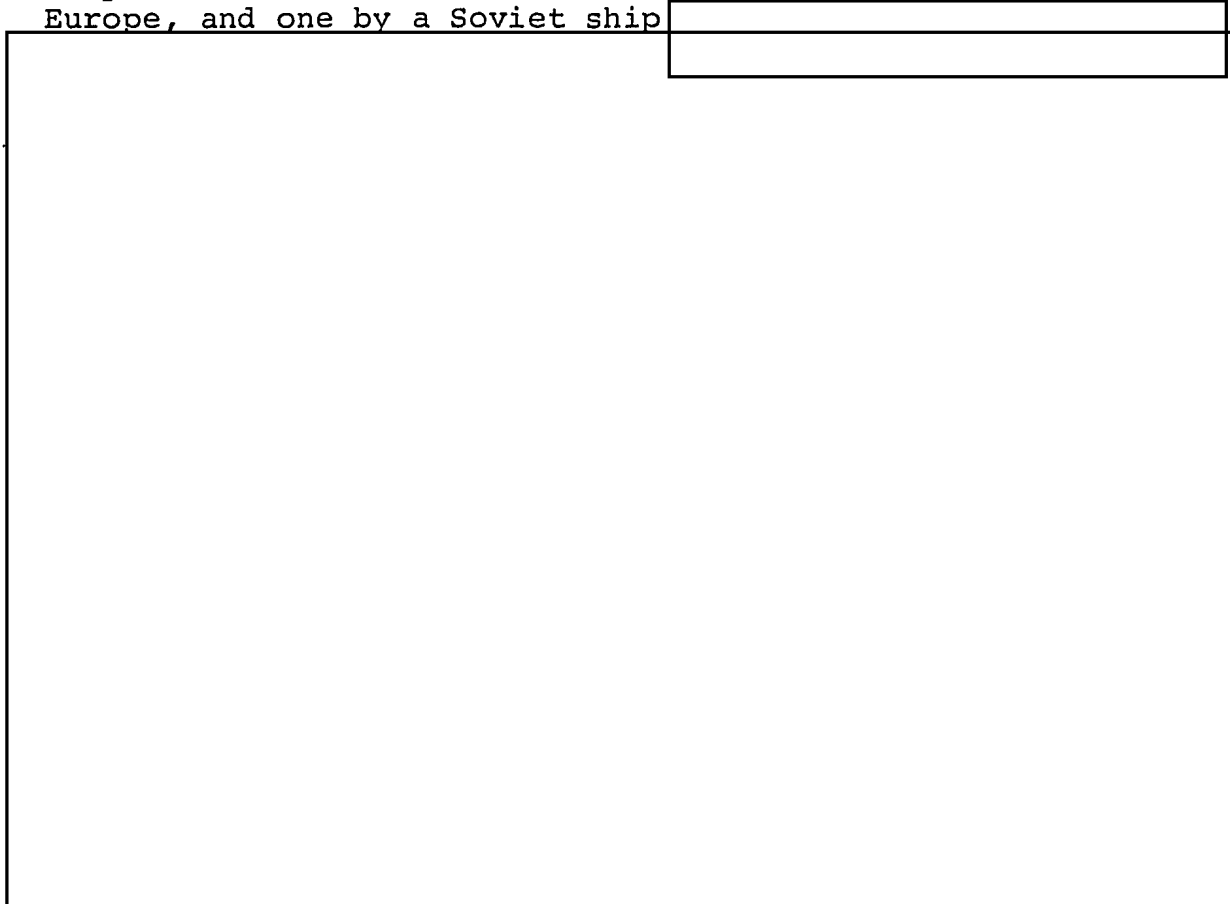
Shipping to Sihanoukville

Ship Traffic

2. Free World ships accounted for 50 of the 56 ship calls at Sihanoukville during the third quarter. Most of these calls were made by French, Greek, Panamanian, British and Danish ships (see Table 1). Nine Free World ships under charter to Communist China called at Sihanoukville in the third quarter compared with nine and twelve in the first and second quarters, respectively.

3. Ships of Communist countries made six calls at Sihanoukville in the third quarter of 1967, compared with eight in the second quarter and 13 in the first quarter. Two of the calls were made by Polish cargo liners operating between Europe and the Far East. One call was made by a Bulgarian ship, which arrived in ballast to load cargo for Europe, and one by a Soviet ship

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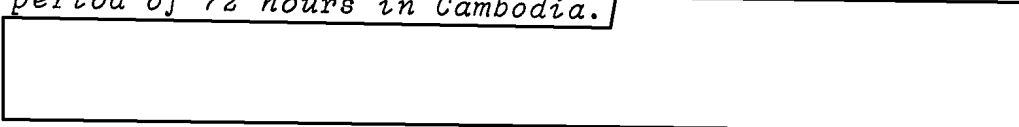
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Shipping to Phnom PenhShip Traffic

10. Forty of the 97 merchant ships that called at Phnom Penh in the third quarter were tankers and 57 were dry cargo ships (see Table 3). Ships of seven Free World nations called during the period. There were 31 calls by Panamanian ships, 25 by Japanese ships, and 12 each by ships flying the flags of Cambodia, Singapore, and France (see Table 1). Despite the convoy restrictions placed on ship movements on the Mekong River in November 1966, the number of calls by merchant ships at Phnom Penh was slightly higher during the first three quarters of 1967 than during the first three quarters of 1966.*

* Since late 1964, international shipping to Phnom Penh via the Mekong River has been subject to regulations issued by the government of South Vietnam. The latest regulations, issued in November 1966, require that all ships transiting the Mekong River on international voyages to and from Phnom Penh sail in convoys escorted by South Vietnamese gunboats. Four round trip convoys are permitted each month with a maximum turnaround period of 72 hours in Cambodia.



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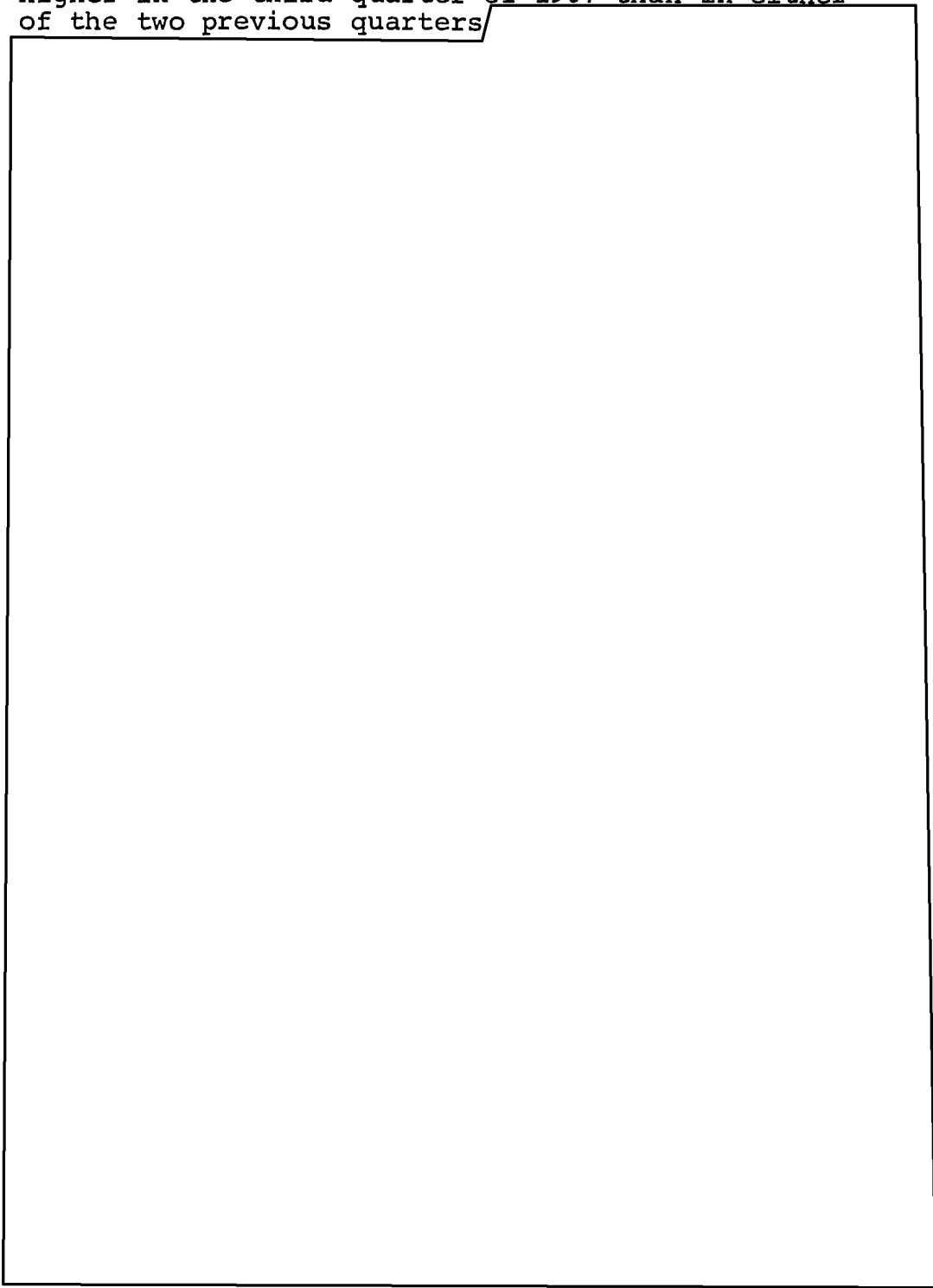
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Cargoes

11. The volume of shipments to Phnom Penh was higher in the third quarter of 1967 than in either of the two previous quarters

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