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EDIC/ID-13, Supplement 1

SINO-SOVIET BLOC EXPORTS OF MACHINERY AND
TRANSPORT EQUIPMENT TO THE FREE WORLD
1952-54

I. Exports of Machinery and Transport Equipment from the USSR and the
European Satellite Nations, 1952-1953.

In general, the bulk of Free World imports of machinery and transport equipment from the Bloc during 1952 and 1953 has come from three Satellites - Czechoslovakia, East Germany, and Hungary. The Soviet Union ranked fourth in Bloc exports of machinery and transport equipment to nations of the Free World. Other European Satellites exported negligible amounts of this general category to non-Bloc Countries. (For a comprehensive account of Bloc Exports of machinery and transport equipment see Tables 1 and 2.)

The largest Bloc exporter of both machinery and transport equipment to the Free World during the years under consideration was Czechoslovakia. Czech machinery and transport exports to the West aggregated \$25,956,000 in 1952 and \$29,287,000 in 1953. East German export aggregates for the same types of commodities totaled \$16,235,000 in 1952. In 1953, East German exports of machinery and transport equipment to the Free World increased substantially and totaled \$24,326,000. Hungary stood third in the exports of this type of equipment, exporting \$3,575,000 to non-Bloc countries in 1952 and \$8,217,000 in 1953. The 1953 Hungarian export figure was largely due to an increase in the export of transport equipment. Whereas the value of Hungarian exports of transport items totaled \$691,000 in 1952, substantial shipments of railway vehicles and motor vehicles, which reached an aggregate value of \$3,418,000, largely accounted for the 1953 increase in the value of Hungarian machinery and transport exports to the Free World.

The Soviet Union ranked fourth among the Bloc nations in the export of machinery and transport equipment to non-Bloc countries. USSR exports to the West under this general category totaled \$1,681,000 in 1952 and \$3,564,000 in 1953. The bulk of these exports was accounted for by shipments of motor vehicles. Exports of road motor vehicles were valued at \$1,180,000 in 1952, and \$3,082,000 in 1953.

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The other European Satellites exported minor amounts of machinery and transport equipment to the Free World during the years under consideration. Machinery and transport equipment exports from Poland, Bulgaria and Rumania reached an aggregate of \$417,000 in 1952 and \$713,000 in 1953. Albania did not export any equipment of this type to the Free World.

Exports of machinery and transport equipment from China to the Free World have not been included in these compilations for 1952 and 1953 since they were negligible.

II. Exports of Machinery and Transport Equipment from the Sino-Soviet Bloc, 1954.

An analysis of available trade data shows that Bloc machinery and transport shipments to various non-Bloc areas have continued to increase during 1954. As was the case in the two previous years, the bulk of these exports have come from East Germany, Czechoslovakia, Hungary and the USSR.

During 1954, East Germany replaced Czechoslovakia as the leading exporter of both machinery and transport equipment to non-Bloc areas. East German exports of goods in these categories totaled \$34,484,000. Czechoslovakian shipments of machinery and transport equipment to non-Bloc nations aggregated \$29,652,000 which was substantially the same as the value exported in the previous year. Hungarian shipments of machinery to the Free World showed a moderate increase over 1953, while exports of transport equipment remained at approximately the same level. Hungarian exports for 1954 totaled \$11,012,000. The Soviet Union in 1954 substantially improved its position as a Bloc exporter of machinery and transport equipment, and total exports of goods in this category totaled \$11,092,000, which was an increase of \$7,528,000 over the relatively small 1953 value of similar exports. Again, as in 1953, the bulk of USSR exports of machinery and transport equipment to the Free World was accounted for by shipments of motor vehicles. Trade data for 1954 shows that Soviet exports of "road motor vehicles" totaled \$6,512,000 whereas similar exports to the Free World in 1953 aggregated only \$3,082,000. Another factor which was responsible for the 1954 increase was the shipment of railway vehicles to Argentina which were valued at \$3,705,000. No exports of railway vehicles from the Soviet Union to non-Bloc areas were reported in either 1952 or 1953. On the basis of the incomplete trade data now available for 1954, it appears that the Soviet Union may have replaced Hungary as the third ranking Bloc exporter of machinery and transport equipment to Free World areas.

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The other European Satellites exported limited amounts of machinery and transport equipment to non-Bloc nations during 1954. Shipments from Poland, Bulgaria and Rumania aggregated \$827,000 for the year. In Table 3, a column entitled "Unspecified European Satellites" shows that an additional amount of Bloc exports in the categories under consideration totaled approximately \$2,000,000. These shipments were reported by Free World countries but the Satellite exporter was not specifically identified.

Communist China exported a negligible amount of machinery to the Free World during 1954. Total exports from Communist China were valued at only \$108,000.

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