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TRADE DEVELOPMENTS THROUGH 1973 AND PROSPECTS
FOR 1974

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*Transport Services in Chinese Foreign Trade:
Developments Through 1973 and Prospects for 1974*

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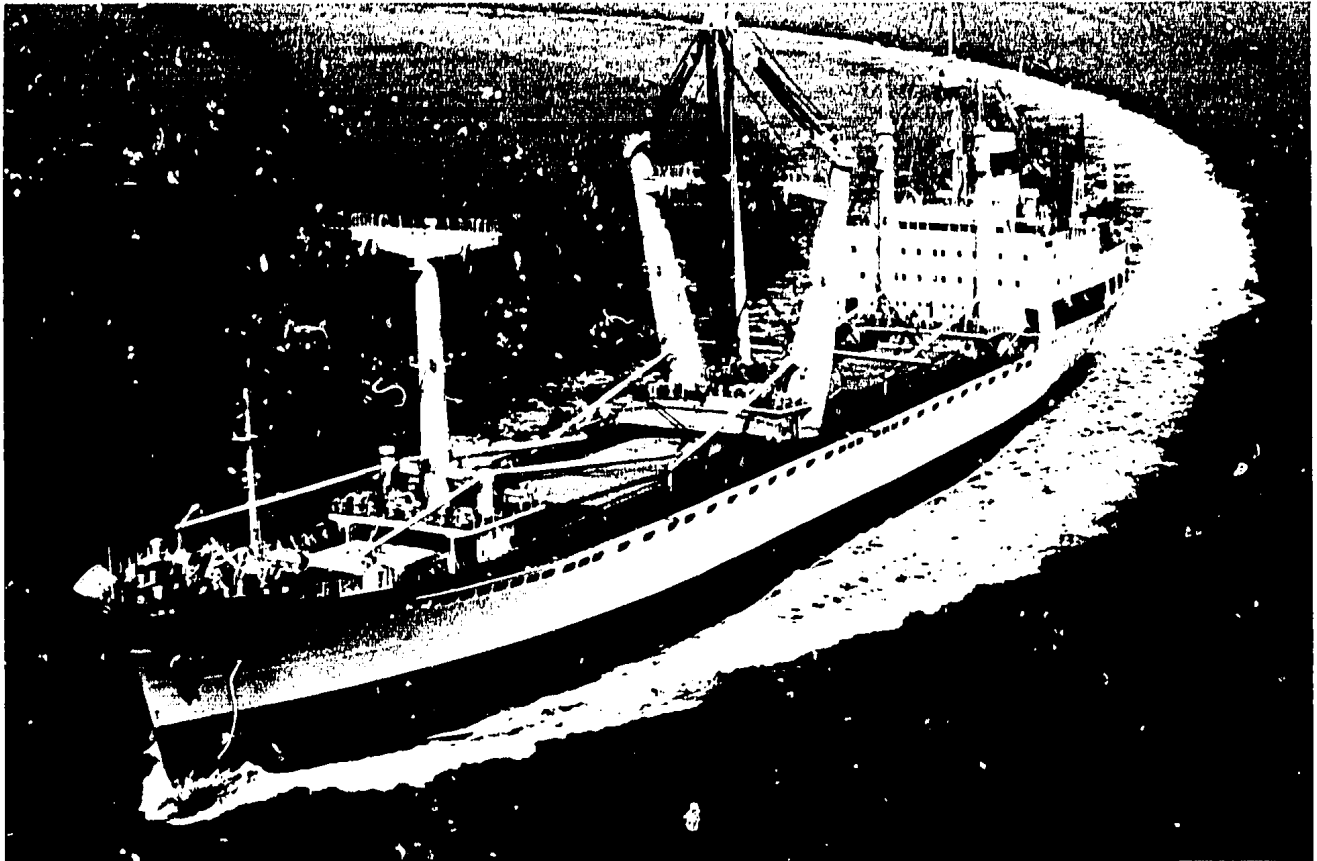
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Foreword

This publication provides a detailed account of the international transport of the People's Republic of China in 1973 and presents a preliminary assessment for 1974. It complements the trade data published in CIA Research Aid, A (ER) 74-63, *People's Republic of China: International Trade Handbook, September 1974*. These annual appraisals were previously contained in the Economic Intelligence Committee (EIC) R16 series, which included yearly estimates of both international trade and transport.

Unless otherwise indicated, tonnages are given in metric tons. Because of rounding, components may not add to the totals shown.

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China's Newest Japanese-Built Freighter, Equipped With A 300-Ton Heavy-Lift Boom For Oversized Cargoes.

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TRANSPORT SERVICES IN CHINESE FOREIGN TRADE:
DEVELOPMENTS THROUGH 1973 AND PROSPECTS FOR 1974

SUMMARY AND CONCLUSIONS

1. Chinese seaborne foreign trade reached record highs in 1973, exceeding 24 million metric tons. Substantial increases in the trade of bulk commodities such as grain, phosphate rock, and crude petroleum accounted for most of the increased tonnage. Japan remained China's chief trading partner -- more than 7.6 million tons were traded between the two nations -- while the United States surpassed Canada as China's second most important trading partner, exchanging more than 5.1 million tons.

2. In 1973, foreign ships still carried more than three-fourths of the tonnage in China's foreign trade. Peking also increased its reliance on chartered shipping to move its growing trade, chartering nearly 12 million deadweight tons (DWT). During the year, Chinese ships continued their small but growing role in the trade as the international fleet called at Japanese, European, and Third World ports.

3. By the end of the year, record ship purchases brought the Chinese international fleet to 1.6 million DWT. Chinese-controlled Hong Kong fleets account for 1.3 million DWT, bringing China's total international maritime capability to nearly 3 million DWT. Along with its expansion of the international fleet, China moved toward modern intermodal cargo handling as it began container service with Japan and equipped some major ports for limited container service.

4. In the first seven months of 1974, ship acquisitions for China's international fleet totaled 800,000 DWT and exceeded the tonnage added in the previous two years. Among the purchases were new bulk carriers totaling almost 350,000 DWT and four additional tankers with a combined capacity of nearly 250,000 DWT. The rapid growth of the international fleet reflects Chinese intentions to meet their growing trade commitments through the use of Chinese-flag ships.

Note: Comments and queries regarding this publication are welcomed. They may be directed to [REDACTED] of the Office of Economic Research, Code 143, Extension 7931.

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DISCUSSION

Chinese Seaborne Foreign Trade

5. China's seaborne trade rose sharply in 1973 to more than 24 million tons, a new high. The upsurge was due largely to dramatic increases in imports of grain and phosphate rock and exports of crude oil. Although China's 1973 imports and exports were almost in balance in terms of value, imports accounted for almost 75% of the tonnage as a result of unprecedented grain imports.

Trading Partners

6. In 1973, as in 1972, Japan was China's chief trading partner. Trade with Japan rose to a record 8 million tons because of increases in imports of finished steel and exports of petroleum. The United States replaced Canada in 1973 as China's second most important trading partner on a tonnage basis. Total Sino/US trade amounted to more than 5 million tons in 1973 as US grain deliveries quadrupled to 4.3 million tons. The United States also became China's major source of scrap metal and soybeans. Trade with Canada dropped to about 3 million tons as Canadian grain exports declined. Chinese imports of Moroccan phosphate rock reached 1.3 million tons, while Australia exported 800,000 tons of wheat to China. The principal bulk commodities in China's 1973 foreign trade are summarized in Appendix A.

North Vietnam

7. China's seaborne trade with North Vietnam resumed in January 1973 after a nine-month standdown caused by US mining of North Vietnamese ports in May 1972. Total volume reached 425,000 tons in 1973, 40% below the 1971 mark. Chinese exports, including 130,000 tons of food and 40,000 tons of fertilizer, totaled 390,000 tons, while imports, largely unidentified items, amounted to 35,000 tons. North Vietnamese coal exports to China, once a major trade item, dropped to only 650 tons in 1973 from 15,000 tons in 1971, as bomb damage to mines and the supporting transport system in North Vietnam restricted coal operations.

8. Chinese-flag ships based in South China carried about two-thirds of the total seaborne trade with North Vietnam, while the remainder was carried from North China by time-chartered Somali-flag vessels based in Hong Kong.

Cuba

9. China's seaborne trade with Cuba fell 10% to 491,000 tons in 1973 as Chinese exports of general cargo dropped from 70,000 tons to 54,000 tons and imports of Cuban sugar fell from 278,000 tons to 244,000 tons. Other Chinese shipments to Cuba included 171,000 tons of rice and 22,000 tons of soybeans. Chinese-chartered non-Communist and Cuban ships continued to carry the trade in 1973. In April 1974 the first Chinese-flag vessel to visit Cuba arrived at Manzanillo to load sugar.

Commodity Composition

10. About one-half the value of China's foreign trade in 1973 consisted of high-value, low-volume general cargo. The tonnage of these items is not known and is not reflected in estimates of total Chinese seaborne foreign trade. Principal imports in this trade are synthetic fibers, chemicals, textiles, machinery, and equipment from Japan; machinery and equipment from the United States; and synthetic fibers, chemicals, machinery, and equipment from Western Europe. Eastern Europe shipped machinery, equipment, trucks, and railroad cars. Major exports included foodstuffs, textiles, and consumer goods to Japan; textiles to Africa; and various consumer goods to South America.

11. Bulk cargoes were the major items in seaborne trade, totaling 23.6 million tons in 1973 -- a 34% increase over 1972. Imports accounted for 19.9 million tons -- 84% of the total -- the most important of which were grain, fertilizers, and metals. Petroleum, salt, and rice were the chief exports. Table 1 lists the major bulk cargoes -- both imports and exports -- in Chinese seaborne foreign trade.

Imports

12. Imports of grain, the leading bulk commodity in China's seaborne trade, reached a record 7.7 million tons in 1973, 60% above the 1972 level. The United States became China's primary source of imported grain in 1973, supplying 2.8 million tons of wheat and 1.5 million tons of corn. The United States also provided more than 300,000 tons of soybeans during the year. Deliveries of Canadian wheat, which had reached 3.8 million tons in 1972, dropped to 2.5 million tons. After a two-year hiatus, Australia resumed shipments to China, delivering 800,000 tons of wheat, while Argentina supplied 100,000 tons of corn. Almost all of the grain moved on Chinese-chartered non-Communist vessels. Total Chinese grain imports for the past three years are shown in the following tabulation.

	Million Tons		
	1973	1972	1971
Total	7.7	4.8	3.2
United States	4.3	1.0	....
Canada	2.5	3.8	3.2
Australia	0.8	....	....
Argentina	0.1	....	....

13. Seaborne imports of chemical fertilizer, primarily from Japan and Western Europe, totaled 4.1 million tons in 1973, close to the 1971 and 1972 levels. Imports of phosphate rock rose from 1.0 million tons in 1972 to 1.8 million tons in 1973. North Africa provided the bulk of this commodity. The United States, entering the market for the first time, shipped 100,000 tons.

14. Seaborne imports of finished steel increased from 2.5 million tons in 1972 to 3.1 million tons in 1973. Japan's share of this trade grew from 60% to 80%, the remainder coming from Western Europe. Deliveries of pig iron amounted to 930,000 tons in 1972 and increased to 1.1 million tons in 1973. Japan supplied one-third; the remainder was provided by Yugoslavia and other European nations.

15. Deliveries of scrap metal grew by 70% to 640,000 tons in 1973. The United States became the chief supplier of this commodity in 1973, shipping 430,000 tons. Among other major bulk commodities imported, copper reached 160,000 tons, two-thirds from South America and most of the rest from Zambia and the United Kingdom. All of the 300,000 tons of oil imported by China in 1973 originated in Albania and was delivered to South China. Romania and Egypt terminated petroleum exports to China in 1972.

Exports

16. In 1973, petroleum became the major Chinese seaborne export as large-scale shipments were undertaken for the first time. Total deliveries reached nearly 1.2 million tons, up from 1972's 100,000 tons. Japanese tankers carried about one million tons from North Chinese ports to Japan, and Chinese coastal tankers delivered 150,000 tons to North Korea.

17. Salt and rice remained the major Chinese dry bulk seaborne exports in 1973. Salt exports were close to one million tons. Japan's share decreased slightly to 925,000 tons and the USSR's remained at 100,000 tons, the only major Soviet import from China. One million tons of rice were also shipped to Cuba and a

Table 1

China: Major Bulk Cargoes in Seaborne Foreign Trade

	Million Metric Tons		
	1973	1972	1971
Total	23.6	17.6	14.7
Imports	19.9	14.9	12.1
Foodstuffs	8.7	5.5	3.7
Grain	7.7	4.8	3.2
Sugar	0.7	0.7	0.5
Soybeans	0.3	....	....
Fertilizers	5.9	5.2	4.8
Chemical fertilizers	4.1	4.2	4.2
Phosphate rock	1.8	1.0	0.6
Metals	5.0	3.9	3.3
Finished steel	3.1	2.5	2.1
Pig iron	1.1	0.9	0.8
Scrap metal	0.6	0.4	0.3
Copper	0.2	0.1	0.1
Petroleum	0.3	0.3	0.3
Exports	3.7	2.7	2.6
Petroleum	1.2	0.1	0.1
Foodstuffs	1.2	1.2	1.1
Rice	1.0	1.0	1.0
Sugar	0.2	0.2	0.1
Salt	1.0	1.1	1.1
Coal	0.3	0.3	0.3

large number of developing countries around the world during the year. Identified anthracite exports to Japan increased from 250,000 tons in 1972 to 300,000 tons in 1973, while unknown amounts went by sea to North Korea and North Vietnam. China's sugar exports remained at 155,000 tons in 1973, with shipments to Hong Kong, other Far East countries, Africa, and the Middle East.

Military Shipments to Non-Communist Countries

18. Pakistan continued as the chief recipient of Chinese military aid in 1973, but the value of goods received dropped to \$45 million from \$64 million in 1972. Most of the remaining military shipments went to Sri Lanka, Sudan, and Tanzania. Military cargoes for Pakistan are believed to have moved on Pakistani ships, while all deliveries to other recipients arrived on Chinese-flag or Chinese-controlled Somali-flag vessels.

The Carriage of Chinese Seaborne Trade

19. Foreign ships, mostly under non-Communist flags, continued to carry more than 75% of China's total seaborne trade in 1973. Most of these ships arrived in Chinese ports under voyage or time charters. Ten foreign cargo lines serve China, but their share of total trade is negligible. Chinese-flag vessels, while lifting record tonnages during the year, carried less than one-fourth of China's total seaborne trade in 1973.

Chartering Activity

20. Peking increased its reliance on chartered shipping to move its expanding foreign trade in 1973, chartering nearly 12 million DWT, about 60% more than in 1972 (see Appendixes B and C).¹ About one-half of the 1973 fixtures were time charters ranging from two months to several years. As shown in Appendix C, ships under the British, Cypriot, Greek, Liberian, Norwegian, and Somali flags accounted for three-fourths of the charters in 1973.

21. Greek-flag ships represented one-third of total charters, almost doubling in 1973 to about 3.9 million DWT. Of these, time charters were the most significant, increasing 160% over 1972 to 2.2 million DWT, a reflection of China's increased long-term reliance on this flag. These vessels carried grain from the United States and Canada; fertilizers, machinery, and equipment from Western Europe; and fertilizers, finished steel, and manufactured goods from Japan.

22. Chinese chartering of Somali-flag ships, almost all belonging to PRC-controlled shipping companies in Hong Kong, ranked second to Greek-flag charters. Fixtures of Somali vessels accounted for 1.7 million DWT, a 55% increase over 1972. During 1973 these ships carried machinery and equipment from Western Europe, phosphate rock from Morocco, and grain from the United States and Canada.

23. Chartering of Liberian-flag vessels increased dramatically in 1973 to nearly one million DWT, ranking third behind ships flying the Greek or Somali flag. Norwegian, British, Cypriot, Dutch, and Yugoslav-flag ship charters each exceeded 500,000 DWT in 1973.

1. Data on chartering activity were supplied by the Department of the Navy.

Foreign Liner Services

24. Until 1974, all major scheduled liner services to China were operated by foreign shipping companies. In the summer of 1974, Chinese ships inaugurated a limited joint containerized liner service with Japan. Ten foreign liner companies offered direct service to China in 1973, but these carried only a negligible portion of total Chinese seaborne foreign trade. Five were Japanese companies linking China with West European ports, the Persian Gulf, South America, Hong Kong, Canada, and the United States. These included Mitsui OSK Lines (MOL), which initiated China service in late 1972 after terminating its Taiwan service in 1971, and four other Japanese companies that previously offered scheduled service to China.

25. In addition to the Japanese liner services, five other scheduled liner operations serve China. These include ScanDutch (a consortium of four Scandinavian and Dutch companies), West Germany's Rickmers Line, Yugoslavia's Jugoslavenska Linijska Plovidba, East Germany's Deutsche Seereederei, and Polish Ocean Lines, all of which operate between China and Europe. In 1973 the Danish Maersk Lines began carrying transloaded Chinese cargoes from Hong Kong to US Gulf ports, but this is not yet a direct liner service to Chinese ports.

The Role of the Chinese International Fleet

26. Chinese ships carried less than one-fourth of China's total seaborne trade in 1973. Ships of China's international fleet were used most heavily in the Japanese trade, followed closely by calls to Western Europe. In Western Europe, the Chinese fleet called most often at ports in the Netherlands, West Germany, and Italy - important sources of machinery, equipment, and fertilizers for the Chinese economy. Chinese ships continued to call at East European ports, particularly in Albania and East Germany, but none has called at a Soviet port since 1966.

27. China's international fleet frequently called at African ports during the year. Except for bunkering calls in Senegal, Tanzania and Morocco were China's most active accounts, while Zaire and Dahomey were visited for the first time. Middle Eastern calls remained limited largely to delivering Chinese economic aid. A Chinese ship called at South America for the first time since 1971, delivering rice to Chile and then sailing to Peru to discharge rice and load zinc.

28. As the international fleet consists almost entirely of general-purpose dry cargo ships, it carries largely manufactured goods, some bulk commodities, and other general cargoes. Until Peking purchased its first bulk carriers in 1973, the fleet carried only a negligible amount of China's imported bulk commodities such

as grain and phosphate rock. Foreign ships handled, most of all, crude petroleum shipments in 1973, as China's international fleet had only one tanker in its inventory in 1973.

The Chinese Fleet

29. Despite record acquisitions during 1972 and 1973, China's merchant fleet² totaled only 3.4 million DWT at the end of 1973, making it 18th in the world. The Liberian fleet, largest in the world, exceeded 95 million DWT, followed by Japan with 57 million DWT. The US fleet (excluding government-owned ships) totaled almost 17 million DWT.

Organization

30. The Ministry of Communications controls most of China's transportation resources, including all of those involved in international trade. Two bureaus subordinate to the ministry manage ocean shipping. The Sea Transport Bureau controls Chinese vessels moving in coastal trade, and the Ocean Shipping Bureau directs ships in international trade. Under the latter, the China Ocean Shipping Company (COSCO) operates the international fleet, except for those ships assigned to joint stock companies and controlled by the offices of those companies directly attached to the Ocean Shipping Bureau. COSCO also schedules foreign liner services in the China trade and charters Chinese-controlled Hong Kong ships. The China National Charter Corporation (Zhongzu), also subordinate to the Ocean Shipping Bureau, manages all Chinese chartering of foreign vessels.

31. COSCO, headquartered in Peking, maintains branches in Canton, Shanghai, and Tientsin. As of 31 December 1973, the Canton Branch, COSCO's largest unit, controlled 57 ships; the Shanghai Branch, 42; and the Tientsin Branch, 21.

International Fleet

32. The international fleet is expanding rapidly. Record acquisitions of 224,000 DWT in 1972 and 655,000 DWT in 1973 expanded fleet capacity to 1.6 million DWT. Growth rates during these years were 30% and 46%, respectively. The approximate cost of ships added during both years is estimated at between \$250 million and \$350 million. As shown in Table 2, more than 80% of the tonnage added in each year was built in non-Communist yards.

2. Including China's international and coastal fleets.

Table 2

China: International Fleet Acquisitions, by Country of Build

	Thousand Deadweight Tons					
	1973			1972		
	Total	New	Used	Total	New	Used
Total	655.0	244.7	410.3	223.8	70.2	153.6
Non-Communist	552.6	142.3	410.3	196.2	42.6	153.6
United Kingdom	97.0	....	97.0	....	....	....
Netherlands	87.7	....	87.7	31.3	....	31.3
Yugoslavia	82.5	82.5	....	13.5	13.5	....
Sweden	141.1	....	141.1	....	....	....
Finland	28.5	28.5	....	64.7	29.1	35.6
Norway	31.8	....	31.8	....	....	....
Japan	29.7	14.5	15.2	....	....	....
France	25.0	....	25.0	....	....	....
West Germany	16.8	16.8	....	86.7	....	86.7
Italy	12.5	....	12.5	....	....	....
Communist	102.4	102.4	....	27.6	27.6	....
China	81.1	81.1	....	13.0	13.0	....
East Germany	13.9	13.9	....	....	....	....
Romania	4.7	4.7	....	....	....	....
Bulgaria	2.7	2.7	....	....	....	....
Poland	....	....	....	14.6	14.6	....

33. Nearly 90% of the international fleet's tonnage at the end of 1973 consisted of general-purpose dry cargo ships suitable for carrying either bulk or general cargo. These ships range in size from 2,700 to 22,000 DWT. The Chinese purchased their first nine bulk carriers in 1973, the largest of which was 33,000 DWT. These ships, whose total capacity is 210,000 DWT, are for use in the ore, coal, and grain trades. The remaining four ships in the fleet were passenger carriers, used almost exclusively for carrying Chinese personnel to Tanzania in support of the Tan-Zam Railroad project. On 31 December 1973, there was only one tanker in China's international fleet, the 45,725 DWT *JIN HU*. (For a listing of international fleet ships, see Appendix D.)

34. As the international fleet has expanded, it has improved in terms of size and age. Average size reached 8,900 DWT at the end of 1973, about one-half the world average and a 20% increase since 1971. Average age decreased to slightly less than 10 years, reflecting greater emphasis on new ships. This trend should continue as the Chinese purchase larger, more modern vessels.

Hong Kong-Based Ships

35. In addition to its expanding international fleet, China controls two Hong Kong shipping firms, Yick Fung Shipping and Enterprises Company and Ocean Tramping Company. By the end of 1973, these firms were operating 113 ships totaling more than 1.3 million DWT that were registered for the most part under the Somali flag. On long-term charter to China, these ships provide Peking with a greater flexibility in international trade, permitting entry to ports and trades that are prohibited to Chinese-flag vessels. This arrangement also requires smaller expenditures of hard currency than the chartering of ships from independent owners.

36. The Hong Kong companies matched and exceeded Peking's ship acquisitions for its own international fleet during 1972 and 1973. The two companies purchased 1.1 million DWT during this period, some of which was transferred directly to the Chinese international fleet. The combined Hong Kong and Chinese international fleets amounted to nearly 3 million DWT at the end of 1973 (see Appendix E).

Containerization

37. Although China has yet to assign any of its ships to a scheduled conventional cargo line in international trade, it is taking steps to use conventional vessels in scheduled movements of containers.

38. Chinese containerization began with the establishment of a joint Sino-Japanese container service in September 1973. Under a preliminary agreement, a trial service was opened, with one sailing a month by a Japanese ship and one by a Chinese ship. In November 1973 the *YANCHENG*, a conventional dry cargo vessel carrying 30 containers to Kobe, became the first Chinese ship to deliver containers abroad. Following the initial success of the trial service, two Japanese shipping companies agreed to expand their service to eight sailings a month during the last half of 1974. Vessels in this trade call at Yokohama, Osaka, and Kobe in Japan and at Tientsin and Shanghai in China.

39. In the summer of 1974, the Chinese began a limited container service to the United States and Western Europe from Hong Kong. The cargoes are containerized in China and shipped by rail to Hong Kong where they are loaded on Danish Maersk Lines containerships. This service should expand in 1975, when Chinese coastal vessels are expected to load containers at Chinese ports and deliver them to Hong Kong for further shipment.

40. The Chinese are equipping port facilities at Shanghai, Canton, and Tientsin for handling small numbers of containers by 1975. The facility at Shanghai will rely on ships' cranes for container handling, while the installations at Canton and Tientsin will use specialized container-handling equipment, some of it manufactured in Japan and the United States.

Joint Stock Shipping Companies

41. Five ships in China's international fleet are assigned to three joint stock shipping companies established with Poland, Albania, and Tanzania. These vessels are controlled by joint stock company offices attached to the Ministry of Communications through the Canton Branch of COSCO. The Chinese-Polish company CHIPOLBROK is the largest of the three, operating an inventory of four Chinese and 13 Polish freighters. The newly built dry cargo carrier *BOLESŁAW PRUS* (16,000 DWT) entered the fleet under the Polish flag in 1973. These ships operate mainly between China and Europe, with occasional calls at North Vietnam and Africa. The Chinese-Albanian venture, CHALSHIP, operates three ships, all under the Albanian flag. One of the ships, the *INTERNACIONAL*, is Chinese-controlled and manned. Vessels assigned to CHALSHIP travel primarily between Albania and China. The Chinese-Tanzanian company, SINOTASHIP, operates three ships -- one Chinese and two under Tanzanian registry. These ships move between China, Tanzania, and Europe.

42. The Sri Lanka Shipping Corporation, Ltd. was established in a joint shipping service agreement between China and Sri Lanka in April 1972. Under the agreement, Peking purchased two ships for the corporation and provided financial assistance to Sri Lanka to obtain two additional ships. By mid-1974 the corporation owned eight ships, all under the Sri Lanka flag. These ships operate from Sri Lanka to China, the Persian Gulf, and Western Europe. China's involvement is limited to providing liberal financial aid for the purchase of ships and supplying attractive insurance coverage for operations.

The Coastal Fleet

43. Peking's coastal fleet accounts for somewhat more than one-half of the country's merchant tonnage under the Chinese flag and operates almost exclusively in Chinese and nearby waters. It carries all of China's internal seaborne trade, except for a small amount that moves on Chinese-controlled, Hong Kong-based ships between North and South China. The coastal fleet, controlled by the Sea Transport Bureau, included 260 vessels totaling 1.8 million DWT at the end of 1973. General cargo ships, mostly in the 1,000 to 15,000 DWT range, account for more than 60% of the fleet's tonnage, while tankers of up to 25,000 DWT add another

one-third to the tonnage. The remainder are passenger/cargo and passenger ships. In addition to domestic cargoes, these ships carry nearly two-thirds of China's seaborne trade with North Vietnam and a large share of the China-Hong Kong trade.

44. The coastal fleet is divided into North and South China components. The North China fleet operates in the area from Wen-chou to the North Korean border and controlled 171 ships at the end of 1973. The smaller South China fleet operates 79 ships in the region between Shan-t'ou and southern North Vietnam. The coastal fleet also controls ten small tankers that operate exclusively on the Yangtze River.

Other International Transport Services

45. A small part of China's international trade is carried by overland transport, mainly railroads. China has international rail connections with the USSR, Mongolia, North Korea, North Vietnam, and Hong Kong (see the map, inside back cover). Despite a surge in shipping to North Vietnam since 1972, the general pattern of Chinese overland trade has changed little from year to year.

46. Overland shipments to North Vietnam resulting from the closure of its ports in May 1972 increased to record tonnages in 1973 and the first ten months of 1974.

	Thousand Tons
1972	270
1973	1,405
1974 (Jan-Oct)	1,170

Minerals and agricultural products have been the prime commodities moved overland to North Vietnam. Petroleum has also moved in greater volumes -- largely by pipeline -- from China into North Vietnam in recent years. In 1972, only 14,000 tons of petroleum (all via rail) moved across the border, but this skyrocketed to 460,000 tons in 1973 (380,000 tons via pipeline and 80,000 tons by rail) and equaled 415,000 tons through October 1974 (350,000 tons via pipeline and 65,000 tons by rail).

Civil Aviation

47. China's national airline, CAAC, began the long-awaited extension of its international air service in October 1974 with the inauguration of flights to both Tokyo and Paris. Ground work for these services has been under way since at

least 1969. By mid-1974, all ten Boeing 707s ordered in 1972 and roughly one-third of the British Trident aircraft ordered in 1971 had been delivered. CAAC also received the last of 30 AN-24 transports ordered from the Soviet Union between 1969 and 1973. New orders in 1973 included an additional 15 Tridents. Beginning in 1974, China also bought several instrument landing systems from the United Kingdom to improve navigation at its major airports.

48. China now has the crews, aircraft, and civil air agreements to expand services further. Eleven air agreements were signed during the period 1973 through mid-1974, bringing the total to 31 since the first accord was signed with the Soviet Union nearly 20 years ago. Perhaps the most significant and difficult agreement reached during the past 2 years was with Japan. It took more than a year to conclude because of the Taiwan question. Recent changes by foreign carriers serving China include the reciprocal inauguration of Japanese airline service in September 1974 and substitution of Peking for Shanghai as route destinations on both Air France service from Europe and Ethiopian Airline flights from Africa.

Outlook

49. China's international fleet will continue to expand, allowing Chinese ships to carry a greater share of the country's growing foreign trade. In addition to continued acquisitions of general cargo ships, the fleet's expansion will include the purchase of tankers to carry rising petroleum exports and of bulk carriers for larger imports of grain, fertilizer, and other bulk commodities. China's acquisitions of larger and more specialized ships will also require an improvement and expansion of Chinese port facilities to accommodate them.

50. China sharply increased its international fleet during the first seven months of 1974. By 1 August, the fleet stood at almost 2.4 million DWT, a 51% increase since the end of 1973. Tonnage acquired during this period exceeded the total tonnage added in the previous 2 years. Twenty new and used ships, more than 60% of 1974 acquisitions, were constructed in non-Communist yards. Yugoslav and Romanian shipyards supplied seven new ships, while Chinese yards added five new bottoms to the fleet.

51. The Chinese-controlled Hong Kong fleets acquired and retained only eight ships during the first seven months of 1974. At least 19 ships were purchased and quickly transferred to China's international fleet. This trend should continue into 1975 as the Chinese continue their fleet expansion program.

52. Reflecting China's desire to participate in the movement of its rapidly increasing petroleum exports, the international fleet acquired its first tanker late in 1973 and by the first of August 1974 had added four more, bringing the combined capacity to nearly 300,000 DWT. These vessels, larger than any tankers or dry cargo ships in the fleet, range from 46,000 to 74,000 DWT. Previously, only the coastal fleet owned tankers, none of which exceeded 25,000 DWT. The Chinese have ordered four additional Norwegian tankers with a combined capacity of about 200,000 DWT for delivery by 1975 and probably will order more.

53. Peking's decision to dramatically increase petroleum exports will result in shipments approaching 5 million tons in 1974 and as much as 15 million tons by 1975. To implement this decision, the Chinese are deepening their major ports and installing a high-capacity pipeline from the Sheng-li oil fields to Ching-tao. The combination of these improved port facilities and a growing tanker fleet will allow China to handle a significant share of its petroleum trade.

APPENDIX A

China: Principal Bulk Commodities in Seaborne Trade, by Trade Partner, 1973

Million Metric Tons

	Total	Imports	Grain	Chemical Fertilizer	Finished Steel	Phosphate Rock	Pig Iron	Sugar	Scrap Metal	Petroleum	Soybeans	Copper	Exports	Petroleum	Salt	Rice	Coal	Sugar
Total.....	23.6	19.9	7.7	4.1	3.1	1.8	1.1	0.7	0.6	0.3	0.3	0.2	3.7	1.2	1.6	1.0	0.3 ¹	0.2
Japan.....	7.6	5.4	....	2.5	2.5	....	0.4	....	....	....	....	....	2.2	1.0	0.9	....	0.3	....
United States.....	5.1	5.1	4.3	....	....	0.1	....	....	0.4	....	0.3	....	....	....	....	....	....	....
Canada.....	2.5	2.5	2.5	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Western Europe.....	1.7	1.7	....	0.9	0.6	0.1	0.1	....	....	....	....	....	....	....	....	....	....	....
Of which:																		
West Germany..	0.4	0.4	....	0.2	0.2	....	....	....	....	....	....	....	....	....	....	....	....	....
Italy.....	0.4	0.4	....	0.3	0.1	....	....	....	....	....	....	....	....	....	....	....	....	....
France.....	0.1	0.1	....	0.1	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Other.....	0.8	0.8	....	0.3	0.3	0.1	0.1	....	....	....	....	....	....	....	....	....	....	....
Africa.....	1.5	1.5	....	....	....	1.5	....	....	....	....	....	....	....	....	....	....	....	....
Morocco.....	1.3	1.3	....	....	....	1.3	....	....	....	....	....	....	....	....	....	....	....	....
Egypt.....	0.2	0.2	....	....	....	0.2	....	....	....	....	....	....	....	....	....	....	....	....
Eastern Europe.....	0.8	0.8	....	0.4	....	....	0.1	....	....	0.3	....	....	....	....	....	....	....	....
Albania.....	0.3	0.3	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Romania.....	0.4	0.4	....	0.4	....	....	....	....	....	0.3	....	....	....	....	....	....	....	....
Other.....	0.1	0.1	....	....	....	....	0.1	....	....	....	....	....	....	....	....	....	....	....
Australia.....	0.8	0.8	0.8	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Yugoslavia.....	0.5	0.5	....	....	....	....	0.5	....	....	....	....	....	....	....	....	....	....	....
South America.....	0.7	0.7	0.1	0.1	....	....	....	0.4	....	....	....	0.1	....	....	....	....	....	....
Argentina.....	0.1	0.1	0.1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Brazil.....	0.4	0.4	....	....	....	....	....	0.4	....	....	....	....	....	....	....	....	....	....
Other.....	0.2	0.2	....	0.1	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Cuba.....	0.5	0.3	....	....	....	....	....	0.3	....	....	....	0.1	....	....	....	....	....	....
North Korea.....	0.2	....	....	....	....	....	....	....	....	....	....	....	0.2	....	....	0.2	....	....
USSR.....	0.1	....	....	....	....	....	....	....	....	....	....	....	0.2	0.2	....	....	....	....
Other.....	1.6	0.6	....	0.2 ²	....	0.1 ³	....	....	0.2 ⁴	....	....	0.1 ⁵	1.0	....	0.1	0.8 ⁶	....	0.2 ⁷

¹ An unknown amount of coal was shipped by sea to North Vietnam and North Korea.

² Including relatively small deliveries from the Middle East, Africa, Canada, Singapore, and Yugoslavia.

³ Mostly exported by Singapore and a number of Middle Eastern and African countries.

⁴ Hong Kong, West Germany, and Australia supplied the largest portions of these shipments.

⁵ The largest portions of these deliveries came from the United Kingdom and Zambia.

⁶ China's 1973 rice exports were shipped to a large number of developing countries around the world.

⁷ China's 1973 sugar exports were shipped to Hong Kong, a number of developing countries in the Far East, and probably a few African and Middle Eastern nations.

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APPENDIX B

China: Charters of Non-Communist Ships¹
1972

Flag	Time Charters		Voyage Charters		Total	
	Number of Fixtures	Thousand Deadweight Tons	Number of Fixtures	Thousand Deadweight Tons	Number of Fixtures	Thousand Deadweight Tons
Total	285	3,125	205	4,307	490	7,432
Greece.....	69	843	53	1,160	122	2,003
Norway.....	35	312	29	924	64	1,236
Somalia.....	97	1,032	9	79	106	1,111
Netherlands.....	1	12	30	866	31	878
Yugoslavia.....	11	177	16	272	27	449
Cyprus.....	19	192	18	210	37	402
Great Britain.....	22	232	7	160	29	392
Singapore.....	11	78	9	98	20	176
Japan.....	1	6	8	125	9	131
Italy.....	3	51	3	77	6	128
Panama.....	....	....	12	125	12	125
Sweden.....	2	35	4	86	6	121
Pakistan.....	5	66	....	....	5	66
Finland.....	2	25	1	20	3	45
Argentina.....	....	....	2	45	2	45
Denmark.....	6	37	....	....	6	37
Netherlands Antilles.....	....	....	1	34	1	34
West Germany.....	1	27	....	....	1	27
Morocco.....	....	....	1	14	1	14
Liberia.....	....	....	2	12	2	12

1. Supplied by the Department of the Navy.

APPENDIX C

China: Charters of Non-Communist Ships¹
1973

Flag	Time Charters		Voyage Charters		Total	
	Number of Fixtures	Thousand Deadweight Tons	Number of Fixtures	Thousand Deadweight Tons	Number of Fixtures	Thousand Deadweight Tons
Total	496	6,697	240	5,126	736	11,823
Greece.....	115	2,195	83	1,670	228	3,865
Somalia.....	152	1,705	2	21	154	1,726
Liberia.....	17	334	18	614	35	948
Norway.....	12	493	13	327	55	820
Great Britain.....	29	476	12	303	41	779
Cyprus.....	31	376	28	354	62	730
Netherlands.....	1	15	24	632	25	647
Yugoslavia.....	20	330	14	228	34	558
West Germany.....	5	117	7	258	12	375
Japan.....	5	106	10	212	15	318
Netherlands Antilles.....	...	...	9	286	9	286
Singapore.....	17	107	6	64	23	171
Sweden.....	4	114	4	53	8	167
Italy.....	5	93	3	27	8	120
Panama.....	3	45	5	69	8	114
Denmark.....	7	60	1	5	8	65
Pakistan.....	1	54	...	...	4	54
Kuwait.....	3	44	...	...	3	44
Finland.....	2	25	...	...	2	25
Malaya.....	1	8	...	...	1	8
Honduras.....	...	...	1	3	1	3

1. Supplied by the Department of the Navy.

APPENDIX D

China: Ships of the International Merchant Fleet as of 1 August 1974

Ship	Deadweight ¹ Tons	Built Country	Year Acquired
Total (152 ships)	2,374,576		
Tientsin branch (26 ships).....	446,368		
BAOTING.....	13,851	Finland	1965 1972
CHANGTING.....	14,605	Finland	1971 1972
DA FENG.....	13,000	China	1974 1974
DA LI.....	13,000	China	1972 1973
DA XING.....	13,000	China	1974 1974
DA YE.....	13,000	China	1973 1973
DACHENG.....	14,522	Japan	1973 1973
DAMING.....	12,350	West Germany	1958 1970
DATIAN.....	14,522	Japan	1974 1974
DATONG.....	12,352	West Germany	1959 1970
DUNHUANG.....	15,340	United Kingdom	1967 1967
HAIFENG.....	12,530	East Germany	1969 1969
HAIMEN.....	12,430	East Germany	1968 1968
HUATING.....	14,207	Finland	1972 1973
JIAN HU.....	50,390	Sweden	1966 1974
JIANGMEN.....	12,295	East Germany	1966 1966
JIANGTING.....	14,500	Finland	1972 1972
JIN HU.....	45,725	Sweden	1963 1973
JINSHI.....	15,340	United Kingdom	1967 1967
JIUJIANG.....	15,663	France	1966 1966
LETING.....	13,893	Finland	1966 1972
QIMEN.....	13,870	East Germany	1973 1973
YANTING.....	14,325	Finland	1973 1973
YUMEN.....	12,295	East Germany	1965 1966
YUN HAI.....	33,700	Sweden	1963 1974
ZHENJIANG.....	15,663	France	1966 1966
Shanghai branch (53 ships).....	705,901		
ANTING.....	14,326	Finland	1970 1971
BEI AN.....	4,695	Romania	1974 1974
BEI HAI.....	23,000	West Germany	1963 1974
BIN HAI.....	33,001	Sweden	1963 1973
CHANG AN.....	4,500	Romania	1967 1967
CHAO YANG.....	13,488	China	1967 1967
CHONG MING.....	14,000	France	1961 1974
DING HAI.....	16,205	Sweden	1963 1973
DONG AN.....	4,695	Romania	1974 1974
DONG HAI.....	28,360	United Kingdom	1965 1973
DONGFENG.....	13,488	China	1965 1965
FENG LANG.....	13,000	China	1974 1974
FENG MING.....	14,000	China	1973 1973
FENG QING.....	13,000	China	1974 1974
FENG YANG.....	14,000	China	1973 1973
FENG YI.....	13,000	China	1974 1974
FENGCHENG.....	7,153	Poland	1971 1971
FENGGUANG.....	13,000	China	1971 1971
FENGLI.....	14,163	China	1970 1970
HAN CHUAN.....	14,000	Yugoslavia	1973 1973
HAN YIN.....	15,184	West Germany	1970 1972
HENGSHUI.....	10,801	Netherlands	1961 1972
HONG QI.....	15,952	China	1964 1964
HUA YIN.....	15,202	West Germany	1969 1974
HUAI AN.....	4,500	Romania	1967 1968

APPENDIX D (Continued)

China: Ships of the International Merchant Fleet as of 1 August 1974 (Continued)

Ship	Deadweight ¹ Tons	Built		Year Acquired
		Country	Year	
Total (152 ships) (Continued)				
Shanghai branch (53 ships) (Cont.)				
HUAI HAI.....	26,331	West Germany	1962	1971
HUAI YIN.....	14,050	West Germany	1959	1969
JIANG DE.....	12,530	Italy	1959	1973
JIANG AN.....	4,695	Romania	1973	1973
JIANG CHUAN.....	15,000	Yugoslavia	1973	1973
JIANGCHENG.....	14,555	Poland	1972	1972
JIANGYIN.....	13,029	West Germany	1958	1970
JINGHAI.....	19,710	United Kingdom	1968	1973
KANG DING.....	13,770	Sweden	1956	1970
LI YANG.....	13,000	China	1973	1973
NAN HUI.....	13,301	Finland	1961	1970
NAN XIANG.....	12,500	Sweden	1959	1970
QINGSHUI.....	11,160	Netherlands	1963	1972
QINGYANG.....	13,000	China	1972	1972
TAI SHUN.....	2,748	Bulgaria	1973	1973
TANG LIN.....	12,995	West Germany	1960	1974
TIAN SHUI.....	9,301	Netherlands	1963	1972
TONG CHUAN.....	15,000	Yugoslavia	1974	1974
TUAN JIE.....	4,185	China	1964	1964
WANGTING.....	14,326	Finland	1970	1971
WEI HAI.....	31,825	Norway	1964	1973
XIANG YANG.....	14,371	China	1969	1969
XIN AN.....	4,500	Romania	1967	1967
YANGCHENG.....	7,153	Poland	1971	1971
YIN CHUAN.....	13,500	Yugoslavia	1974	1974
YIYANG.....	14,145	China	1972	1973
YU QUAN.....	4,365	Sweden	1959	1973
YUE YANG.....	14,143	China	1970	1970
Canton branch (68 ships).....				
	1,155,208			
CHANGDE.....	12,770	Sweden	1964	1970
CHANGDU.....	8,189	Finland	1962	1971
CHANGHAI.....	20,080	West Germany	1964	1974
CHANGSHU.....	12,490	Sweden	1957	1970
CHUNLIN.....	13,520	Yugoslavia	1973	1973
CONG HUA.....	13,005	Sweden	1962	1973
DAAN.....	12,514	West Germany	1958	1972
DADE.....	12,623	West Germany	1962	1972
DANHAI.....	24,800	United Kingdom	1963	1974
DANING.....	12,625	West Germany	1962	1972
DAPU.....	12,548	West Germany	1959	1971
DEDU.....	10,289	Sweden	1962	1973
DONG MING.....	15,424	Netherlands	1964	1973
DONGSHAN.....	11,188	West Germany	1961	1972
DUNHUA.....	12,430	Sweden	1961	1970
FUHAL.....	18,490	Netherlands	1963	1973
GAO HU.....	74,480	Sweden	1966	1974
GUANGHE.....	16,780	West Germany	1972	1973
GUANGHUA.....	8,806	United Kingdom	1930	1960
GUANGMING.....	14,987	Netherlands	1965	1965
GUANGSHUI.....	9,583	Netherlands	1959	1973
GUHAL.....	55,000	Sweden	1968	1974
HAINING.....	11,650	Poland	1969	1969

APPENDIX D (Continued)

China: Ships of the International Merchant Fleet as of 1 August 1974 (Continued)

Ship	Deadweight ¹ Tons	Built		
		Country	Year	Year Acquired
Total (152 ships) (Continued)				
Canton branch (68 ships) (Cont.)				
HANGZHOU.....	10,020	East Germany	1958	1965
HUANG HAI.....	22,140	West Germany	1971	1974
HULIN.....	13,500	Yugoslavia	1974	1974
JIANG DU.....	8,198	Finland	1962	1974
JIANHUA.....	5,400	France	1951	1967
JIANSHU.....	9,606	Netherlands	1960	1973
JILIN.....	10,081	West Germany	1954	1968
JINING.....	11,803	Poland	1966	1966
KAI PING.....	15,151	Japan	1961	1973
KUNMING.....	15,424	Netherlands	1963	1973
LAN HAI.....	18,530	Sweden	1960	1973
LANZHOU.....	10,070	East Germany	1957	1965
LIAOHAI.....	26,739	Japan	1961	1974
LIMING.....	15,372	Sweden	1963	1964
LISHUI.....	9,606	Netherlands	1960	1973
LONGLIN.....	13,520	Yugoslavia	1974	1974
MEISHAN.....	11,472	West Germany	1959	1972
MING HAI.....	38,440	Sweden	1967	1974
MINGHUA.....	3,000	France	1962	1973
PING HU.....	16,015	Sweden	1964	1974
QIANJIN.....	10,400	Poland	1965	1965
QINGHAI.....	22,906	United Kingdom	1962	1973
QINGSHAN.....	11,072	West Germany	1960	1972
QIONG HAI.....	33,370	West Germany	1963	1974
SONGLIN.....	13,000	Yugoslavia	1973	1973
TANGSHAN.....	13,591	Sweden	1937	1966
TAOLIN.....	13,520	Yugoslavia	1974	1974
TIANLIN.....	13,500	Yugoslavia	1972	1973
TAI HU.....	74,480	Sweden	1965	1974
WENSHUI.....	9,606	Netherlands	1959	1973
WUXI.....	12,760	Yugoslavia	1958	1967
XINGHAI.....	30,525	West Germany	1961	1974
XINGHUA.....	12,700	Sweden	1960	1970
XINGNING.....	11,760	Poland	1966	1966
XUCHANG.....	8,550	Finland	1954	1967
YANG LIN.....	13,520	Yugoslavia	1973	1973
YAOHUA.....	7,000	France	1967	1967
YICHUN.....	13,010	United Kingdom	1962	1973
YIDU.....	7,850	Finland	1962	1972
YONG CHUN.....	12,975	United Kingdom	1962	1973
YONGNING.....	11,763	Poland	1967	1967
YOUHAO.....	11,515	West Germany	1959	1964
YULIN.....	13,520	Yugoslavia	1972	1972
ZHENHAI.....	21,900	France	1963	1974
ZHUHAI.....	22,000	France	1964	1973
Joint stock companies (5 ships)				
ASIA AFRICA.....	67,099			
ASIA AFRICA.....	12,675	Sweden	1960	1967
JIAXING.....	14,429	Denmark	1963	1970
LUFENG.....	12,530	East Germany	1970	1970
TAIXING.....	14,935	Netherlands	1960	1974
XINFENG.....	12,530	East Germany	1970	1970

1. Supplied by the Department of the Navy.

APPENDIX E

China: Fleet Inventory of the Chinese-Controlled Yick Fung Shipping and Enterprises Co., Ltd. and Ocean Tramping Co., Ltd., August 1974

Ship	Deadweight Tons †	Flag	Year Built	Year Acquired
Total (121 ships)	1,455,566			
Yick Fung Shipping and Enterprises Co., Ltd. (55 ships)	803,384			
ADRIATIC SEA	28,515	Somalia	1964	1973
AEGEAN SEA	16,400	Somalia	1962	1972
ARAFURA SEA	12,580	Somalia	1958	1972
ARCTIC OCEAN	12,692	United Kingdom	1956	1964
ATLANTIC OCEAN	11,950	Somalia	1962	1971
AZOV SEA	15,408	Somalia	1958	1973
BALTIC SEA	12,449	Somalia	1960	1972
BALTIC SEA	11,830	Somalia	1959	1973
BANDA SEA	12,393	Somalia	1959	1972
BARENTS SEA	13,067	Somalia	1961	1972
BER SEA	12,250	Somalia	1963	1971
BERING SEA	9,565	Somalia	1952	1972
BLACK SEA	11,830	Somalia	1958	1972
CASPIAN SEA	15,914	Somalia	1958	1972
CELEBES SEA	10,322	Somalia	1950	1972
CHEUNG CHAU	11,830	United Kingdom	1956	1964
CHINA SEA	24,840	Somalia	1964	1972
CHUKCHI SEA	17,000	Somalia	1958	1973
CORAL SEA	16,400	Somalia	1962	1972
DRAKE SEA	46,850	Somalia	1966	1974
FLORES SEA	12,390	Somalia	1964	1972
FUCHUNKIANG	13,073	Somalia	1961	1971
GREENLAND SEA	12,500	Somalia	1956	1973
INDIAN OCEAN	13,346	Somalia	1962	1971
IONIAN SEA	13,200	Somalia	1956	1973
IRISH SEA	14,980	Somalia	1957	1973
JAVA SEA	12,395	Somalia	1957	1972
KARA SEA	10,209	Somalia	1951	1972
KINROSS	9,221	Somalia	1949	1963
KORO SEA	19,620	Somalia	1962	1972
MINDANAO SEA	13,404	Somalia	1958	1973
MIRTOAN SEA	14,040	Somalia	1958	1973
MOLUCCA SEA	12,980	Somalia	1958	1973
MU SHAN	5,820	Somalia	1971	1974
NAN FUNG	9,102	Somalia	1944	1968
NEW EAST SEA	13,330	Somalia	1958	1967
NEW NORTH SEA	14,775	Somalia	1953	1972
NORWEGIAN SEA	13,600	Somalia	1962	1973
RED SEA	17,300	Somalia	1957	1972
ROSS SEA	12,460	Somalia	1956	1971
SALTON SEA	16,880	Somalia	1958	1973
SAPPHIRE	13,409	Somalia	1957	1969
SNOW LILY	17,787	Somalia	1950	1969
STARLIGHT	10,568	Somalia	1944	1969
STEED	13,080	United Kingdom	1956	1969
SULU SEA	19,240	Somalia	1961	1972
TASMAN SEA	25,800	Somalia	1962	1973
TIMOR SEA	21,900	Somalia	1963	1972
VENICE	12,350	Somalia	1958	1964
WEDDELL SEA	12,990	Somalia	1961	1972
WHITE LILY	17,000	Somalia	1951	1972
WHITE SEA	10,580	Somalia	1955	1969

APPENDIX E (Continued)

China: Fleet Inventory of the Chinese-Controlled Yick Fung Shipping and Enterprises Co., Ltd. and Ocean Tramping Co., Ltd., August 1974 (Continued)

Ship	Deadweight Tons ¹	Flag	Year Built	Year Acquired
Total (121 ships) (Continued)				
Yick Fung Shipping and Enterprises Co., Ltd. (55 ships) (Continued)				
WING KWONG.....	10,116	Somalia	1945	1968
YUNGLUTATON.....	9,221	United Kingdom	1949	1963
ZUIDER SEA.....	10,601	Somalia	1954	1972
Ocean Tramping Co., Ltd. (66 ships).....				
	652,182			
AIHUA.....	7,755	Somalia	1955	1971
AMIN.....	7,859	Somalia	1955	1974
ANYI.....	12,725	Somalia	1969	1974
ATLANTIC STAR.....	5,610	Somalia	1948	1964
BAILU.....	5,250	Somalia	1966	1972
BAIMA.....	12,454	Somalia	1958	1972
BAINING.....	8,400	Somalia	1955	1973
BAIPAO.....	12,651	Somalia	1959	1973
BAISIUNG.....	12,671	Somalia	1958	1973
BAIYEN.....	8,401	Somalia	1955	1972
BAODI.....	1,400	Somalia	1957	1973
BIBO.....	13,965	Somalia	1959	1974
BIHUA.....	10,326	United Kingdom	1956	1972
BUKU.....	11,700	Somalia	1960	1972
CHINSHAKIANG.....	27,930	Somalia	1960	1971
CHINSING.....	7,625	Somalia	1959	1971
EASTGLORY.....	12,775	Somalia	1959	1967
FEICHE.....	6,956	Somalia	1959	1972
FEIHANG.....	12,501	Somalia	1957	1972
FETTA.....	12,501	Somalia	1957	1972
FEIYUEH.....	6,958	Somalia	1959	1972
GAOPENG.....	9,200	Somalia	1956	1972
GAOYAN.....	12,440	Somalia	1958	1973
HEMISPHERE.....	12,730	Somalia	1957	1963
HENGSHAN.....	5,790	Somalia	1960	1971
HUNGMIEN.....	9,150	Somalia	1956	1972
HUNGSIA.....	9,140	Somalia	1955	1973
JOLLITY.....	12,530	Somalia	1958	1964
KAIGO.....	9,170	Somalia	1957	1972
KAILOK.....	9,170	Somalia	1958	1973
KAIYUN.....	9,170	Somalia	1957	1973
LAOSHAN.....	15,970	Somalia	1957	1969
LUHUAN.....	1,450	Somalia	1969	1973
MAIJIN.....	11,490	Somalia	1957	1973
MEIKI.....	8,021	Somalia	1955	1972
MEIRU.....	8,021	Somalia	1955	1972
MINAI.....	6,619	Somalia	1957	1972
MINFUNG.....	10,290	Somalia	1956	1972
MINGCHANG.....	9,276	Somalia	1957	1972
MINGWEI.....	10,413	Somalia	1957	1972
MINGYAO.....	10,413	Somalia	1957	1972
MINHAO.....	6,619	Somalia	1957	1972
MINSHAN.....	6,619	Somalia	1959	1972
MINTSUNG.....	6,619	Somalia	1959	1972
MOONTHWA.....	5,890	Somalia	1957	1967

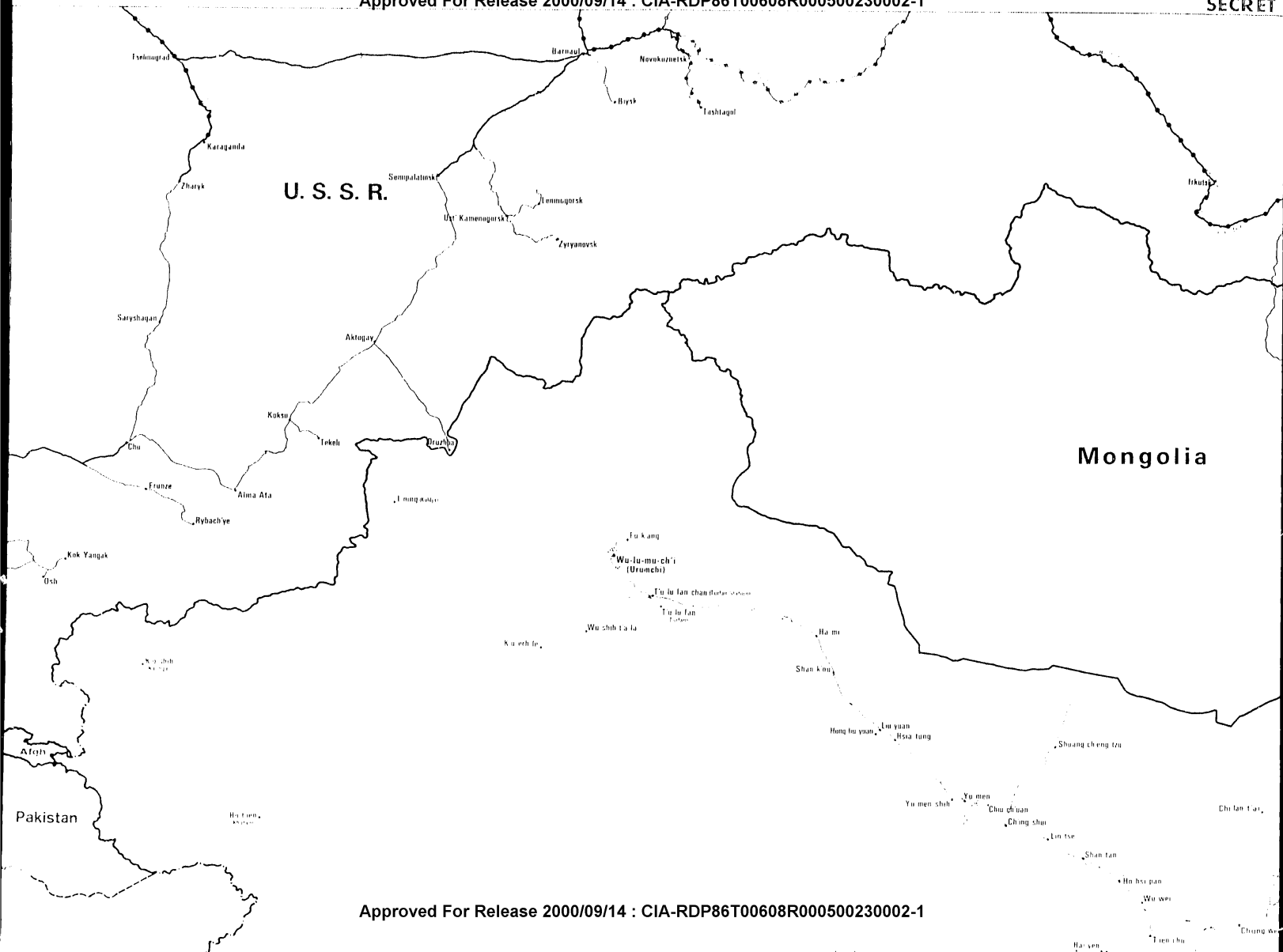
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APPENDIX E (Continued)

China: Fleet Inventory of the Chinese-Controlled Yick Fuang Shipping and Enterprises Co., Ltd. and Ocean Tramping Co., Ltd., August 1974 (Continued)

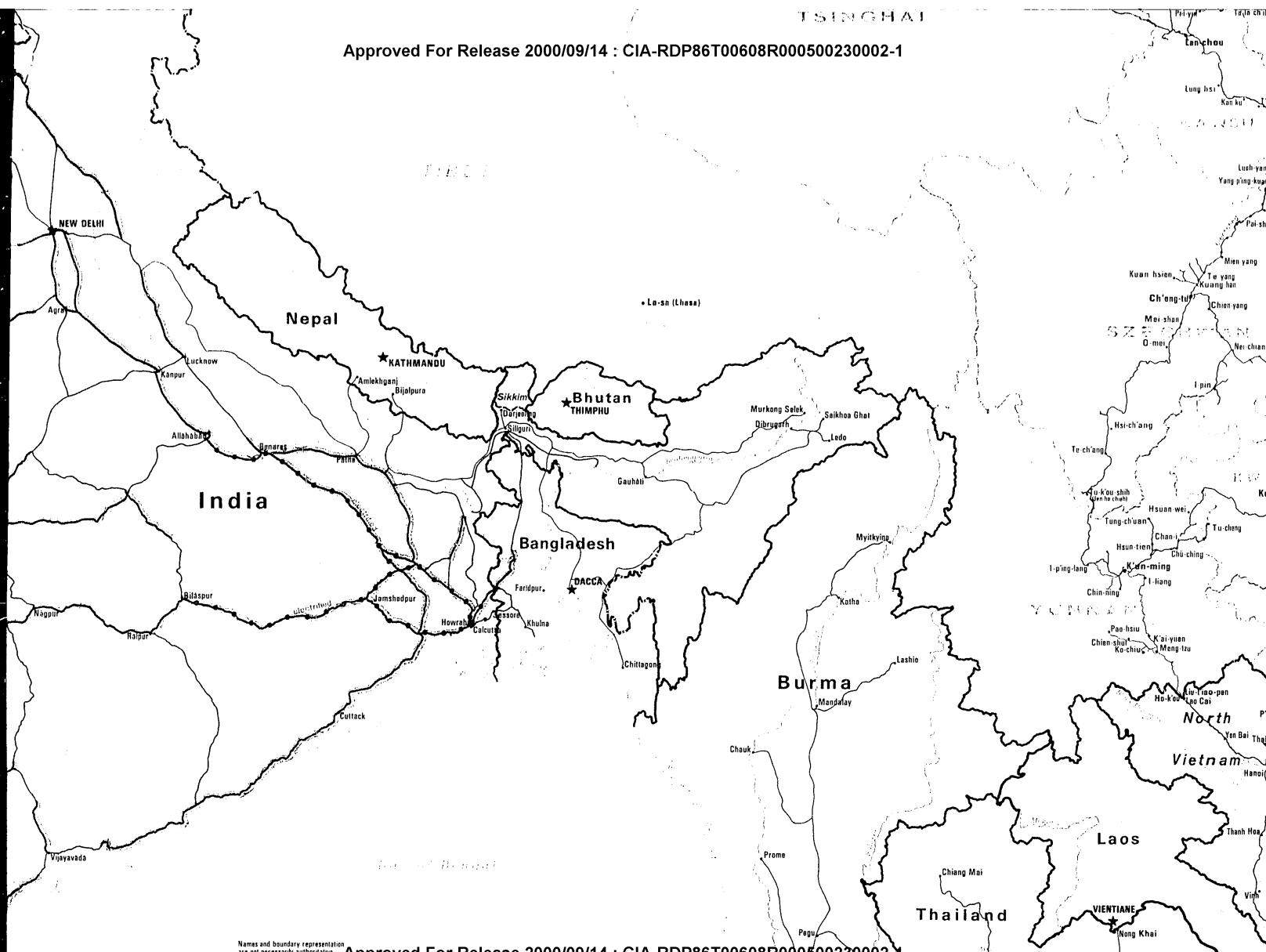
Ship	Deadweight Tons ¹	Flag	Year Built	Year Acquired
Total (121 ships) (Continued)				
Ocean Tramping Co., Ltd. (66 ships) (Continued)				
MUSING	7,263	Somalia	1959	1972
NANCHENG	9,700	Somalia	1953	1973
SANHUA	9,700	Somalia	1954	1973
NANKUO	9,700	Somalia	1954	1973
NANTAO	9,700	Somalia	1953	1973
PEIKIANG	6,285	Somalia	1958	1971
SEASAGE	5,172	Somalia	1947	1964
SIEHCHIH	7,701	Somalia	1956	1973
SIEHHUI	5,038	Somalia	1956	1973
SIEHMEN	7,701	Somalia	1955	1973
SIEHTING	5,130	Somalia	1955	1973
SINKAI	12,750	Somalia	1953	1973
SINYEH	12,798	Somalia	1953	1972
SIUNGFEI	13,280	Somalia	1957	1974
SUN NIAO	24,732	Somalia	1968	1974
TAIPIENG	8,820	Somalia	1950	1966
TAISHAN	6,565	Somalia	1957	1968
WEIKO	12,728	Somalia	1958	1973
WEILI	12,701	Somalia	1959	1973
WEIMEN	12,717	Somalia	1958	1973
YUNGMING	11,088	Somalia	1960	1973

1. Supplied by the Department of the Navy.





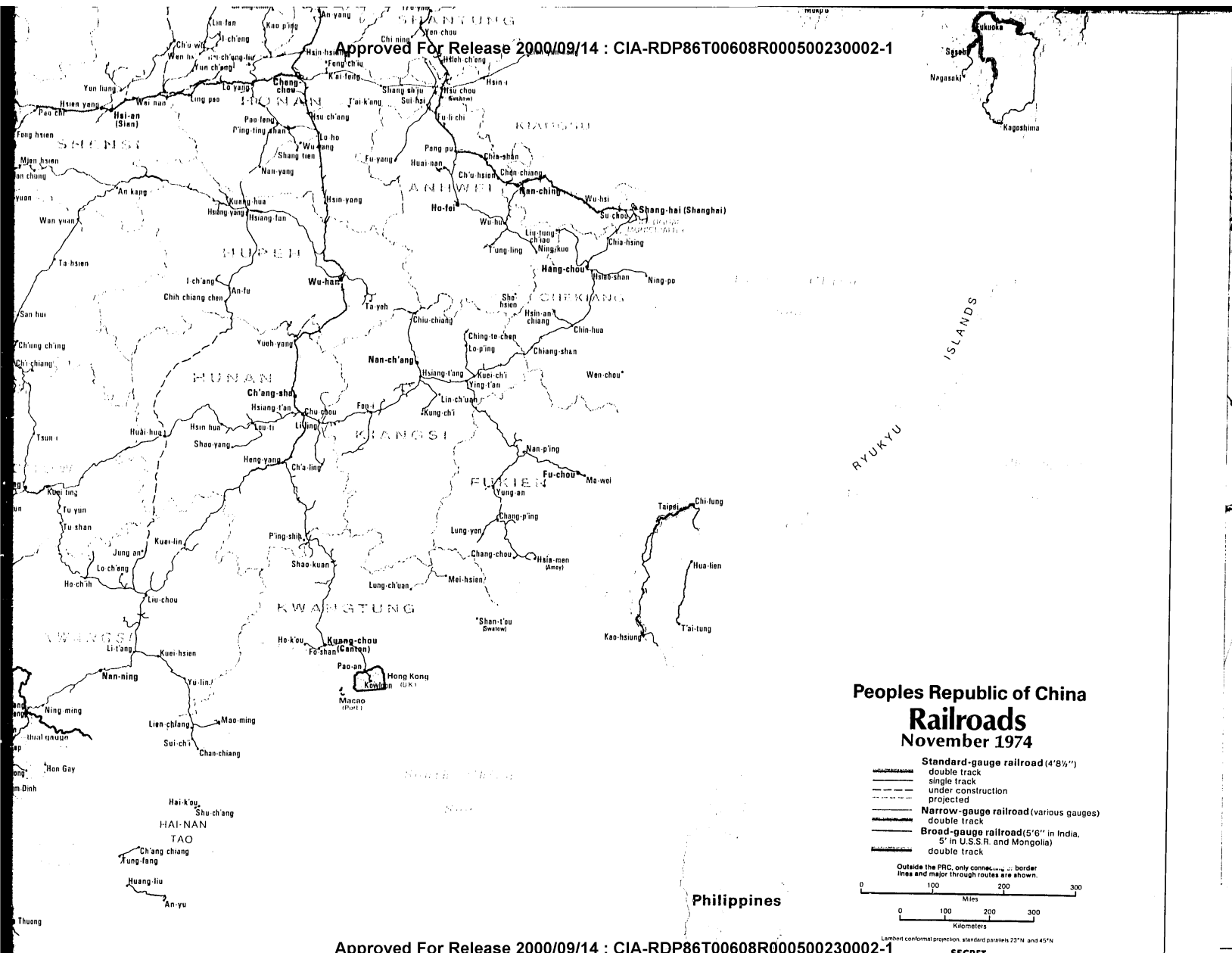
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Names and boundary representation are not necessarily authoritative.

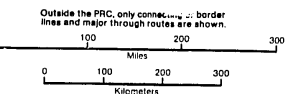
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SECRET



**Peoples Republic of China
Railroads
November 1974**

- Standard-gauge railroad (4'8 1/2")**
 - double track
 - single track
 - under construction
 - projected
- Narrow-gauge railroad (various gauges)**
 - double track
- Broad-gauge railroad (5'6" in India, 5' in U.S.S.R. and Mongolia)**
 - double track



Lambert conformal projection, standard parallels 22°N and 45°N
SECRET