

~~TOP SECRET EYES~~~~REFORM~~

SERVICES DIVISION INDICATIONS JOURNAL

1 June 1955

Formosa Straits - Economic - Logistics
(Info Dates - April and May)Significant Logistic Developments in East China

Recent developments in East China indicate that the Chinese Communists have the logistic capability for operational support of the new airfields presently under construction on the mainland opposite Formosa. The rapidity with which the airfields are being constructed is itself indicative of a substantial logistic capability in the area. Moreover, there is evidence that both the waterborne and road transport capabilities of the Chinese Communists are continuing to increase.

The rapid rate of construction of these fields, each of which is favorably located for waterborne supply, has been made possible to a considerable extent by large-scale employment of small boat traffic (observed in aerial photography) in the movement of construction materials. River and coastal craft now moving construction materials could also provide logistic support when the fields are operational. Swatow is already regularly served by coastwise freighter runs from Canton and regular Chinese coastal freighter operations have recently been initiated from Shanghai to Wenchow, which in turn may be used as a staging area for transshipping supplies further south by smaller craft. There has been increasing evidence of small craft movements between Santuao and Loyuan Bays and the Min estuary. The frequency of these movements indicates that a considerable tonnage may presently be moving into the Foochow area by sea. Night navigation along the Peiling Peninsula and into the Min estuary was recently noted, and it is possible that the Chinese Communists are moving materials not only into the Foochow area, but also into the Lung Tien and even the Shati airfields under cover of darkness.

April photography of major roads connecting Fukien with rear areas shows that these lines of supply have received extensive improvements during the past two years and now form a net of well-engineered two-way roads, capable of sustaining heavy military traffic. Aerial photography further reveals that the most recent road improvement efforts have been concentrated on bridge construction, congested area by-passes, and on local access roads, serving key installations or areas. Of particular significance is the recently completed road from Foochow to Loyuan, which is currently being extended across the river at Loyuan (new bridge being constructed) to a beaching area on the north shore of Loyuan Bay and north across the peninsula to a beaching site on the south shore of Santuao. Both Santuao and Loyuan Bays are considered likely staging areas both for amphibious operations and for supply movements into the Foochow area, by small boats and by trucks.

Even assuming that the Chinese Communists would require a 30-day fuel stockpile on each airfield becoming operational, it is believed well within their transport capabilities to provide such stockpiles during the final stages of construction or within a very short time thereafter. Moreover, as Nantai and Swatow become operational, the availability of air cover will make it easier for the Chinese Communists to supply these fields and the other airfields now under construction. The early completion of Nantai and Swatow, which together with existing fields will provide air cover for the entire Chinese coast between Canton and Shanghai, may well reflect a deliberate pattern based in part on these logistic considerations. It is believed, therefore, that each of the coastal airfields could be made operational almost immediately after completion of construction.

(S/TR)

~~TOP SECRET EYES~~~~REFORM~~