

PHOTOGRAPHIC INTERPRETATION REPORT



SOUTHEAST ASIA
ACTIVITY REPORT

SELECTED TRANSPORTATION
AND INFILTRATION
COMPENDIUM

NPIC/R-161/67
SEPTEMBER 1967

SUMMARY NO 57

WARNING

This document contains information affecting the national defense of the United States, within the meaning of Title 18, sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law.

PREFACE

This report is a summary of selected transportation and related military activity in North Vietnam as derived from [REDACTED] Missions

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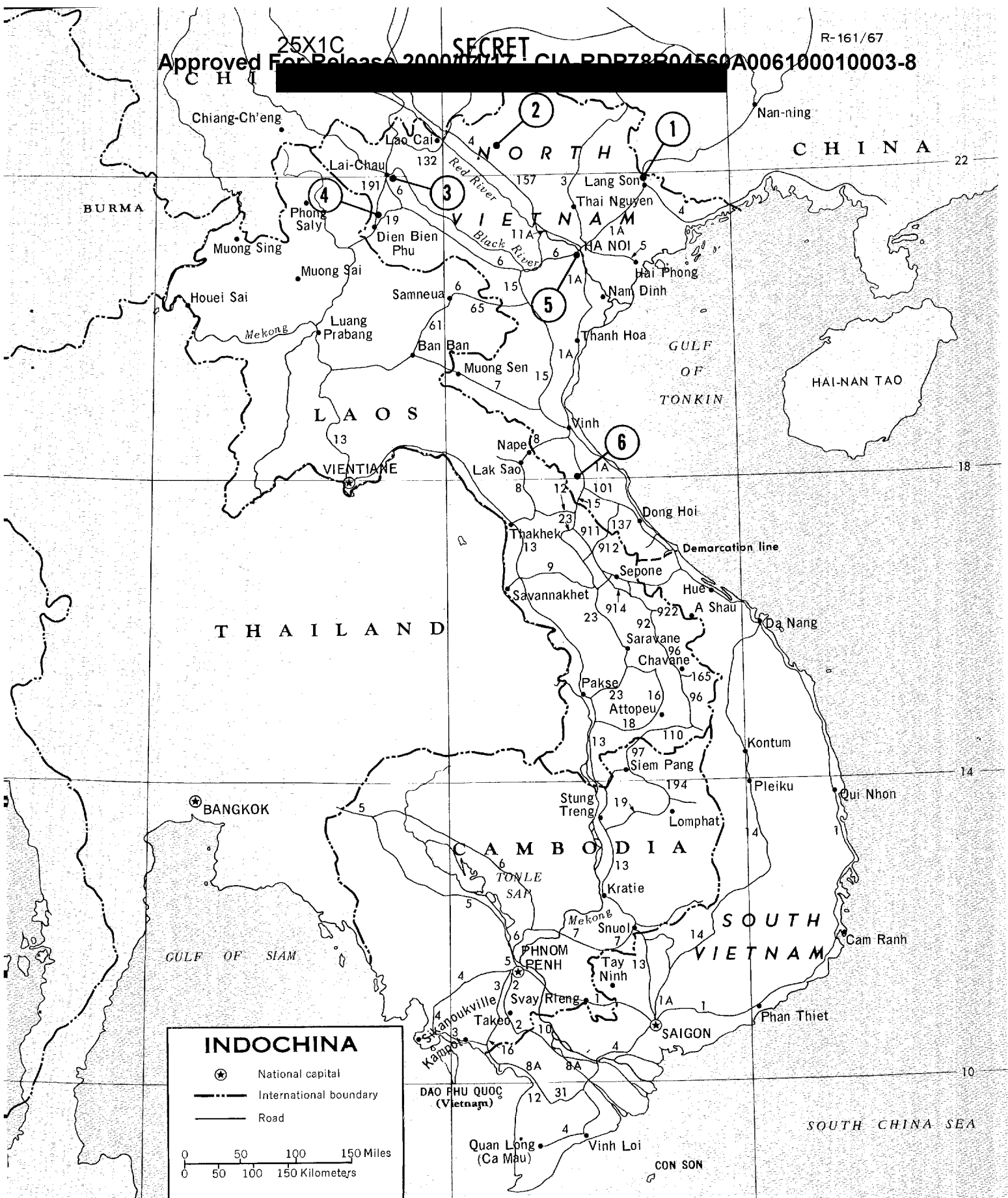
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[REDACTED] Concentrations of activity for the expansion, maintenance and exploitation of lines of communication are emphasized.

Items are numbered and arranged according to general location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Unless otherwise specified, each large-scale map depicts all motorable roads photographically confirmed by NPIC.

CONTENTS

	Page
1. Probable Military Facilities, Dong Dang Area, North Vietnam	4
2. Lao Cai/Bac Kan Area Study, North Vietnam	24
3. Bridge Under Construction, Lai Chau, North Vietnam	38
4. Continuing Road Construction, Route 191, North Vietnam	40
5. Cable Bridges, Ha Noi Area, North Vietnam	44
6. Major By-Pass Under Construction, Route 15, North Vietnam	48



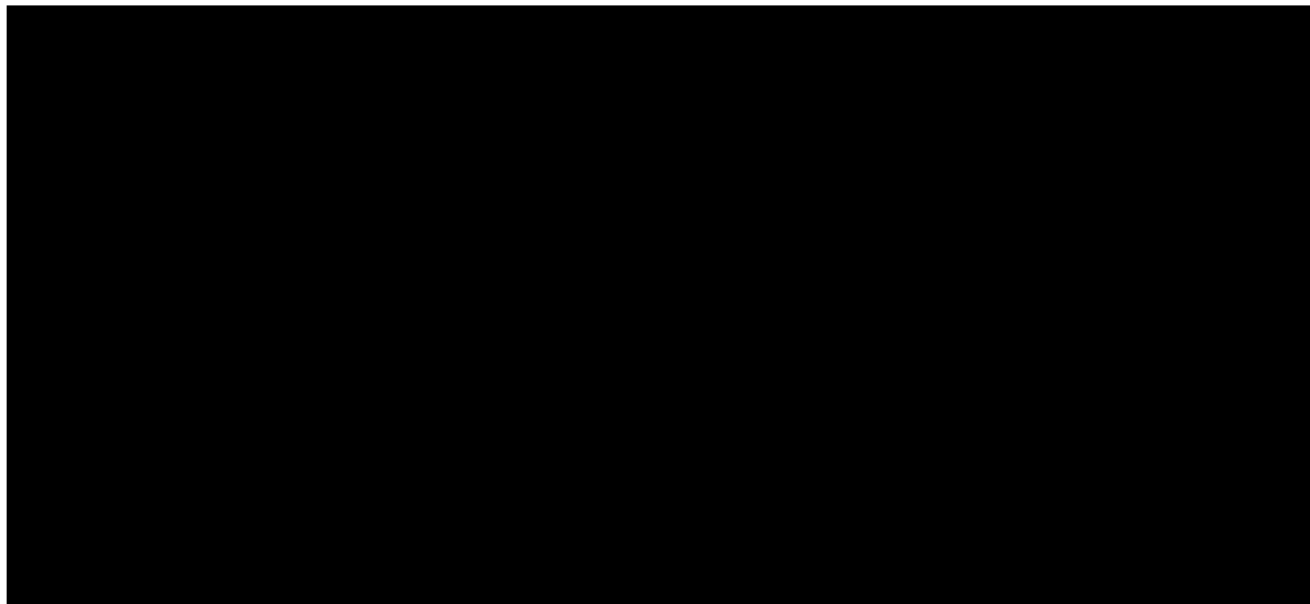
1. PROBABLE MILITARY FACILITIES, DONG DANG AREA, NORTH VIETNAM

Dong Dang, which is strategically located immediately south of the Chinese border, along the Ha Noi/Ping-Hsiang rail line and at the junction of Routes 4 and 1B, has developed into a major storage and vehicle distribution area.

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Twenty-seven facilities are dispersed along these 2 major roads within 5 nm of the town. These are depicted on the accompanying map, an arbitrarily selected quadrate covering the area of greatest concentration, and are briefly described below. Although some of these facilities are grouped together for targeting purposes, each appears to be a separate geographic, administrative and/or functional entity. On [REDACTED], a total of 367 trucks were located within the area (see map, page 7).

1. Probable Storage Facility. At least 8 partially concealed buildings are located in a small ravine northeast of Route 4 at UTM [REDACTED] 25X1D

2. Probable Storage Facility. Eight probable storage buildings are located in a ravine northeast of Route 4 at UTM [REDACTED] (Figure 2). 25X1D



25X1D
5. Truck Park and Storage Area. This facility is located at UTM [REDACTED] within a karst area, and contains 5 probable storage buildings, 8 support buildings, and a truck park with at least 55 trucks. Some of the trucks are partially covered by a probable bamboo canopy which could conceal an additional 60 trucks.

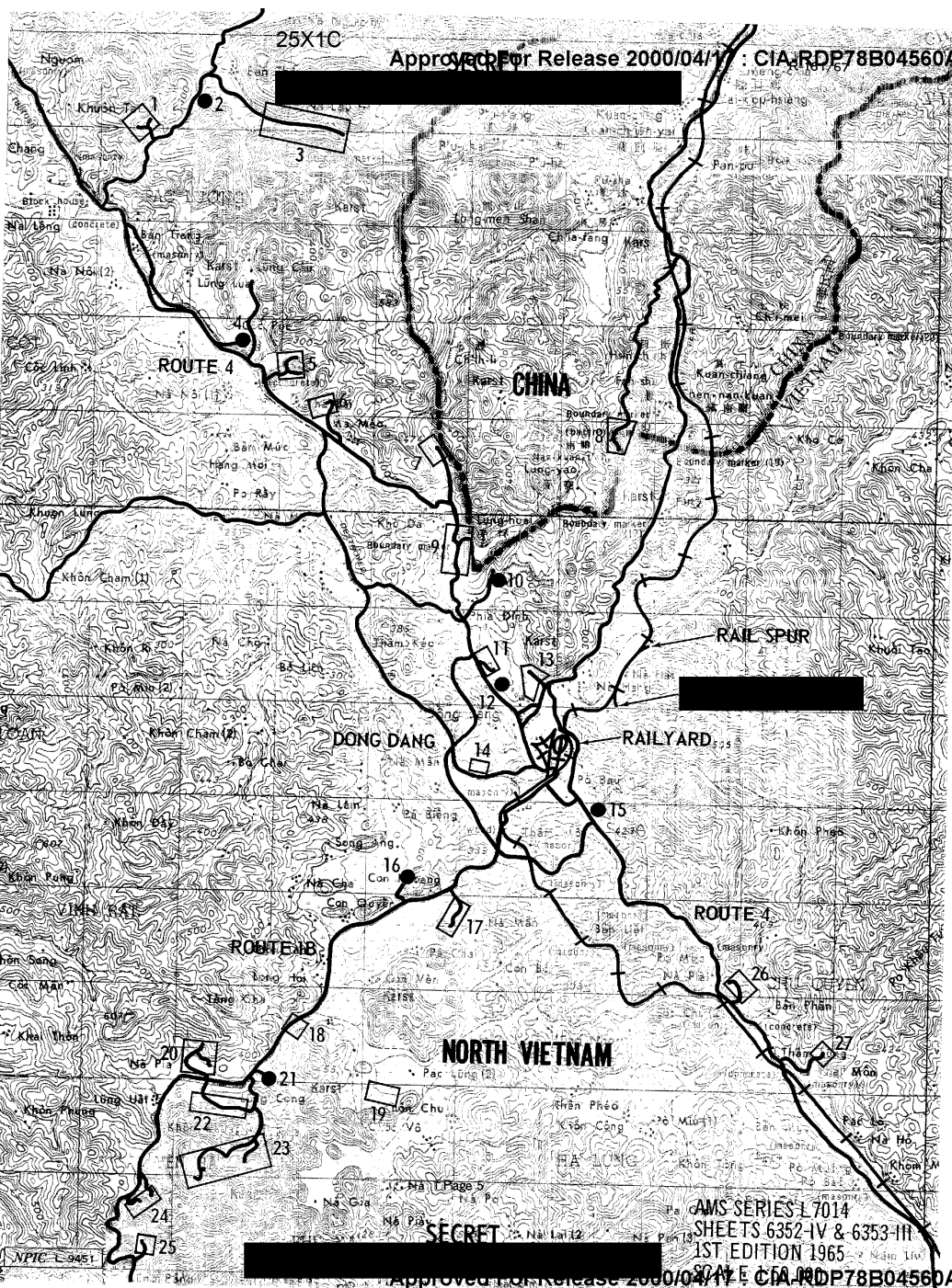
6. Probable Barracks Area. Six probable barracks and 8 support buildings

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**MILITARY FACILITIES
DONG DANG AREA, NORTH VIETNAM**

1. Probable Storage Facility
2. Probable Storage Facility (Fig. 2)
3. [REDACTED] 25X1D
4. [REDACTED]
5. Truck Park and Storage Facility (Fig. 4)
6. Probable Barracks Area (Fig. 4)
7. Truck Park (Fig. 5)
8. Suspect Communications Facility (Fig. 6)
9. Truck Park and Storage Area (Fig. 7)
10. Probable Storage Facility (Fig. 7)
11. Probable Storage Facility (Fig. 8)
12. Probable Storage Facility (Fig. 8)
13. Storage Facility (Fig. 8)
14. Probable Barracks Area (Fig. 9)
15. Military Camp (Fig. 10)
16. [REDACTED] 25X1D
17. Probable Storage Facility (Fig. 11)
18. Probable Vehicle Maintenance Facility
19. Suspect POL Storage Facility Under Construction
20. Truck Park Complex (Fig. 12)
21. Truck Park
22. Probable POL Storage Facility (Fig. 13)
23. [REDACTED] 25X1D
24. [REDACTED]
25. Probable Vehicle Maintenance Facility (Fig. 16)
26. Truck Park and Storage Area (Fig. 17)
27. Vehicle Maintenance Facility (Fig. 18)

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25X1D

are located in a small canyon at UTM [REDACTED] (Figure 4). 25X1D

7. Truck Park. A large vehicle parking area containing at least 29 vehicles is located in a canyon north of Route 4 at UTM [REDACTED] (Figure 5).

25X1D 8. Suspect Communications Facility. A single unidentified mast is situated on a hexagonal pad within an active observation post on the North Vietnam/China border at UTM [REDACTED] (Figure 6).

25X1D 9. Truck Park and Storage Area. Forty-five trucks and 29 probable POL tanks are dispersed along the base of a karst hill immediately east of Route 4 at UTM [REDACTED] (Figure 7). Five probable support buildings are located in an adjacent small canyon.

25X1D 10. Probable Storage Facility. An access road extends northeast from Route 4 into a small canyon at UTM [REDACTED] containing 4 probable storage buildings and 1 shed (Figure 7).

25X1D 11. Probable Storage Facility. Five probable storage buildings and 3 small sheds are located at the base of a hill immediately northeast of Route 4 at UTM [REDACTED] (Figure 8).

25X1D 12. Probable Storage Facility. Three probable storage buildings, 2 support buildings, and 2 possible [REDACTED] are located immediately northeast of Route 4 at UTM [REDACTED] (Figure 8).

25X1D 13. Storage Facility. Fourteen storage buildings, 12 support buildings, and an open storage area are located west of Route 1B in the vicinity of UTM [REDACTED] (Figure 8). 25X1D

14. Probable Barracks Area. This area is located at UTM [REDACTED] north of an abandoned rail spur now utilized as a road, and contains 6 probable barracks, 3 support buildings, and 1 building under construction. Extensive personnel trenching and several AW positions are on an adjacent hill (Figure 9).

25X1D 15. Military Camp. Seven barracks/support buildings with associated trenching are located on a small knoll immediately east of Route 4 at UTM [REDACTED] (Figure 10).

25X1D

25X1D

17. Probable Storage Facility. Eleven probable storage buildings and 4 support buildings are located east of Route 1B, at the base of a karst hill, between UTM [REDACTED] (Figure 11). One truck was parked within the facility on [REDACTED]

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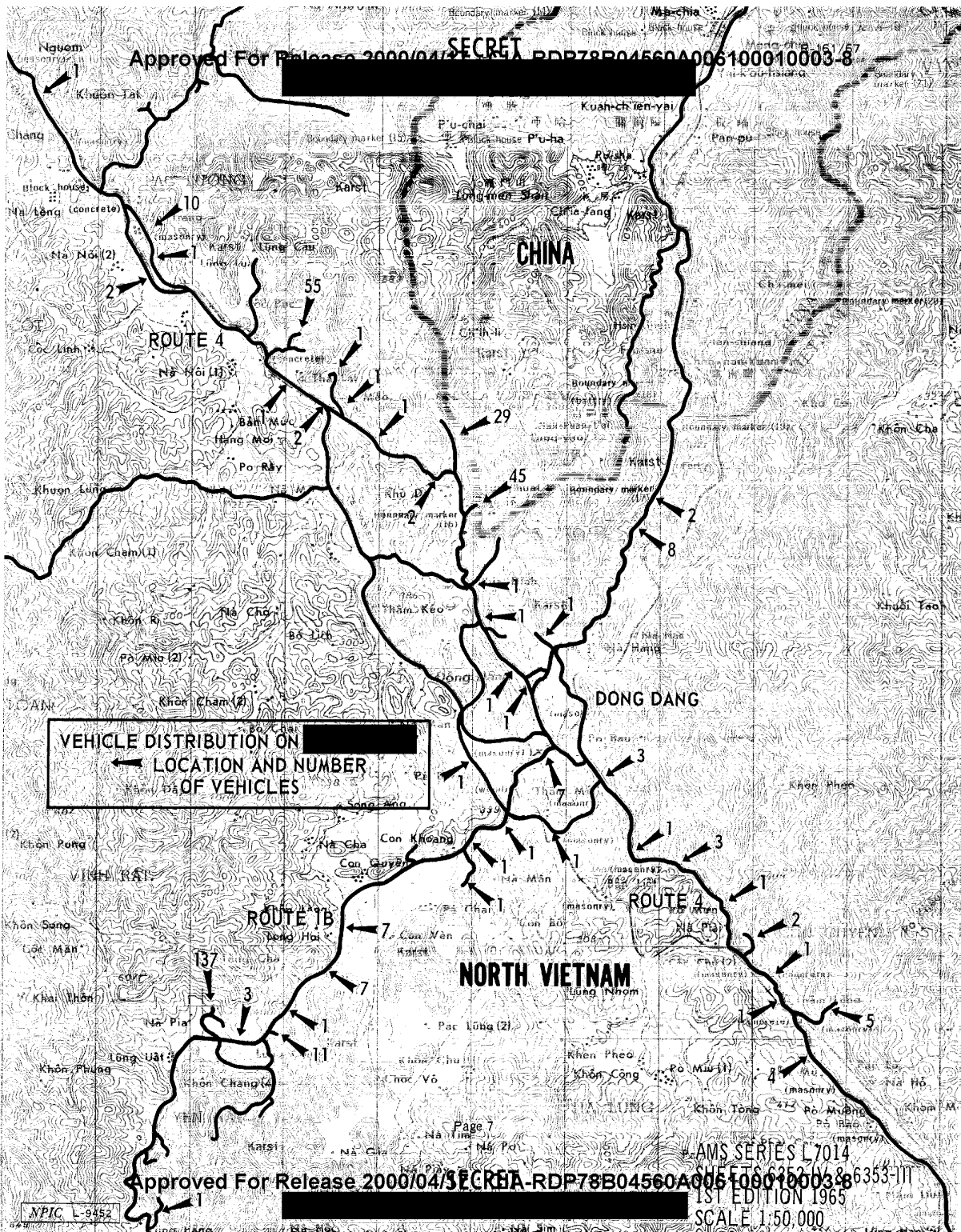
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25X1D 18. Probable Vehicle Maintenance Facility. Two vehicle repair sheds and two smaller support buildings are located immediately east of Route 1B at UTM [REDACTED]

25X1D 19. Suspect POL Storage Facility Under Construction. At least 12 rectangular excavations are aligned in a cultivated area east of Route 1B at [REDACTED]. Vehicle tracks extend to within 250 meters of the area.

25X1D 20. Truck Park Complex. Four vehicle parking areas are dispersed along an access road extending north from Route 1B at UTM [REDACTED]. A probable refueling facility is adjacent to the access road near the entrance to the complex. On [REDACTED] 137 trucks were located within the parking areas (Figure 12).

25X1D 21. Truck Park. On [REDACTED] 11 vehicles were located in a cleared area at the base of a karst hill immediately east of Route 1B at UTM [REDACTED]

25X1D 22. Probable POL Storage Facility. At least 27 partially camouflaged revetments/excavations are dispersed along a curved access road immediately south of Route 1B and centered on UTM [REDACTED] (Figure 13). Probable POL tanks could be discerned in at least 5 of the revetments/excavations on [REDACTED]

25X1D

25X1D

25X1D 25. Probable Vehicle Maintenance Facility. Two vehicle repair sheds and at least 3 support buildings are located east of Route 1B at UTM [REDACTED] (Figure 16). One truck was parked within the facility on [REDACTED]

25X1D

25X1D 26. Truck Park and Storage Area. An access road extends generally north from Route 4 at UTM [REDACTED] to 2 small parking areas and at least 6 individual parking slots. A small storage facility containing 8 buildings and open storage of unidentified material is located adjacent to the access road. (Figure 17).

25X1D 27. Vehicle Maintenance Facility. An access road extends generally east from Route 4 at UTM [REDACTED] to at least 1 repair shed and 6 additional buildings in a ravine at [REDACTED] (Figure 18). Four trucks were in the area and 1 probable truck was in the repair shed on [REDACTED]

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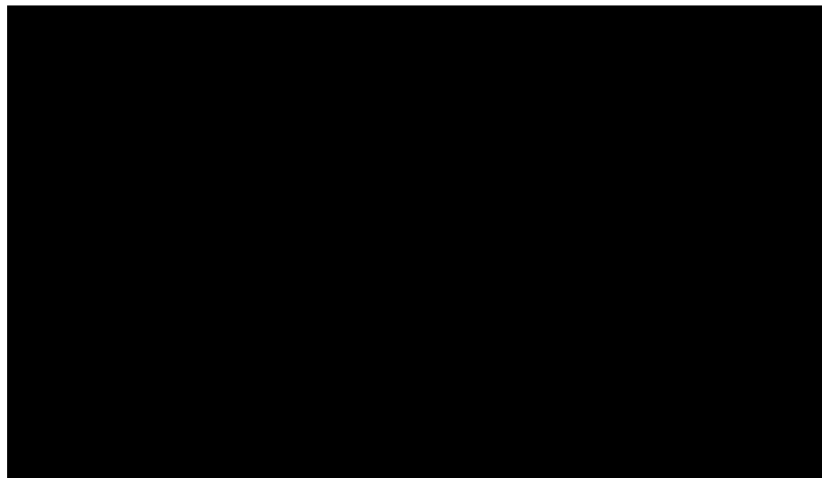
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25X1D FIGURE 2. PROBABLE STORAGE FACILITY, DONG DANG AREA, NORTH VIETNAM

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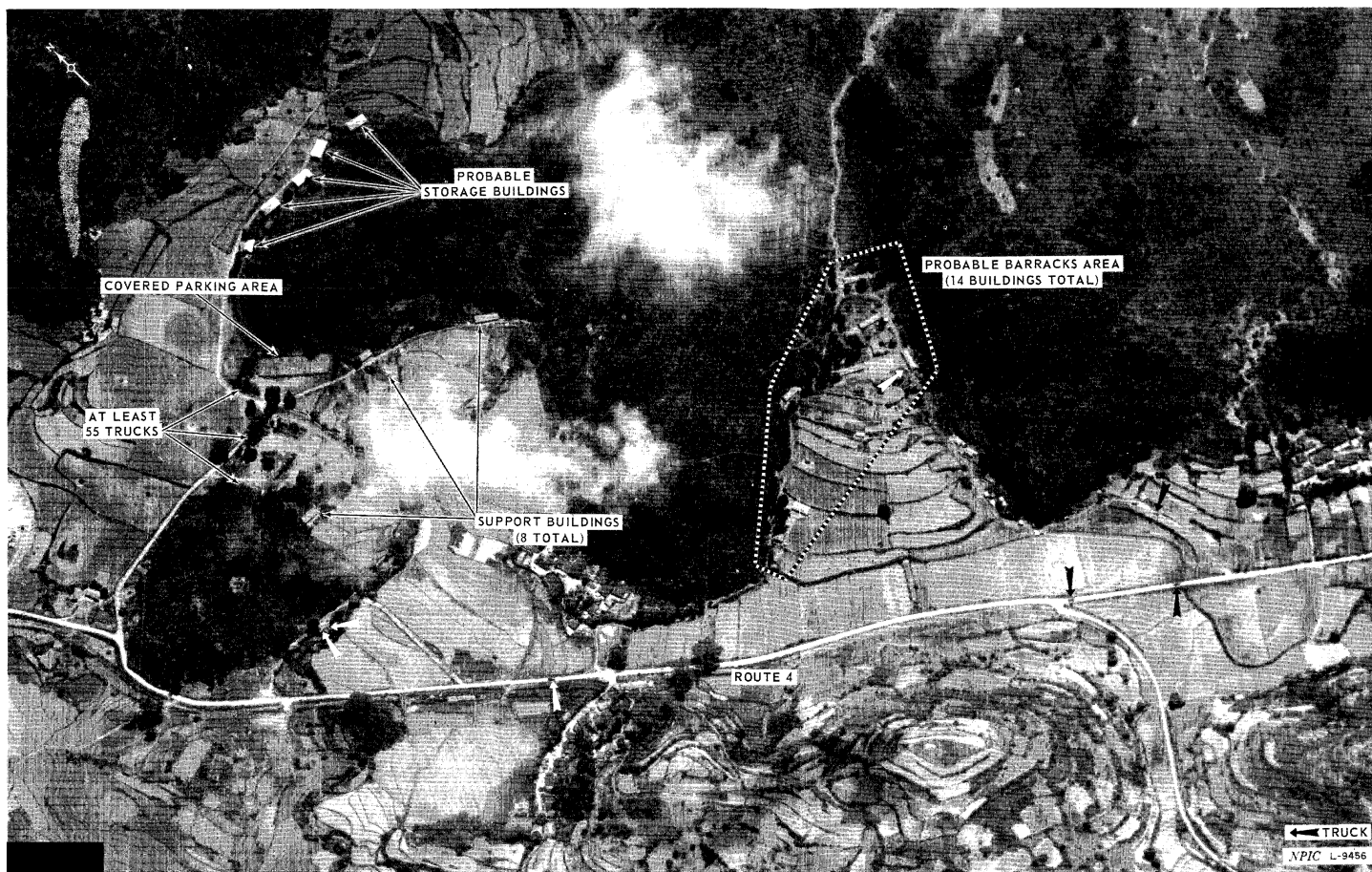


FIGURE 4. MILITARY FACILITIES, DONG DANG AREA, NORTH VIETNAM

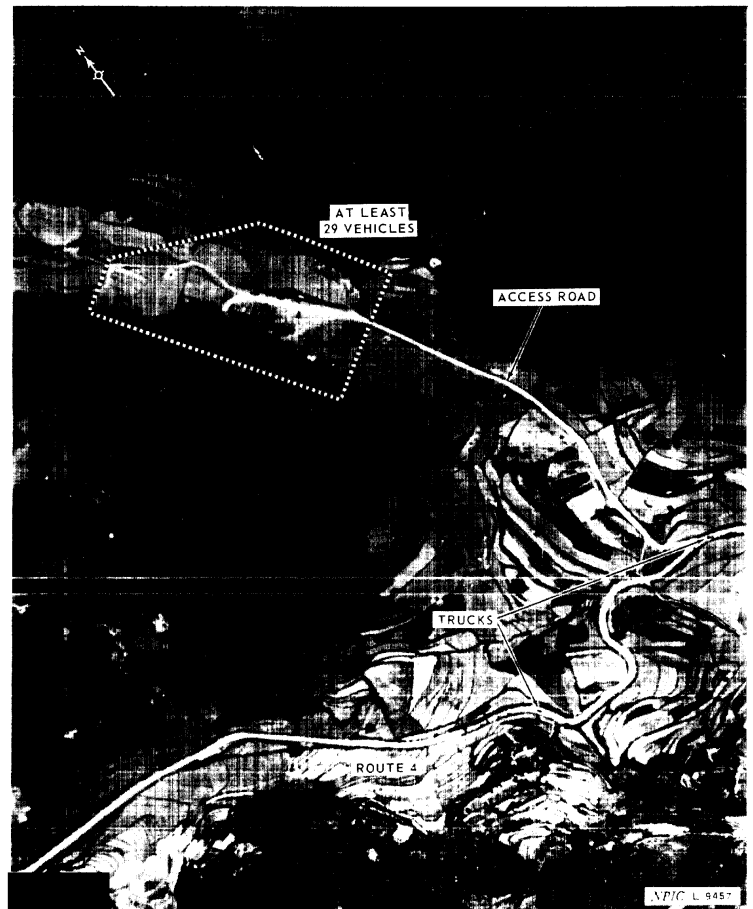
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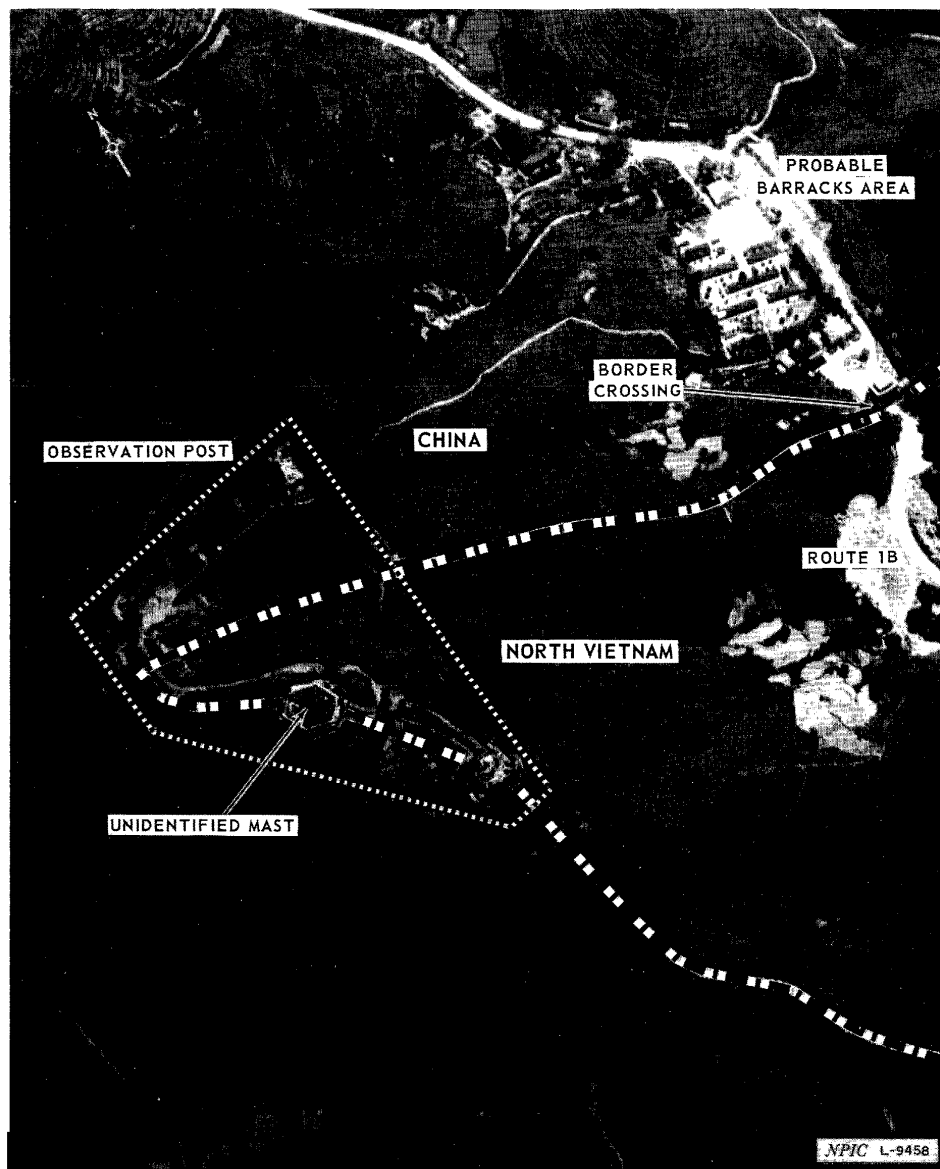
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FIGURE 3. TRUCK PARK, DONG DANG AREA, NORTH VIETNAM

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FIGURE 6. SUSPECT COMMUNICATIONS FACILITY, CHINA/NORTH VIETNAM BORDER

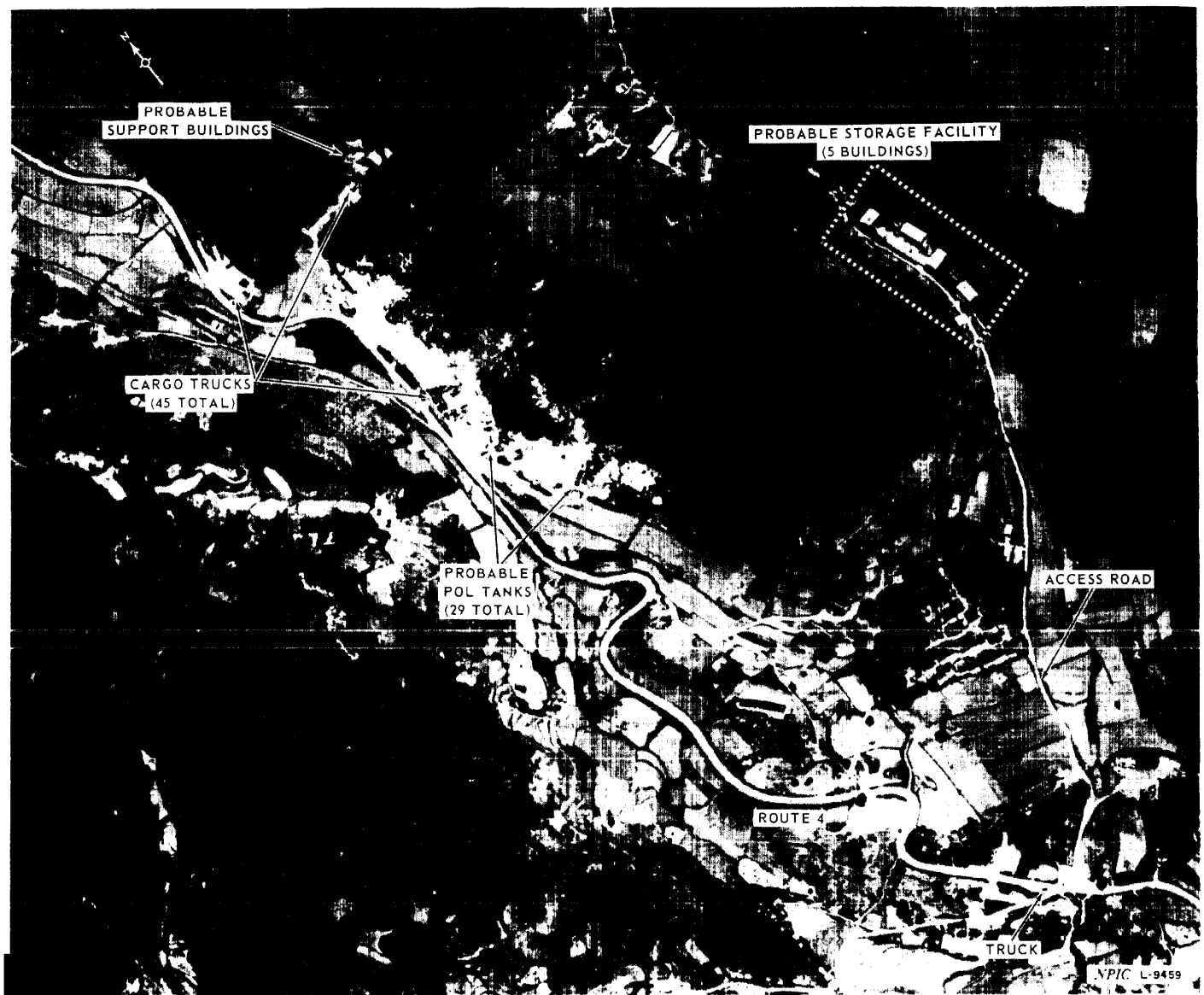
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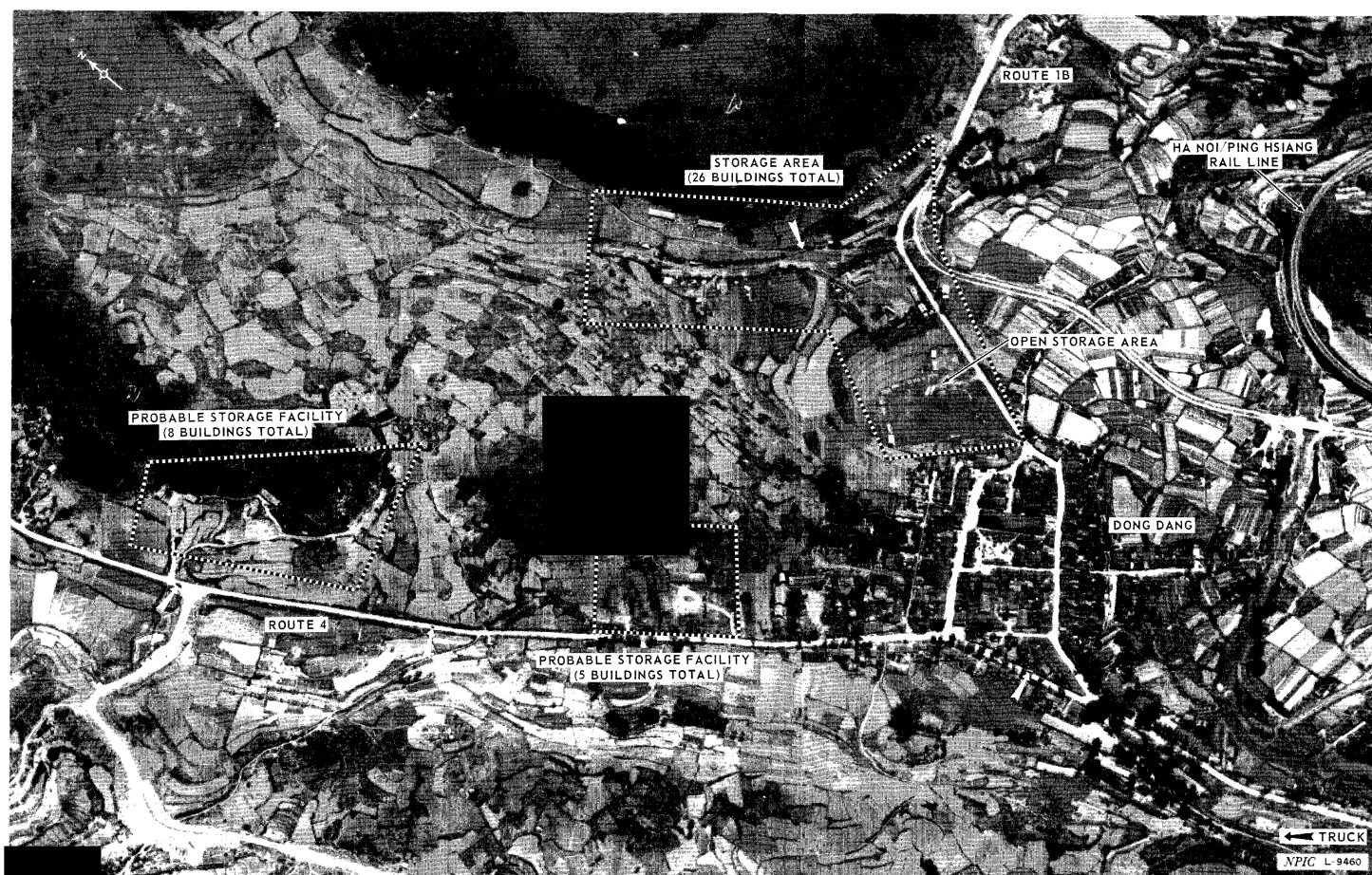
FIGURE 7. MILITARY FACILITIES, DONG DANG AREA, NORTH VIETNAM

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FIGURE 8. MILITARY FACILITIES, DONG DANG, NORTH VIETNAM

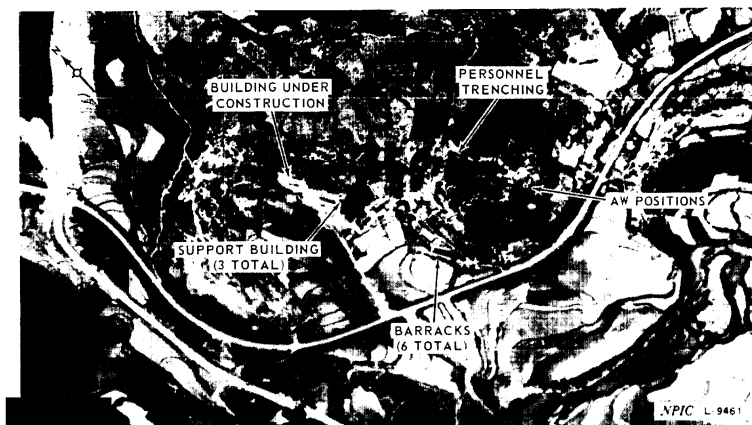
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FIGURE 9. PROBABLE BARRACKS AREA, DONG DANG AREA, NORTH VIETNAM

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FIGURE 11. MILITARY FACILITIES, DONG DANG AREA, NORTH VIETNAM

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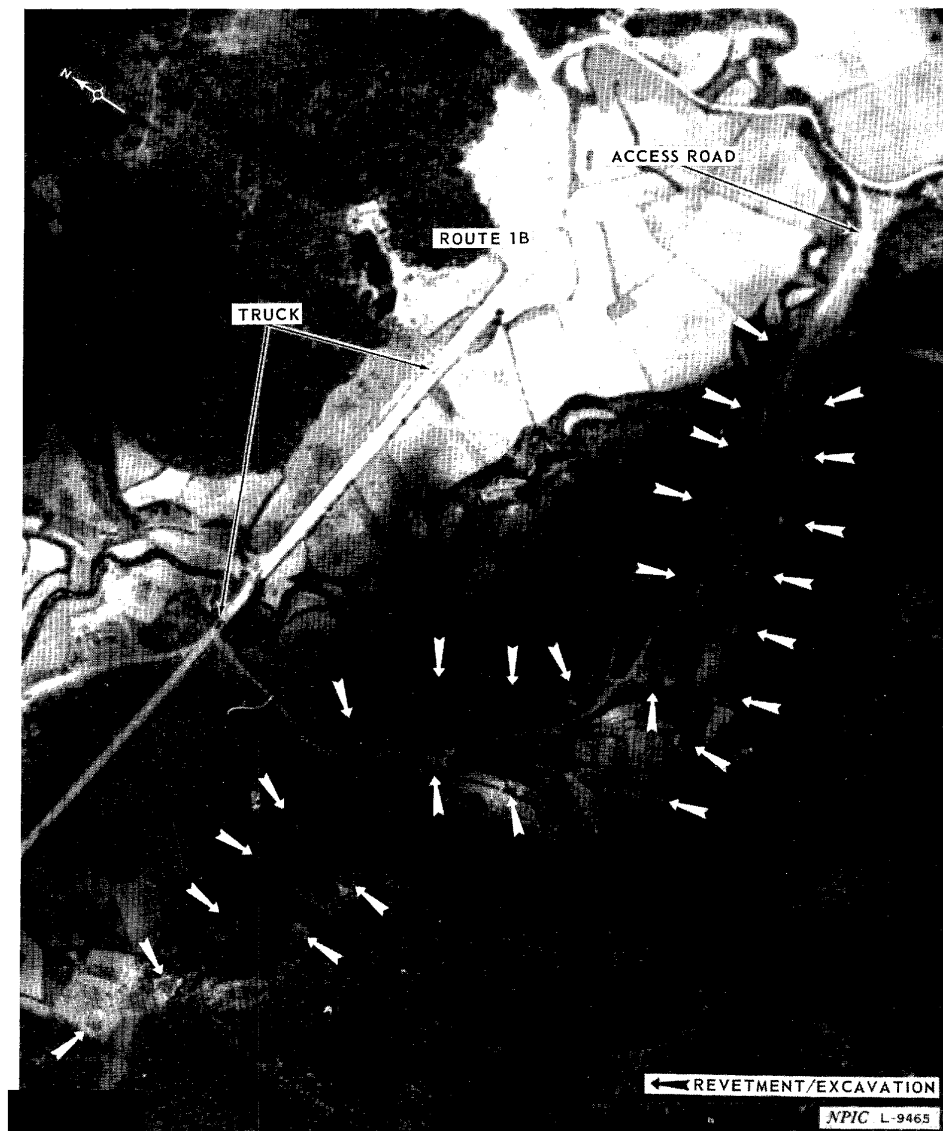
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FIGURE 13. PROBABLE POL STORAGE FACILITY, DONG DANG AREA, NORTH VIETNAM

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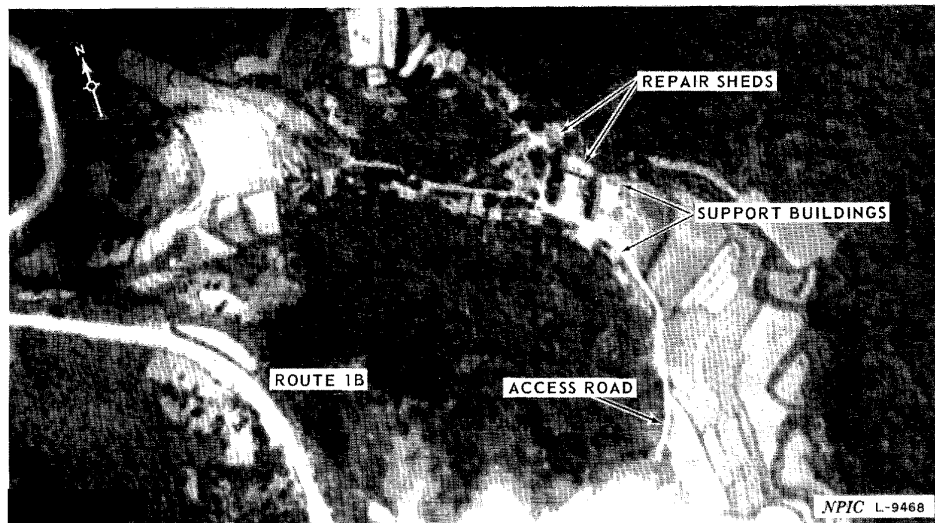
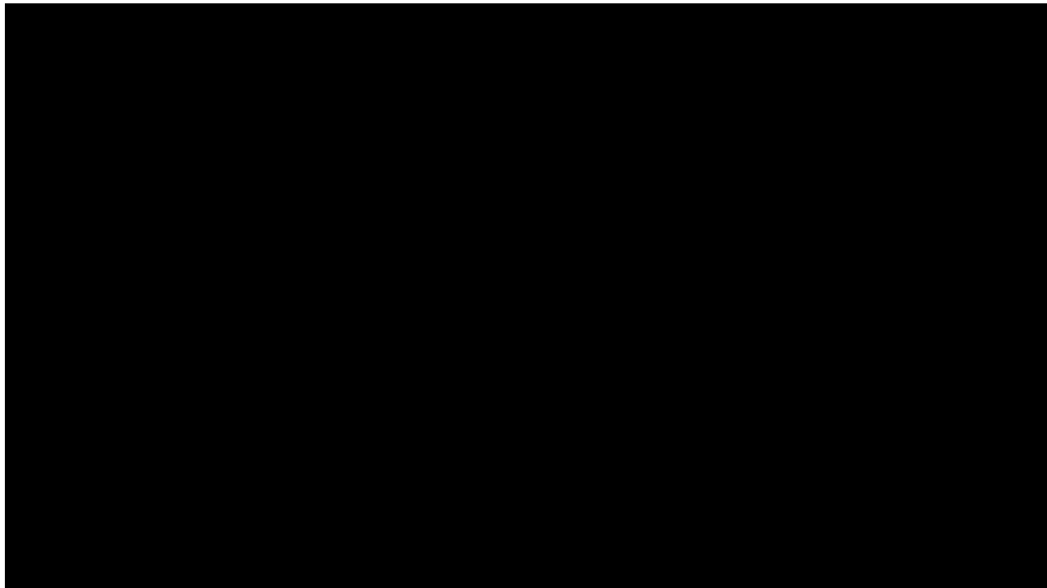
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FIGURE 16. PROBABLE VEHICLE MAINTENANCE FACILITY, DONG DANG AREA, NORTH VIETNAM

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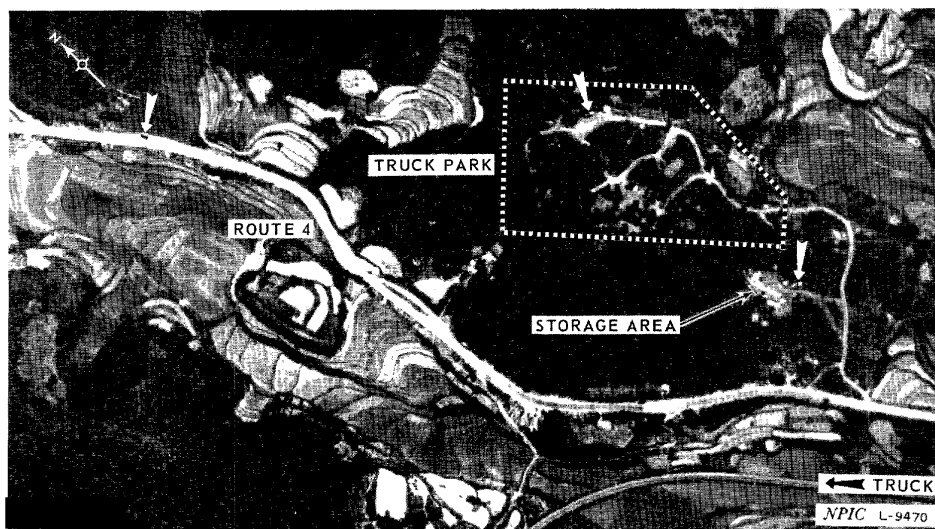
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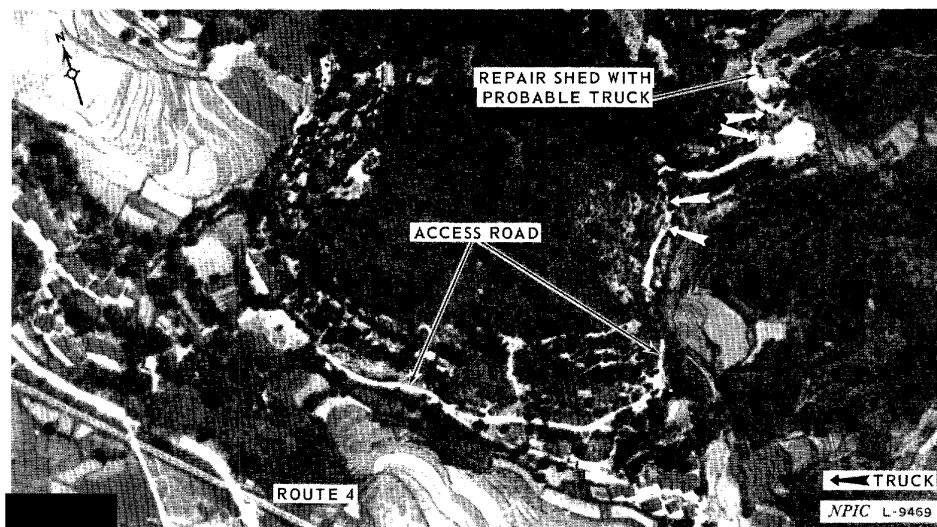
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FIGURE 17. TRUCK PARK AND STORAGE AREA, DONG DANG AREA, NORTH VIETNAM



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FIGURE 18. VEHICLE MAINTENANCE FACILITY, DONG DANG AREA, NORTH VIETNAM

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2. LAO CAI/BAC KAN AREA STUDY, NORTH VIETNAM

Extensive road improvement and new construction are under way in north-western North Vietnam between Lao Cai and Bac Kan. Although much of this activity is probably intended to fulfill local commercial needs, such as lumbering, and appears to be unrelated to the expansion of the major road networks, a composite map depicting all motorable roads is provided to facilitate further analysis of the activity. The following is a brief description of the more significant and previously unreported construction activity newly identified military facilities, and unusual vehicle concentrations.

1. At least 85 trucks were observed in convoy along Route 4 in the vicinity of Lao Cai between UTM [REDACTED] (partially depicted in Figure 19).

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25X1D 2. Intermittent road construction, following a previously existing trail, generally parallels the south bank of the Red River between UTM [REDACTED] (Figures 20 and 21). This may be associated with the continuing road construction approximately 15 nm southeast.

25X1D 3. A new road is under construction near the motorable terminus of Route 157, where clearing and grading operations extend intermittently from UTM [REDACTED] to a point near the Song Chay (river) at [REDACTED] (Figure 22). 25X1D
25X1D Route 157 remains limited to non-vehicular traffic northwest from [REDACTED] to the Song Chay at [REDACTED] however, intermittent widening is
25X1D under way between [REDACTED]

25X1D 4. One or more by-passes with associated bridges/fords are in various stages of construction in the vicinity of 8 serviceable bridges along Route 2 between 22-08N 104-58E and 22-43N 104-58E. The location of the bridges and the number of by-passes is as follows: [REDACTED]

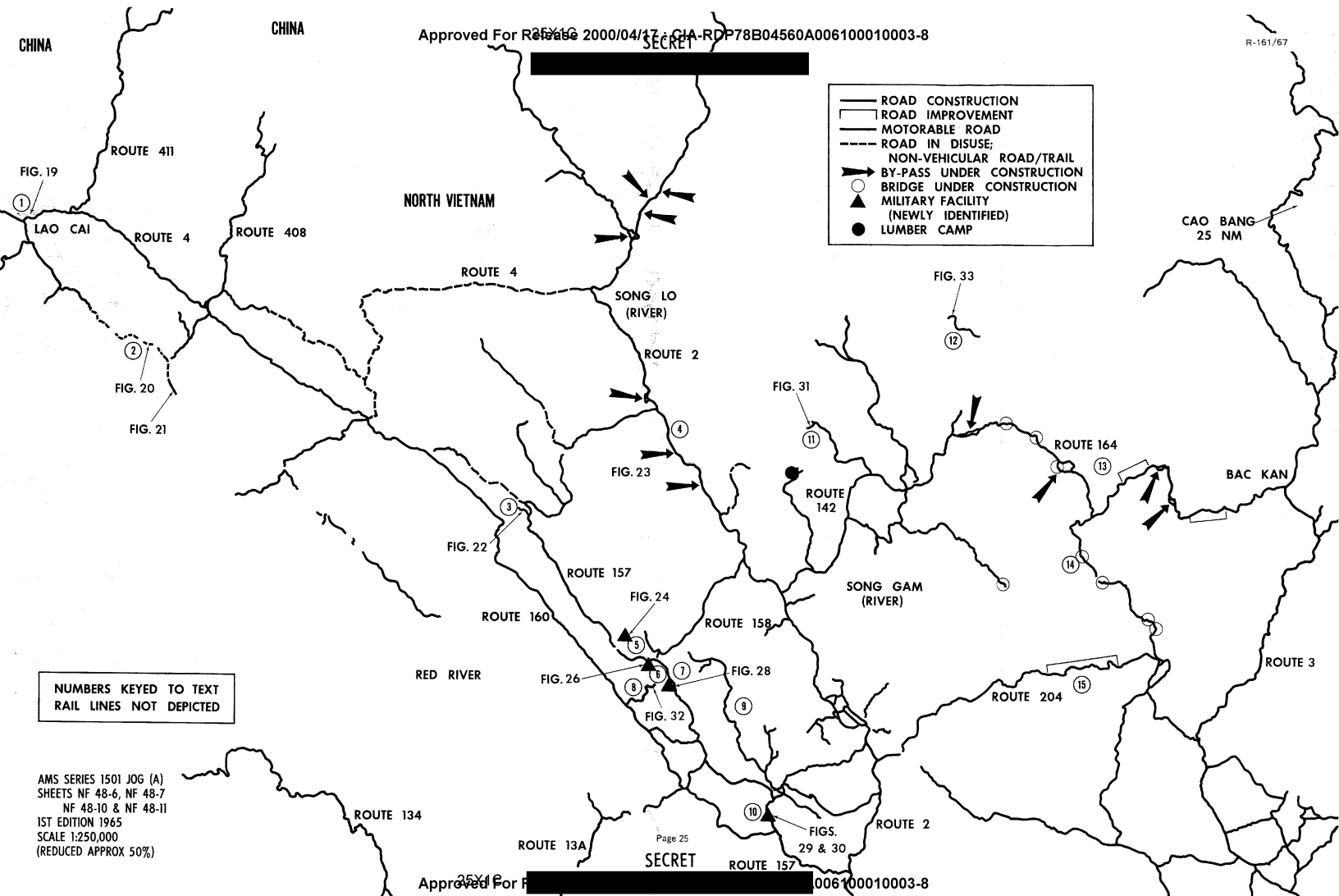
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25X1D 5. A probable prison is located on the east bank of the Ngoi Biec (stream) at UTM [REDACTED] 1.1 nm north-northwest of Lang Ke (Figure 24). A walled compound with guard towers contains approximately 18 partially concealed buildings. This facility is probably a relocation of the dismantled Lang Ke Possible POW Detention Installation N-39 at [REDACTED] (Figure 25).

25X1D

25X1D 6. A probable military camp is located south of Route 157 at UTM [REDACTED] At least 54 partially concealed buildings are dispersed along the base of a large hill (Figure 26). This is probably a relocation of the

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dismantled Ngoc Thi Barracks, Supply Depot, and Possible POW Camp N-40 located immediately northeast (Figure 27).

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8. Road construction is in late stages extending northeast from Route 160 at UTM [REDACTED] to the base of a large hill at [REDACTED] (Figure 32).

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9. Road construction extends north-northwest from an unnumbered probable lumbering road at UTM [REDACTED] bifurcates at [REDACTED] and continues to termini at [REDACTED]. The roads will probably join Route 158 and Route 157, respectively.

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10. A storage facility containing 3 storage areas is under construction along Route 157 in the vicinity of 21-41N 105-04E. At least 40 revetments, containing 1 to 3 unidentified objects each, are dispersed along an L-shaped access road at UTM [REDACTED] (Figure 29). Similar storage areas are in early stages of construction at [REDACTED] (Figure 30). An additional probable storage area is under construction at [REDACTED]

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11. An unnumbered road extending north from Route 192 at [REDACTED] to an unnamed stream at [REDACTED] is being extended southwest to [REDACTED] (Figure 31). This road may be associated with road construction approximately 6 nm southwest.

12. Road construction is in midstages extending generally northwest from the Song Gam (river) at UTM [REDACTED] (Figure 33).

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13. Major improvement of Route 164 is under way between the junctions with Route 3 at Bac Kan and Route 192 on the east bank of the Song Gam (river). In addition to intermittent widening of the road, alternate segments are in late stages of construction between [REDACTED] and [REDACTED]

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[REDACTED] Bridges are under construction at [REDACTED] (parallel to a serviceable railroad bridge) and [REDACTED]

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14. A new road in late stages of construction connects Route 204 at Cho Cu with Route 164 at UTM [REDACTED]. Five bridges are under construction at [REDACTED] (parallel to a temporary bridge), [REDACTED] (parallel to a temporary bridge), and [REDACTED]

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15. Route 204 is being widened west of Cho Cu between UTM [REDACTED] and [REDACTED]. This road was previously observed to be limited to non-vehicular traffic.

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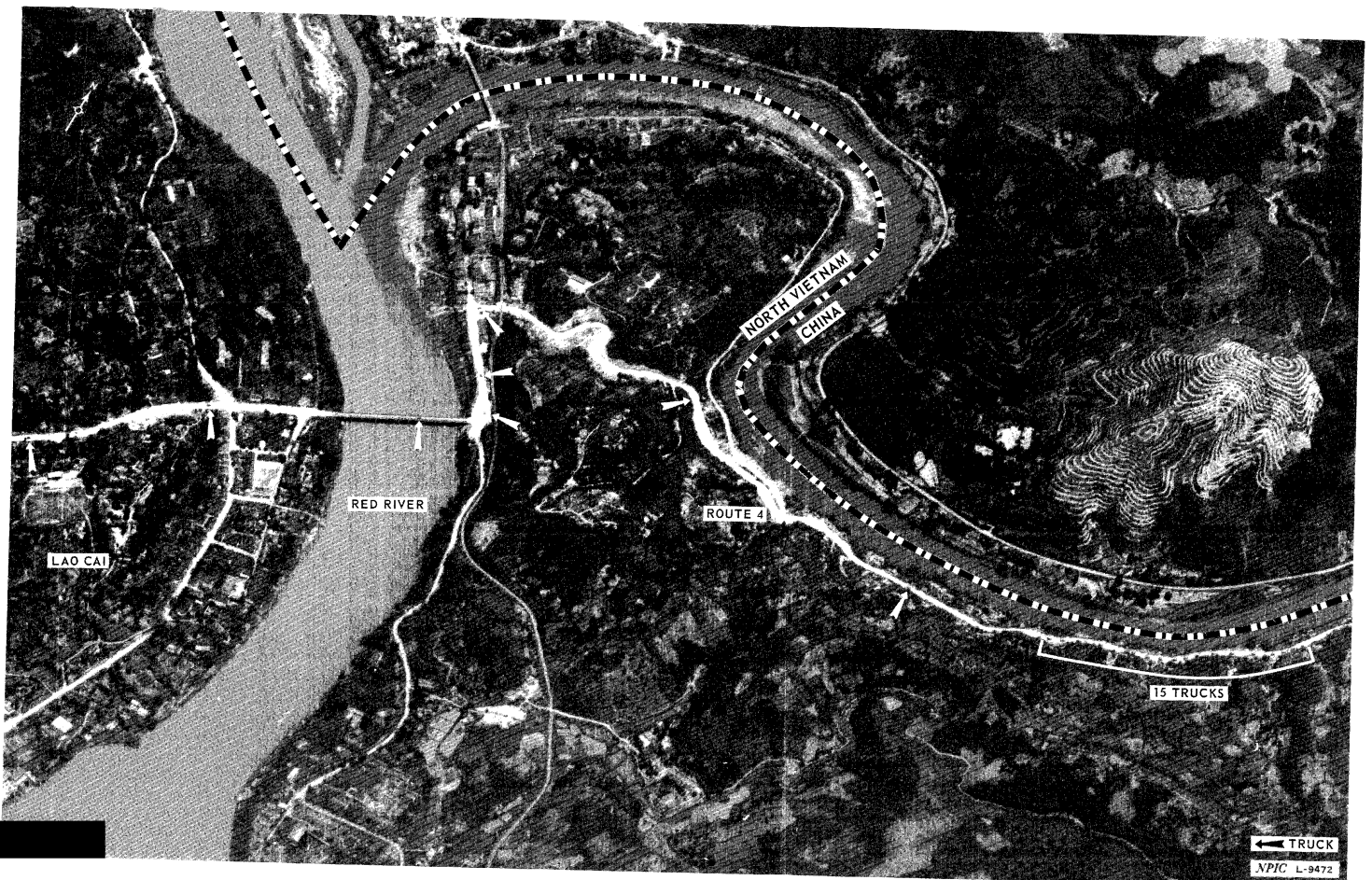


FIGURE 19. VEHICULAR TRAFFIC, LAO CAI, NORTH VIETNAM

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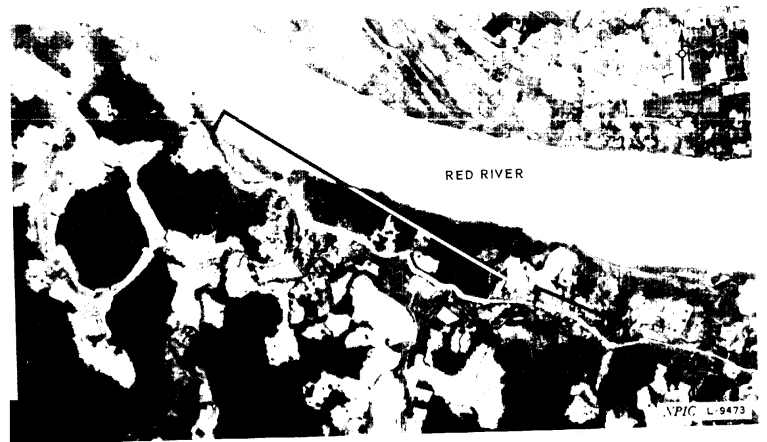
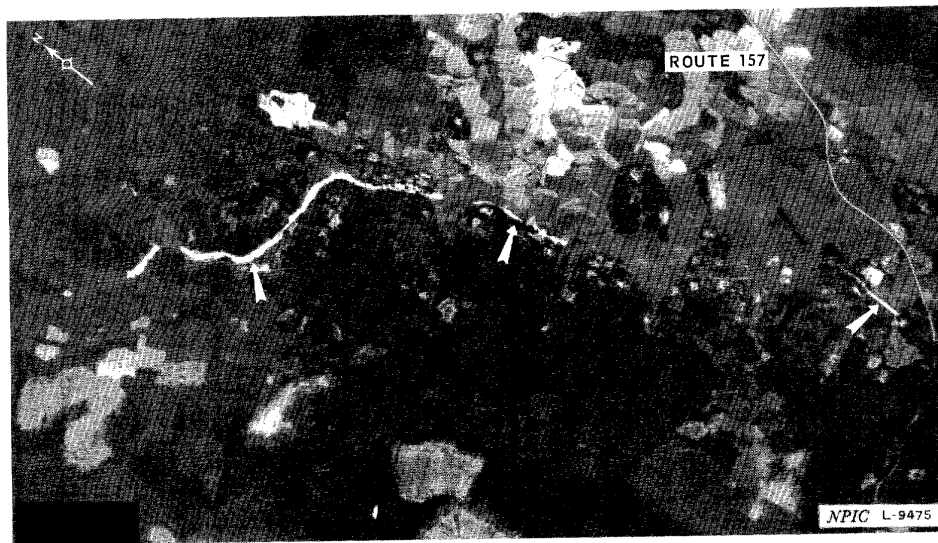


FIGURE 20. ROAD CONSTRUCTION, LAO CAI AREA, NORTH VIETNAM

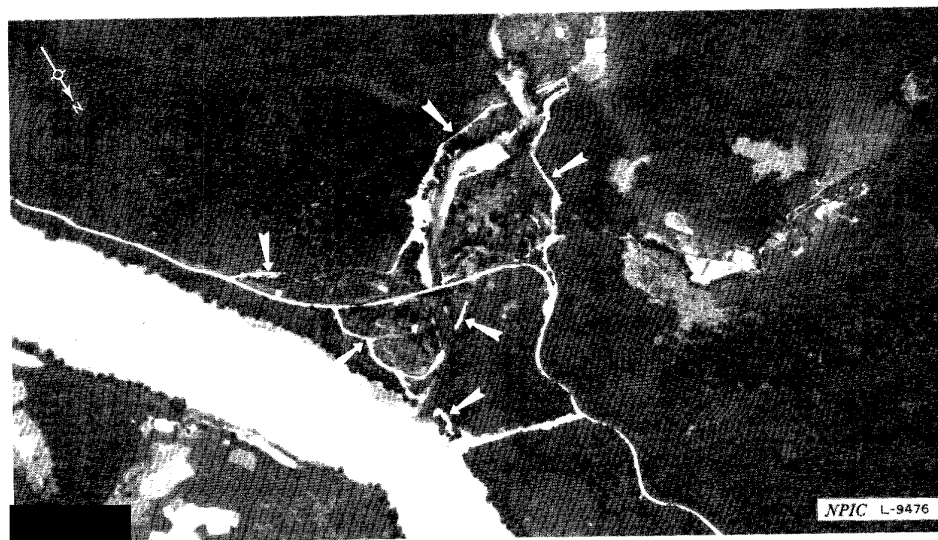


FIGURE 21. ROAD CONSTRUCTION, LAO CAI AREA, NORTH VIETNAM



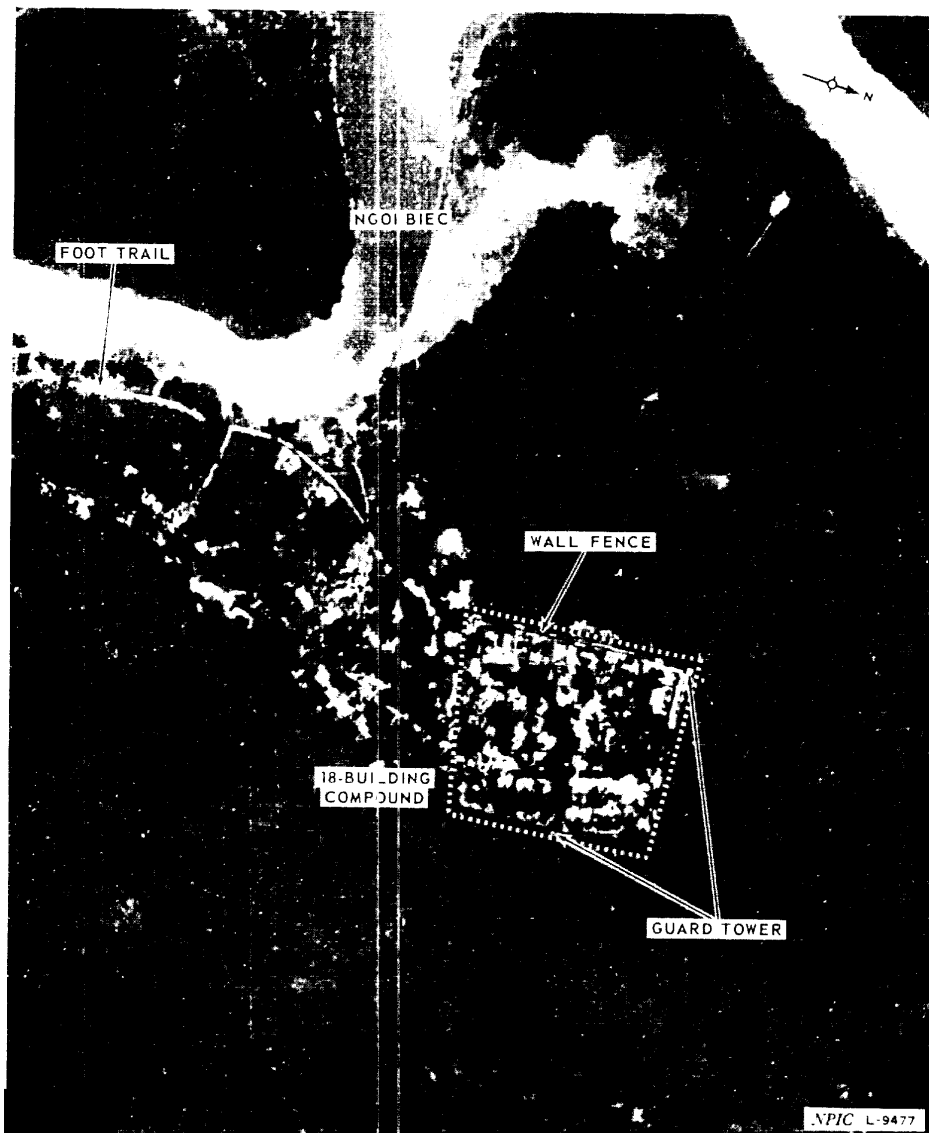
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FIGURE 22. NEW ROAD CONSTRUCTION, ROUTE 157/SONG CHAY (RIVER) AREA, NORTH VIETNAM



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FIGURE 23. BY-PASSES UNDER CONSTRUCTION, ROUTE 2, NORTH VIETNAM



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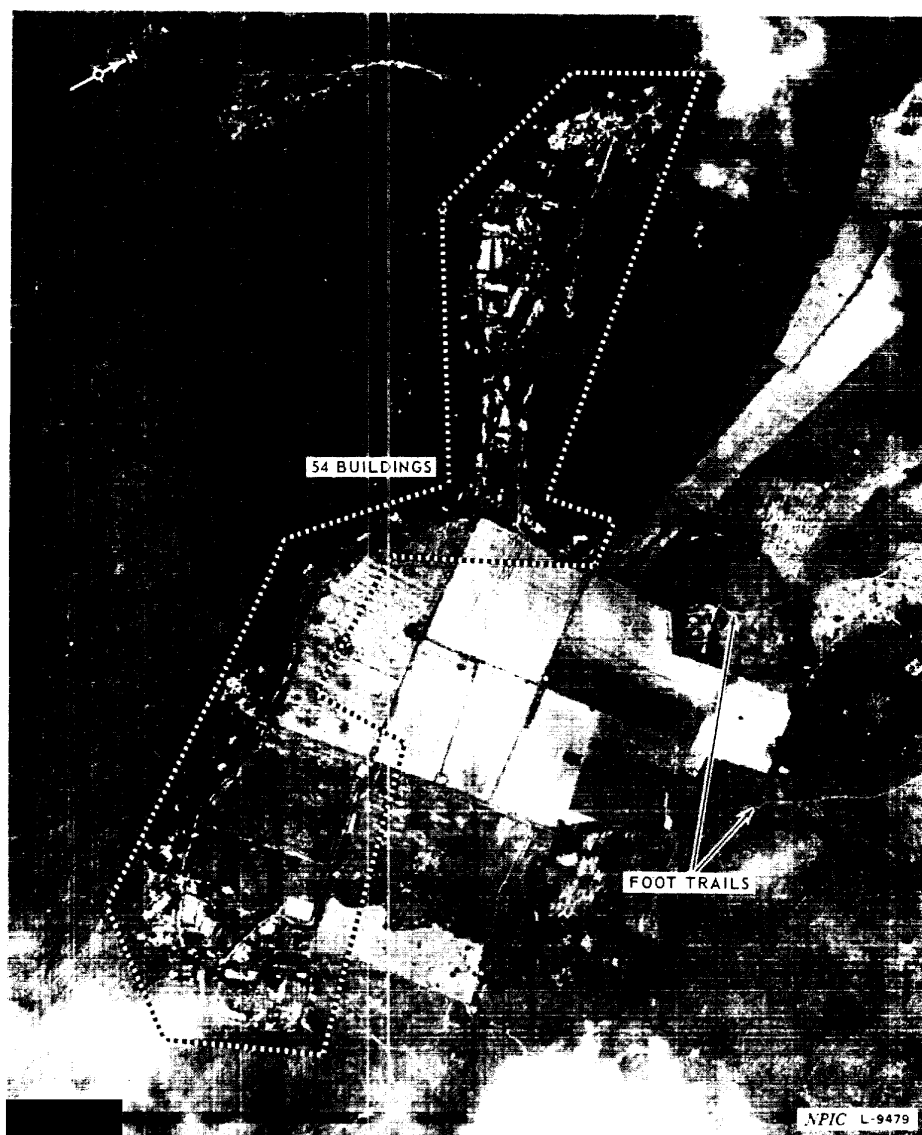
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FIGURE 25. DISMANTLED LANG KE POSSIBLE POW DETENTION INSTALLATION N-39, NORTH VIETNAM

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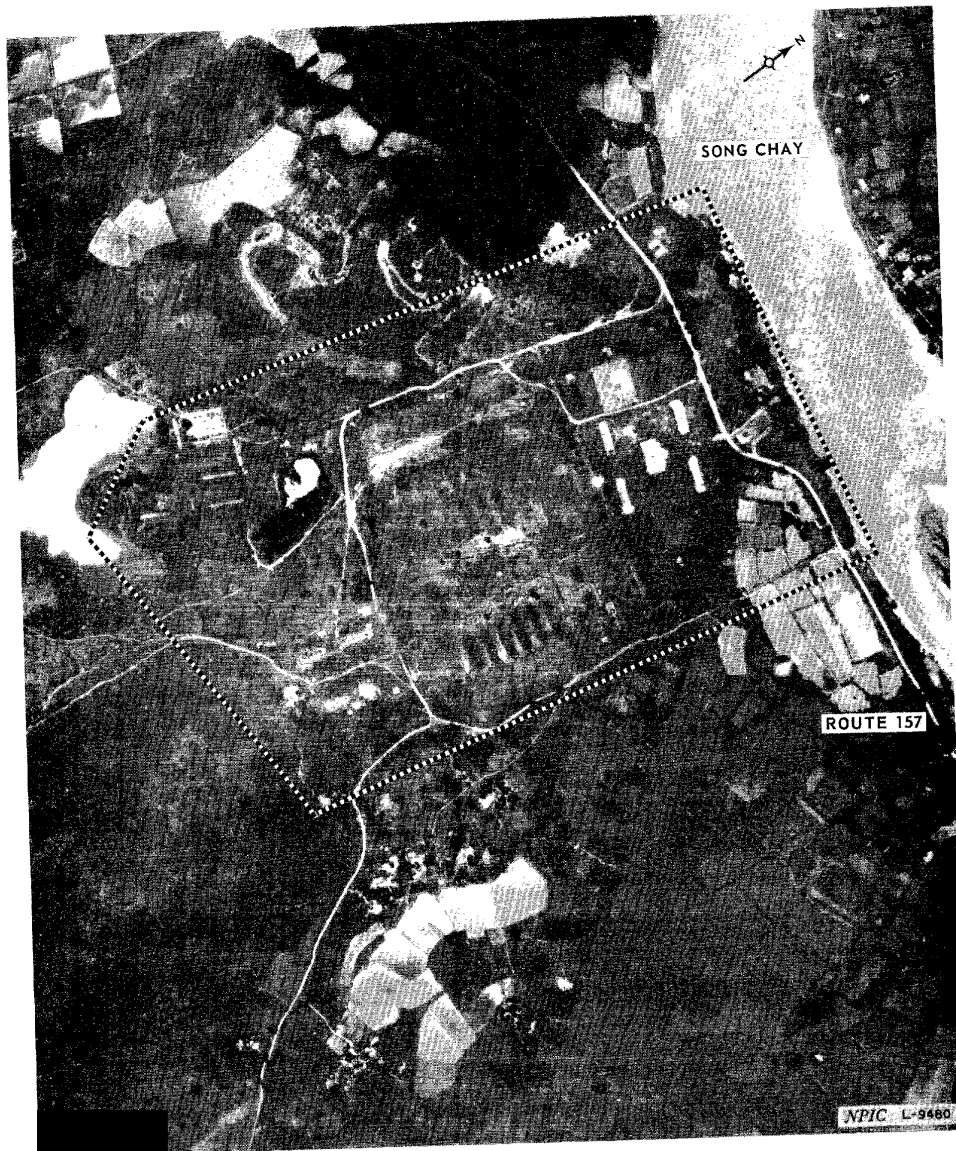


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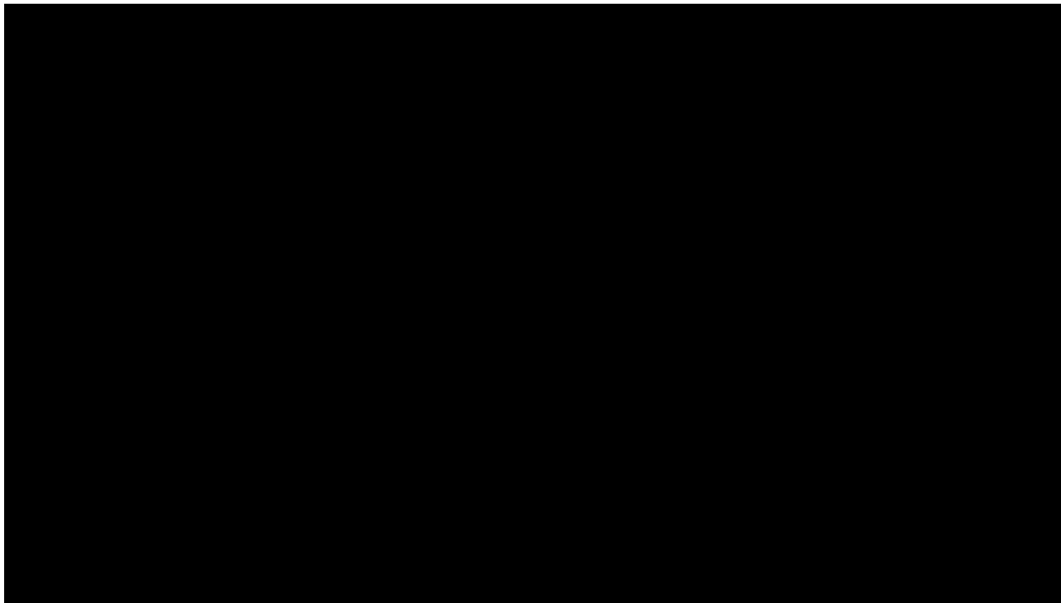
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FIGURE 27. DISMANTLED NGOC THI BARRACKS, SUPPLY DEPOT
AND POSSIBLE POW CAMP N-40, NORTH VIETNAM

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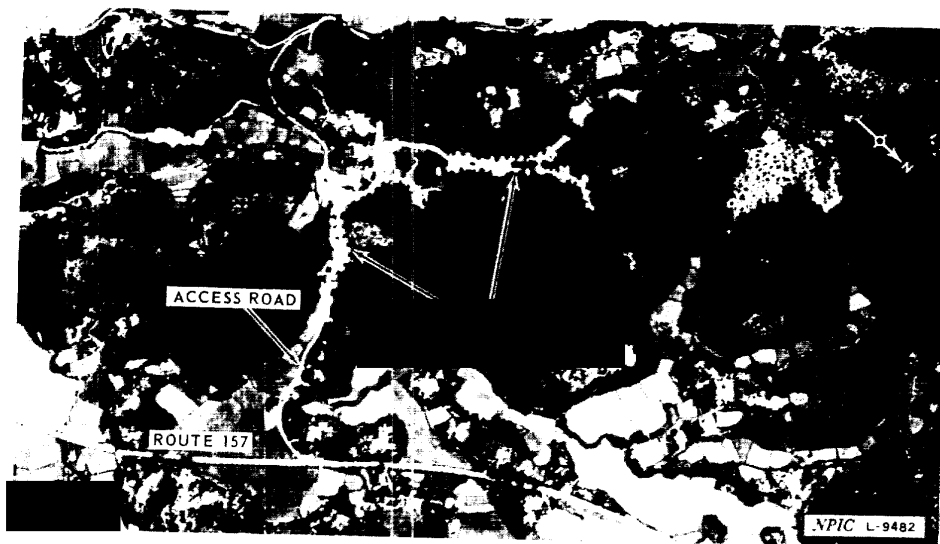


FIGURE 29. STORAGE FACILITY UNDER CONSTRUCTION, DAIKHAN AREA, NORTH VIETNAM

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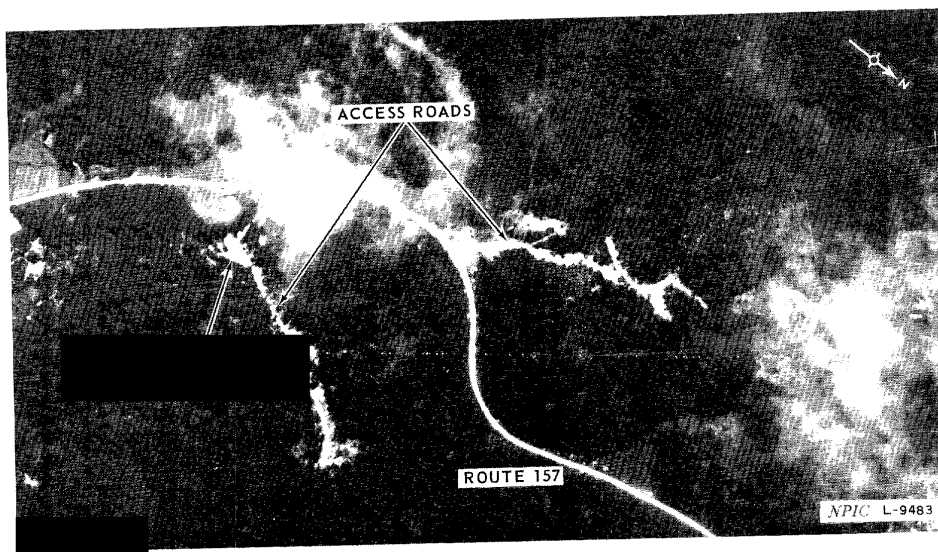


FIGURE 30. STORAGE FACILITY UNDER CONSTRUCTION, DAI THAN AREA, NORTH VIETNAM

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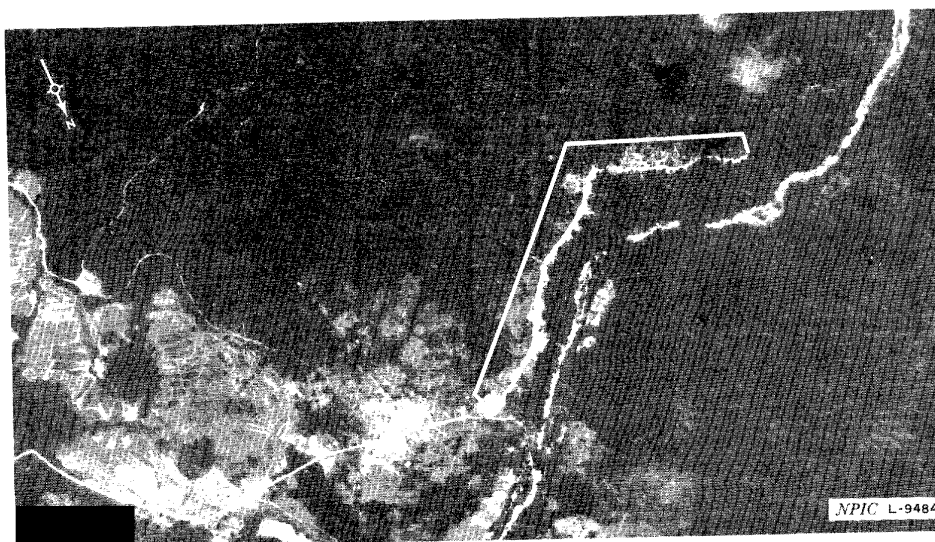
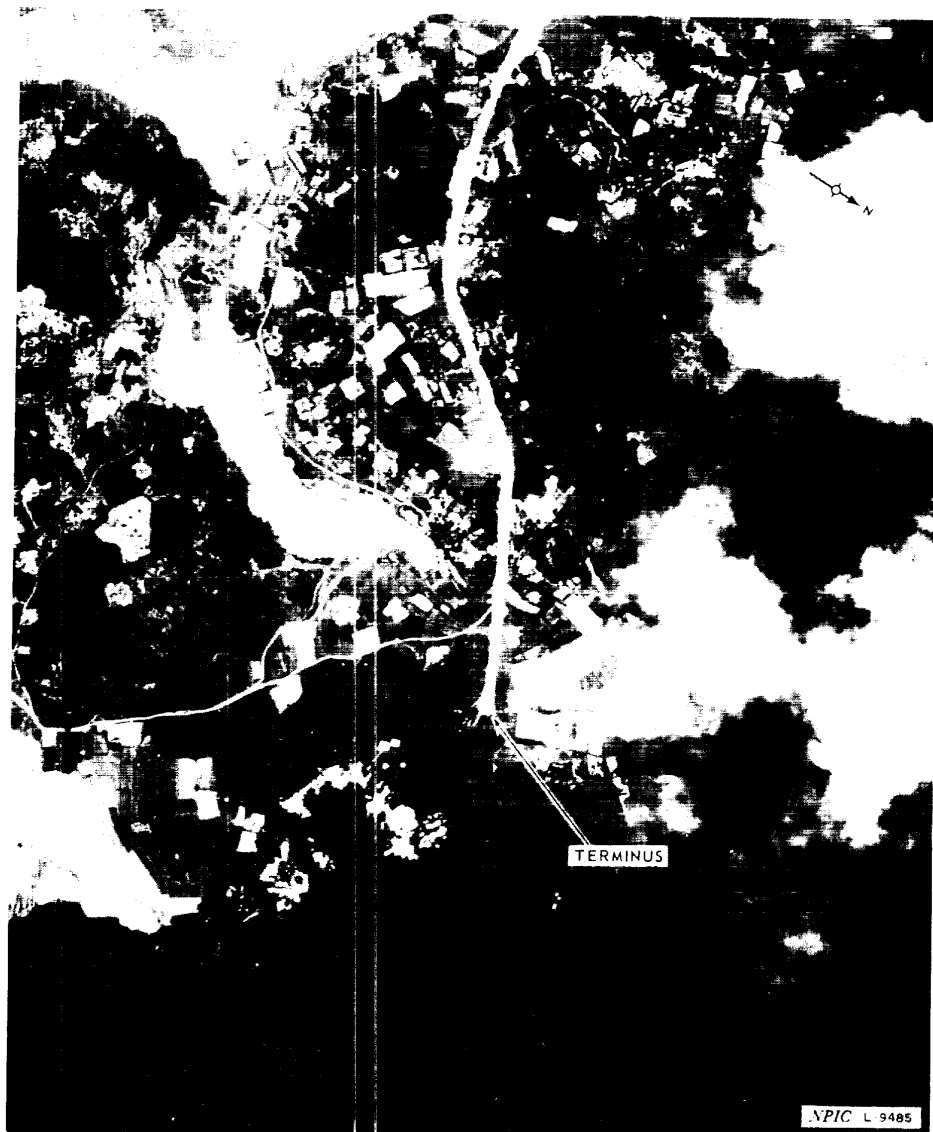


FIGURE 31. NEW ROAD UNDER CONSTRUCTION, TUYEN QUANG PROVINCE, NORTH VIETNAM

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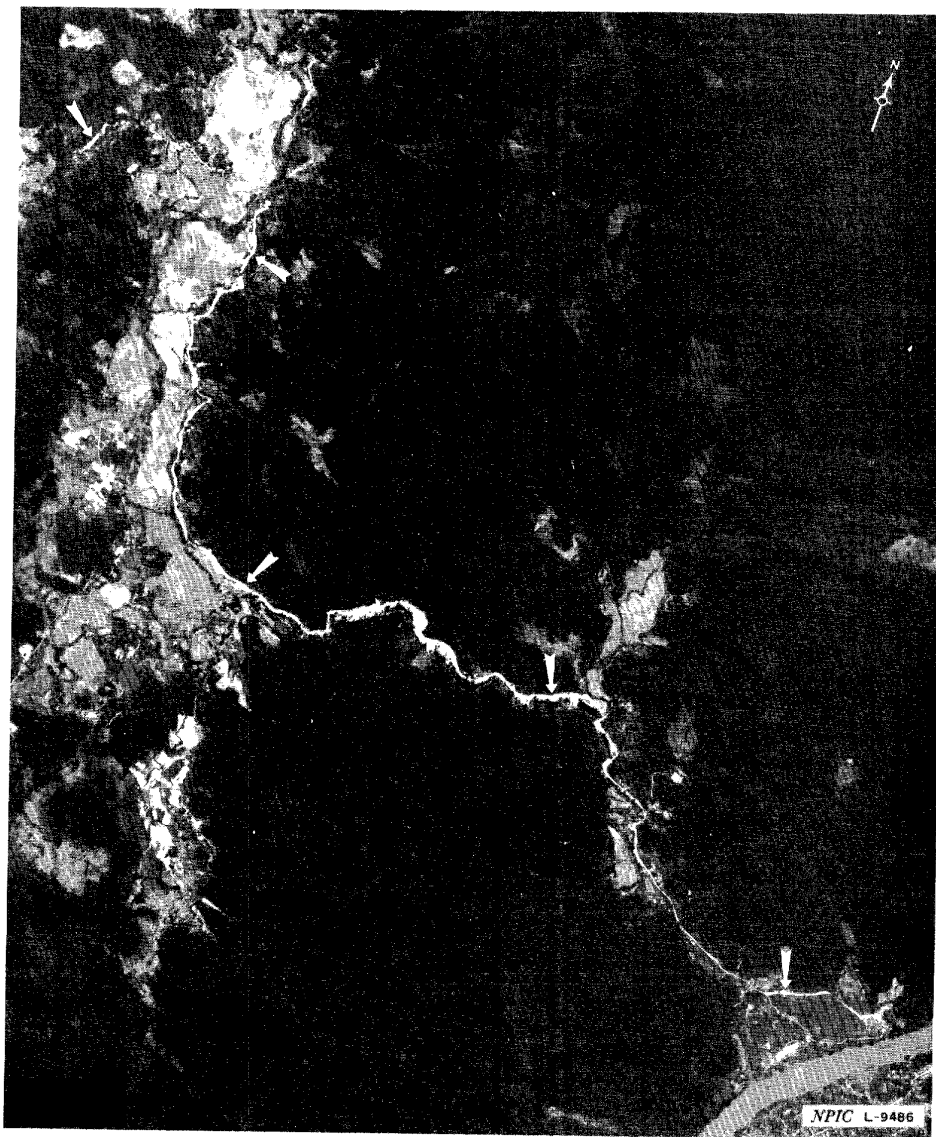


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FIGURE 33. NEW ROAD CONSTRUCTION, SONG GAM (RIVER), NORTH VIETNAM

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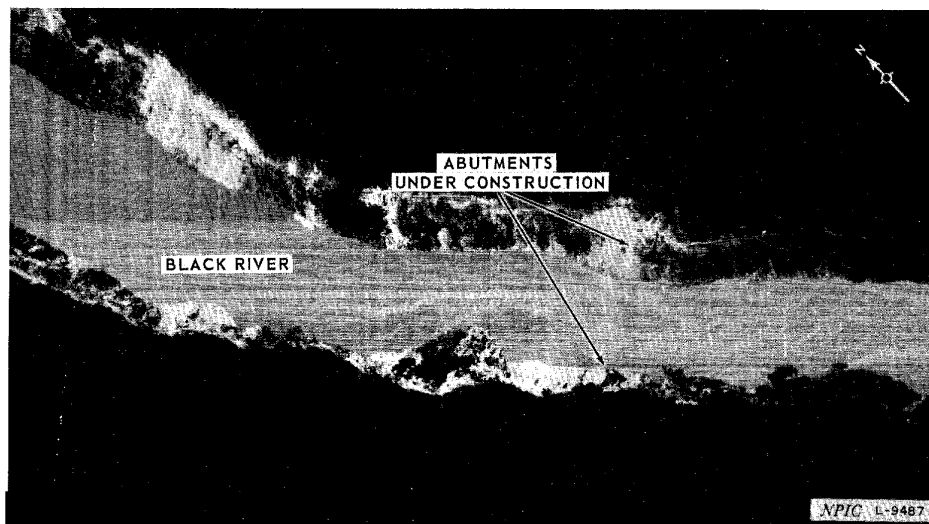
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3. BRIDGE UNDER CONSTRUCTION, LAI CHAU, NORTH VIETNAM

Construction of a major bridge in the vicinity of Lai Chau (22-04N 103-11E) has now been confirmed with the identification of bridge abutments on opposite banks of the Black River at UTM [REDACTED] (Figure 34). The initial construction of possible approach roads was first reported in Summary No 43, April 1967. The new bridge will probably replace the 3 operational ferries during the annual inundation of the Lai Chau area and prevent a diminution of through vehicular traffic along Route 6.

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FIGURE 34. BRIDGE CONSTRUCTION, LAI CHAU AREA, NORTH VIETNAM

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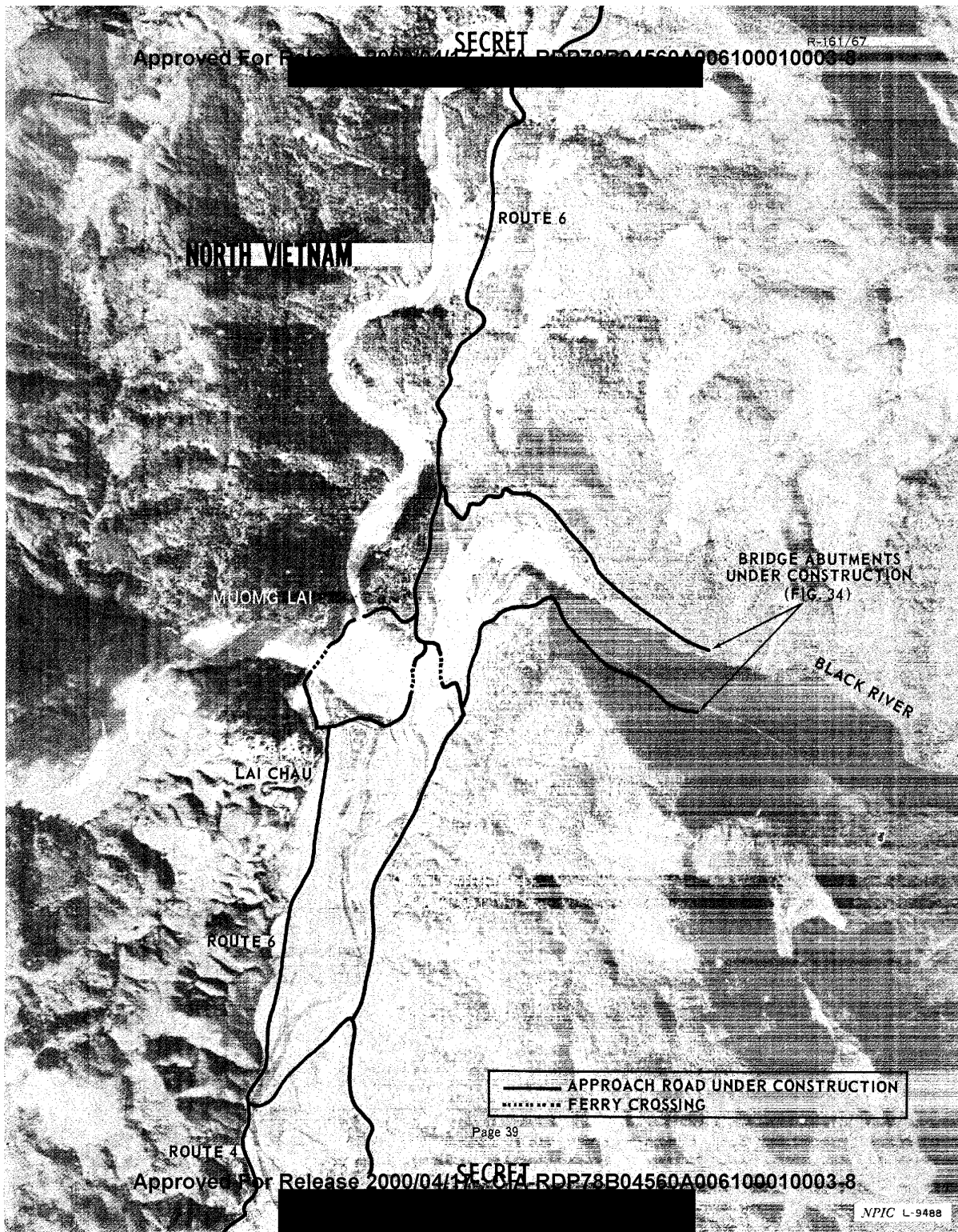
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R-161/67

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Page 39

Approved For Release 2000/04/14 : CIA-RDP78B04560A006100010003-8

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R-161/67

4. CONTINUING ROAD CONSTRUCTION, ROUTE 191, NORTH VIETNAM

Construction continues on Route 191 with intermittent clearing and grading extending south to 21-27N 103-01E [REDACTED], approximately 4 nm north of Dien Bien Phu (Figures 35, 36, and 37). It now appears that the entire route will be either realigned or extensively improved, and that it will use only an improved part of the previously motorable southern segment.

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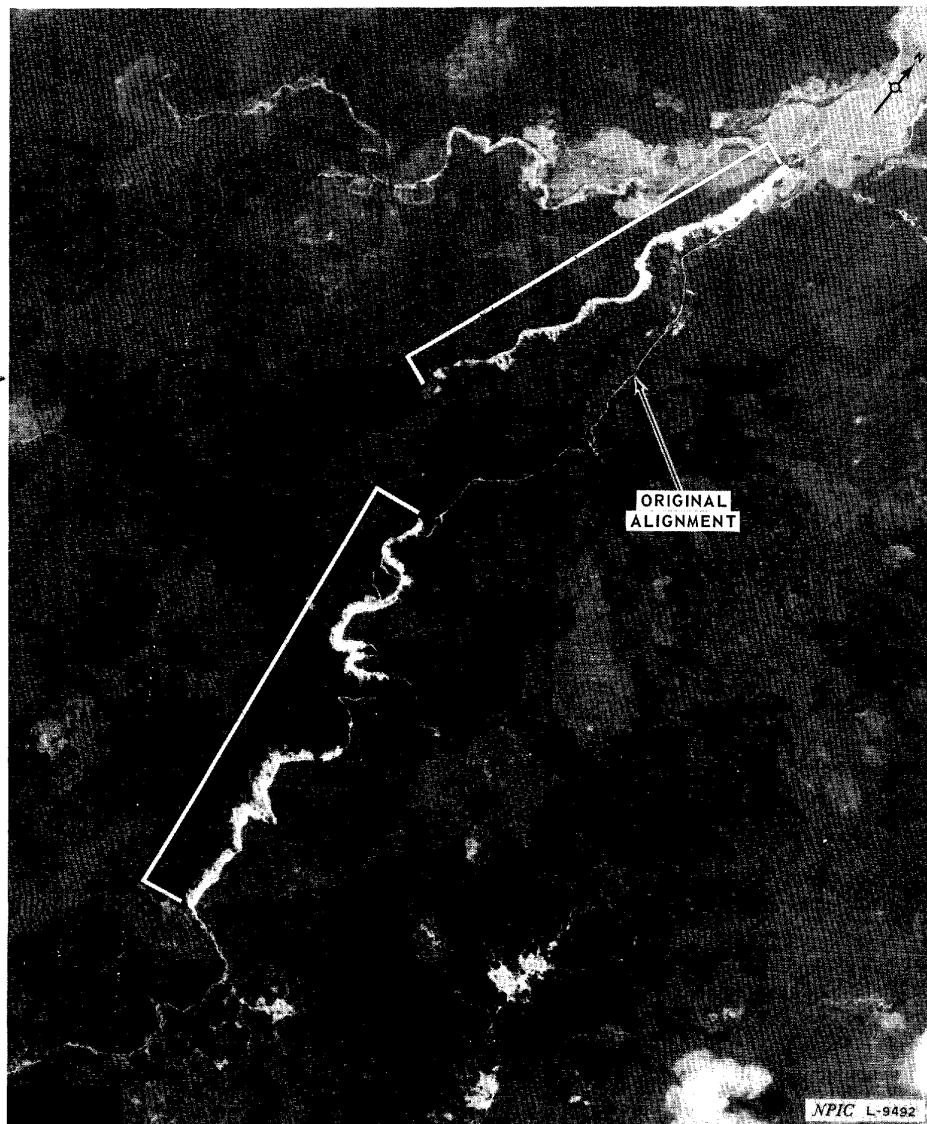
FIGURE 35. ROAD CONSTRUCTION, ROUTE 191, NORTH VIETNAM

25X1D



FIGURE 36. ROAD CONSTRUCTION, ROUTE 191, NORTH VIETNAM

SECRET



25X1D

FIGURE 37. ROAD CONSTRUCTION, ROUTE 191, NORTH VIETNAM

SECRET

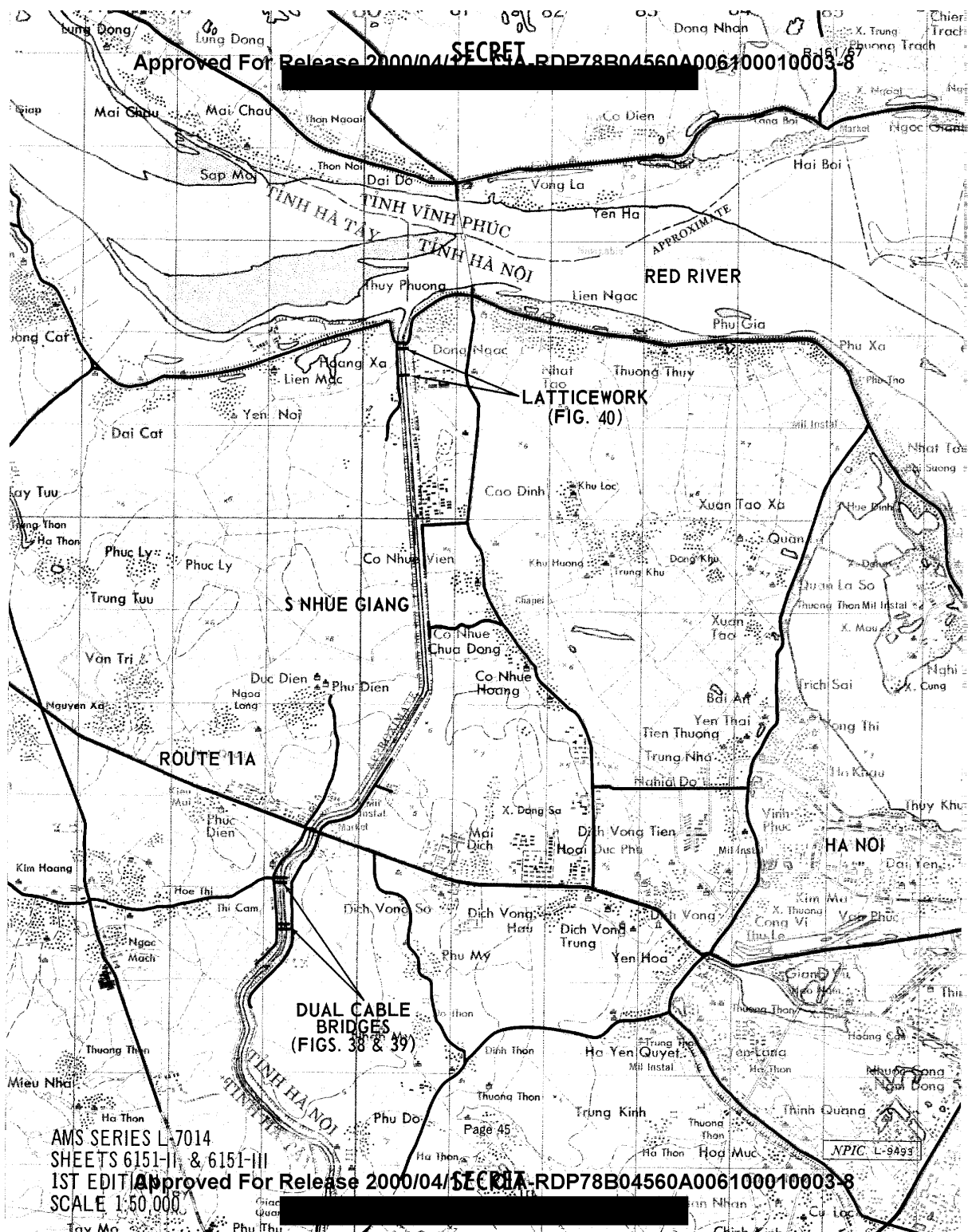
5. CABLE BRIDGES, HA NOI AREA, NORTH VIETNAM

Two cable bridges have been constructed over the S Nhue Giang (canal), west of Ha Noi in the vicinity of 21-01N 105-45E (Figures 38 and 39). The new bridges, are adjacent to a previously reported cable bridge and a possible cable-supported deck bridge, located at [REDACTED] (see Summary No 17, Figures 7 and 10).

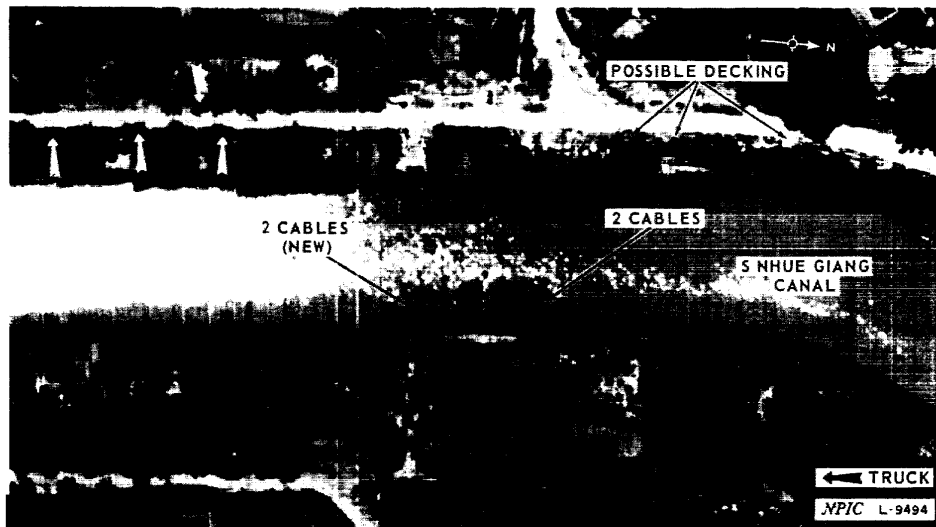
25X1D

Unidentified latticework constructed of non-metallic material spans the canal at 2 points in the vicinity of 21-05N 105-46E (Figure 40).

25X1C

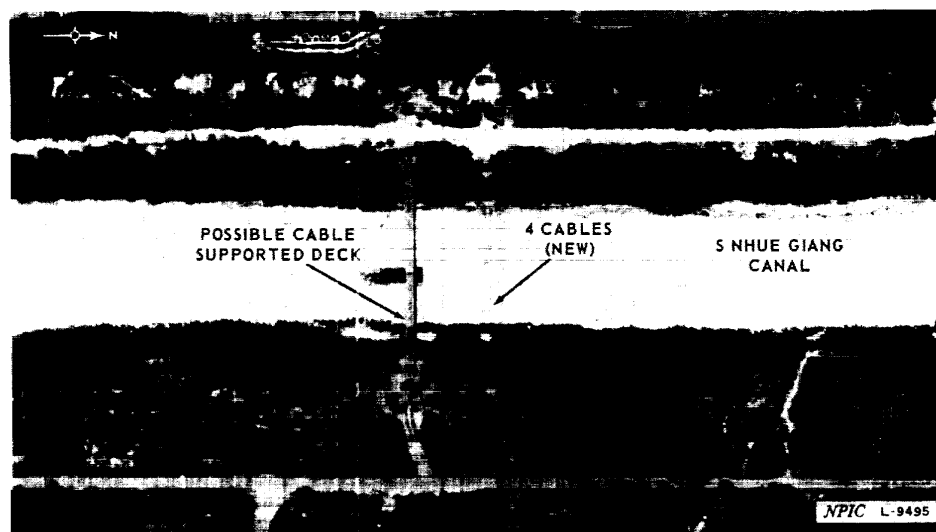


25X1C



25X1D

FIGURE 38. CABLE BRIDGES, HA NOI AREA, NORTH VIETNAM



25X1D

FIGURE 39. CABLE BRIDGES, HA NOI AREA, NORTH VIETNAM

25X1D

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6. MAJOR BY-PASS UNDER CONSTRUCTION, ROUTE 15, NORTH VIETNAM

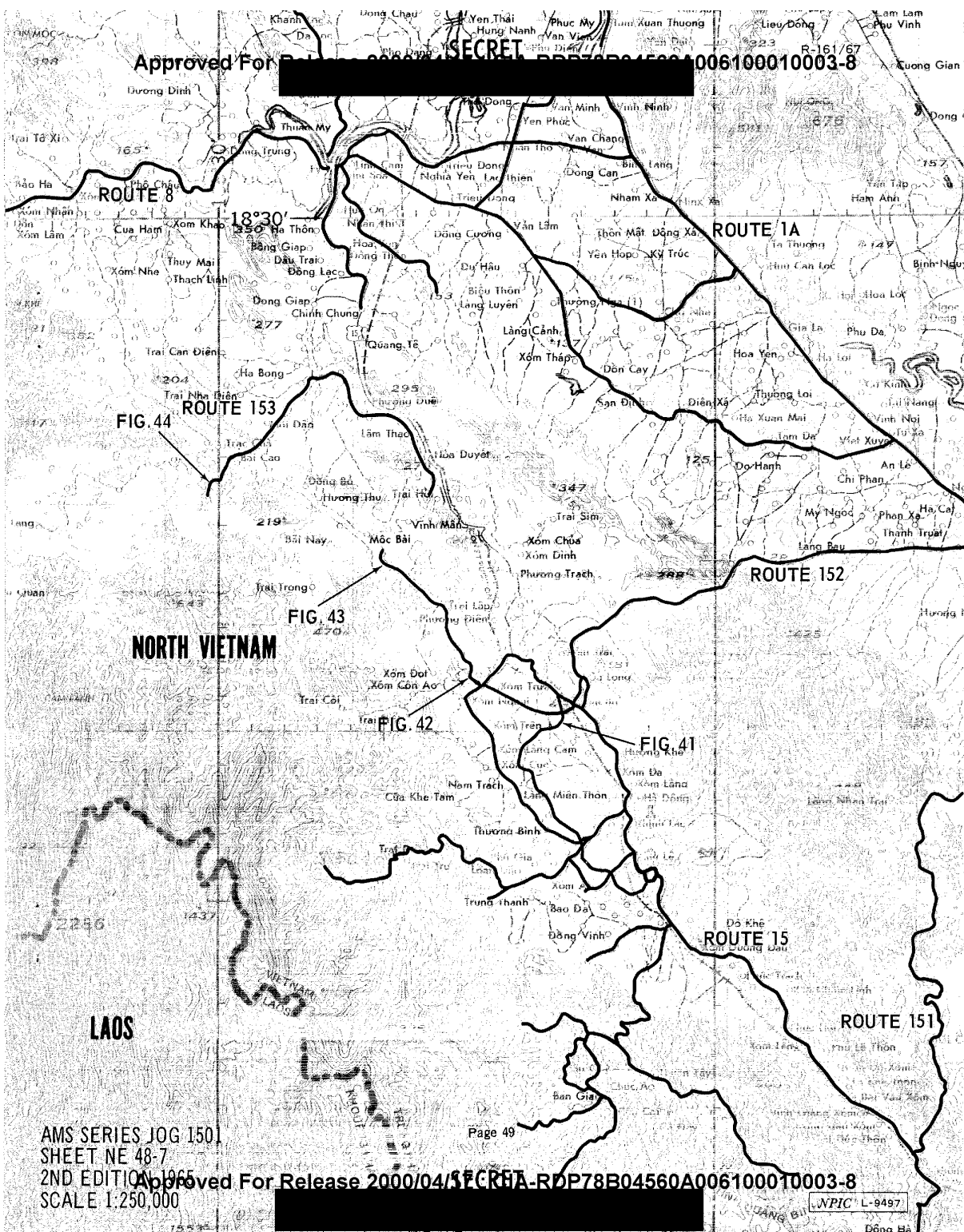
A new by-pass road, approximately 8 nm long, is in late stages of construction west of Route 15 in the vicinity of 18-13N 105-40E. The road extends southwest from a short Route 15 by-pass at UTM [REDACTED] then northwest to join Route 15 [REDACTED] (Figure 41). Route 15 is being widened north from this point to [REDACTED] near its present motorable terminus. This activity, together with the new road construction between [REDACTED] (Figure 42) and [REDACTED] (Figure 43), may indicate the development of a new north-south road network.

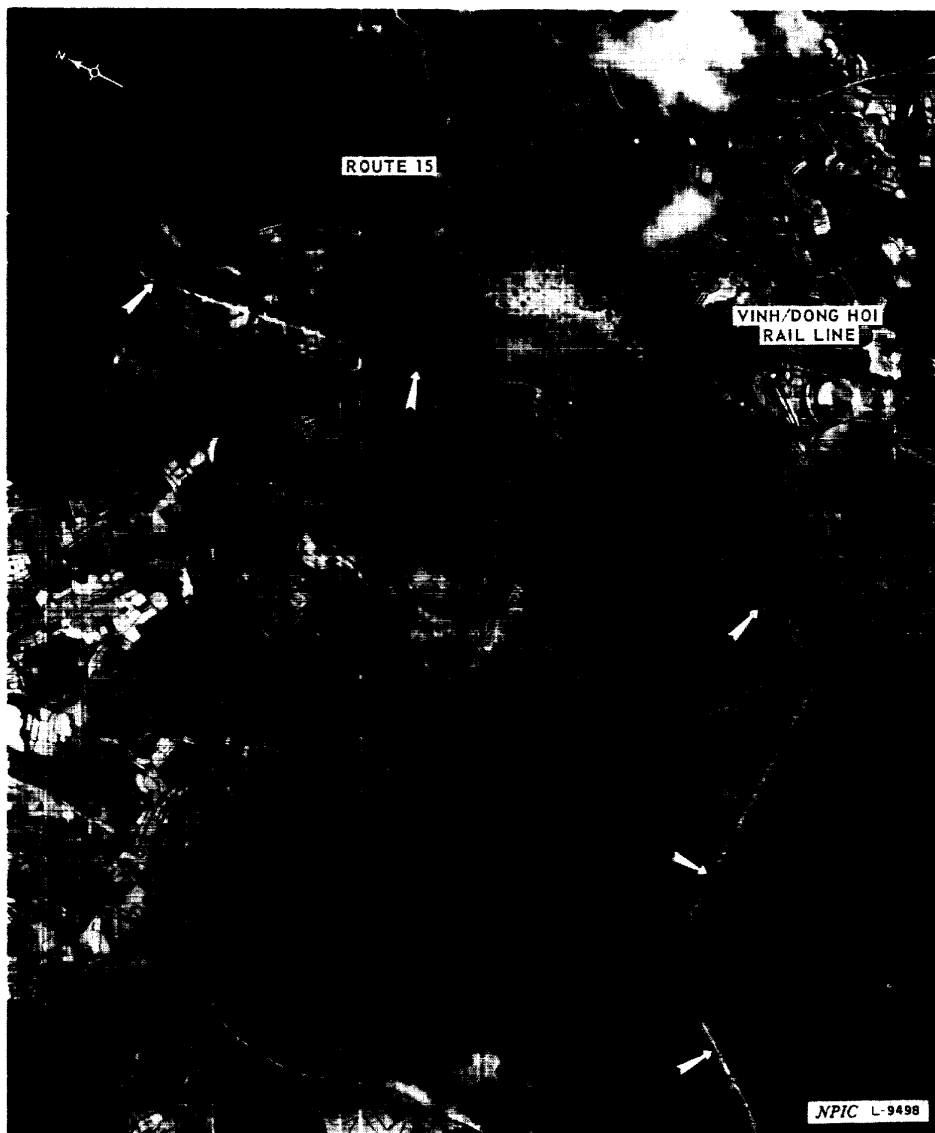
25X1D

25X1D

25X1D

Route 153 is being extended west of the Ngan Truc (river) with intermittent clearing between UTM [REDACTED] (Figure 44); however, this is probably unrelated to the construction activity on Route 15.





25X1D

FIGURE 41. BY-PASS UNDER CONSTRUCTION, ROUTE 15, NORTH VIETNAM



25X1D

FIGURE 42. ROAD CONSTRUCTION, NGAN TRUOI RIVER VALLEY, NORTH VIETNAM

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25X1D

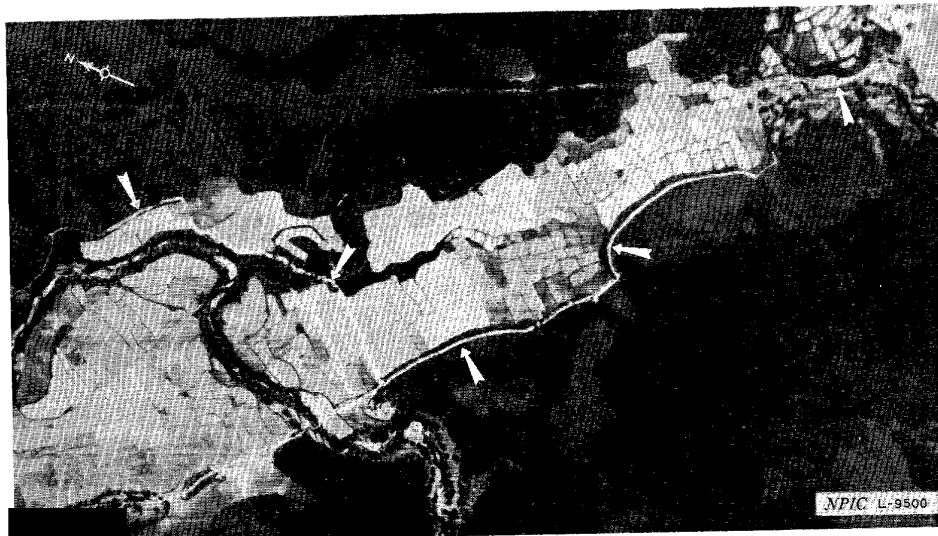


FIGURE 43. ROAD CONSTRUCTION, NGAN TRUOI RIVER VALLEY, NORTH VIETNAM

25X1D

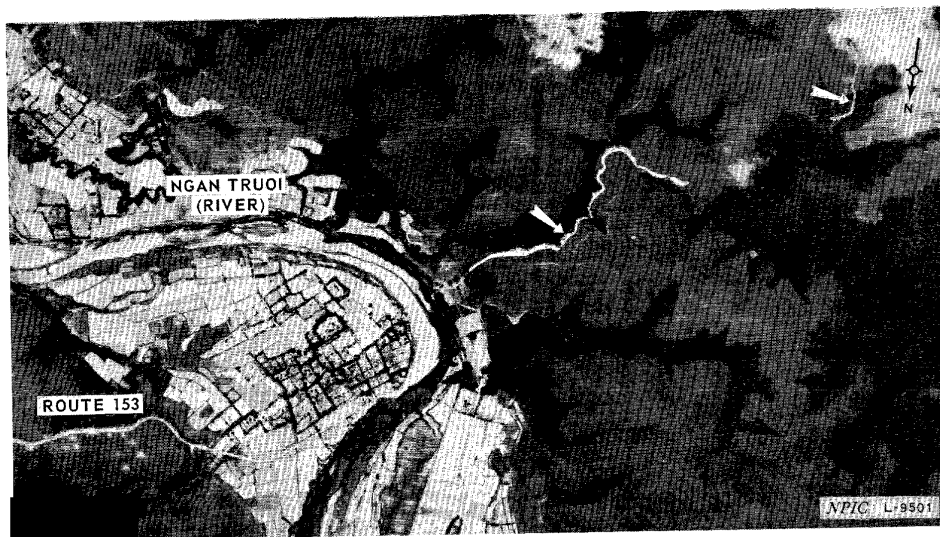


FIGURE 44. ROAD EXTENSION UNDER CONSTRUCTION, ROUTE 153, NORTH VIETNAM

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