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SOURCE Ta Kung Pao.

NORTH CHINA PLANS RESUMPTION OF SHIPPING SERVICES

SHANGHAI PREPARES FOR FULL RESUMPTION -- Shanghai Ta Kung Pao, 27 May 50

Preparations for resumption of the shipping industry in North China are approximately half complete. The Shanghai Customs House is reinstalling navigation lights and buoys, and the state-owned shipping company is setting up new freight and passenger rates.

The state-owned shipping company has officially announced the assignment of the following five ships for service in North China:

Hai-yung, now in Shanghai; total weight, 1,351.48 tons; displacement, 759.91 tons; loading capacity 1,684 tons; passenger accommodations, 1109; horsepower, 900; speed, 10 knots.

Hai-liao, now in Tientsin; total weight, 2,667 tons; displacement, 1,667 tons; loading capacity, 3,239 tons; passenger accommodations, 229; horsepower, 1,500; speed, 8 knots.

Ta Shanghai, now in Shanghai; total weight, 4,764.18 tons; displacement, 2,827.57 tons; loading capacity, 6,023 tons; horsepower, 2,800; speed, 9.5 knots.

Hsin Shanghai, now in Shanghai, total weight, 1,221 tons; displacement, 700 tons; loading capacity, 1,650 tons; horsepower, 700; speed, 9 knots.

K'o-lung, now in Hong Kong. Orders were sent to Hong-Kong for this ship to return to North China immediately.

ESTABLISHED NORTH CHINA SCHEDULES -- Shanghai Ta Kung Pao, 27 May 50

The North China shipping industry, with Shanghai as its center, is to be revived.

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Within the North China shipping district are the following routes: Shanghai-Tientsin, 740 nautical miles; Shanghai-Tsingtao, 390 nautical miles; Shanghai-Dairen, 567 nautical miles; Shanghai-Ying-k'ou, 700 nautical miles; and Shanghai-Yen-t'ai, 511 nautical miles. Although the Shanghai-Tientsin route is the longest, the volume of trade between these two ports exceeded that of all other routes in the past.

The restoration of normal shipping service in North China means the beginning of uninterrupted flow of trade between North, South, East, and Northeast China. Furthermore, it will be directly connected with the shipping industry on the Yangtze River which reaches as far inland as Central and Northwest China. Since railroad and highway transportation facilities are still inadequate to cope with the demand of the economic reconstruction program, the resumption of marine shipping service in North China, should alleviate the situation. Also it will help lower all transportation costs. While Shanghai was under the Nationalist blockade, goods exported to Hong Kong from Central and Southwest China had to be trans-shipped to Tientsin or Tsingtao by railroad after arriving at Shanghai, thereby increasing freight costs.

The principal ports in North China are Tientsin, Tsingtao, Yen-t'ai, Ch'in-huang-tao, Lung-k'ou, and Ying-k'ou, all of which handled large quantities of imports and exports in normal years, as shown in the following table (in tons):

	<u>Imports 1940</u>	<u>Exports 1940</u>	<u>Imports 1947</u>	<u>Exports 1947</u>
Tientsin	99,657.4	138,629.8	302,543.4	611,096.8
Tsingtao	75,181.1	417,197.1	349,753.4	160,944.3
Yen-t'ai	212,028.2	42,153.8	--	--
Ch'in-huang-tao	33,284.0	1,296,790.0	41,086.8	1,531,115.2
Lung-k'ou	33,040.3	6,102.7	--	--
Ying-k'ou	--	--	9,348.1	121,017.5

There are 119 ships in the North China area, at present, totaling 184,223 tons, owned by state and private concerns. Until April 1950, there was no definite shipping schedule for these ships; however at a meeting of North China Shipping Industry representative, the following scheduled routes were established:

1. Tientsin -- Dairen, 234 nautical miles. One scheduled ship with a loading capacity of 800 tons, making a round trip every 10 days.
2. Ying-k'ou -- Yen-t'ai, 219 nautical miles. One scheduled ship with 200-ton loading capacity, round trip, 10 days.
3. Tientsin -- Yen-t'ai -- Shih-tao -- Tsingtao, 463 nautical miles. One scheduled ship with 240-ton loading capacity; round trip, 10 days.
4. Tientsin -- Ch'in-huang-tao -- Ying-k'ou, 285 nautical miles. One scheduled ship with 200-ton loading capacity; round trip, 15 days.

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5. Dairen -- Yen-t'ai, 89 nautical miles. Two scheduled ships with total loading capacity of 340 tons; round trip, 5 days.

6. Dairen -- Shih-tao -- Tsingtao, 272 nautical miles. Two scheduled ships with total loading capacity of 3,550 tons; round trip, 10 days.

7. An-tung -- Yen-t'ai, 215 nautical miles. Two scheduled ships with 200-ton loading capacity each; round trip, 15 days.

8. An-tung -- Shih-tao -- Tsingtao, 350 nautical miles. Two scheduled ships with 200-ton loading capacity each; round trip, 15 days.

9. Tsingtao -- Shih-chiu-so -- Lien-yun, 97 nautical miles. One scheduled ship with 313-ton loading capacity; round trip, 6 days.

10. Tientsin -- Lung-k'ou, 183 nautical miles. One scheduled ship with 400-ton loading capacity; round trip, 7 days.

Before the liberation, there were approximately 500 shipping companies in Shanghai, having a total of 1,333 ships with an aggregate of 950,702 tons, representing about 80 percent of the total tonnage of 1,200,000 tons in China. Of these, 408 ships, or 444,204 tons, were publicly owned, and 925 ships, or 506,498 tons, were privately owned. Following the liberation, however, only 162 publicly owned ships, totaling 81,883 tons, and 108 privately owned ships, totaling 37,016 tons, were found in Shanghai. Of these, 119 publicly owned ships and 28,000 tons of privately owned ships, were in operation.

The Yangtze River route was the only one which was not affected by the Nationalist blockade of Shanghai. Even during the low water season, when large ships were only able to sail from Shanghai to Hankow, service was maintained with smaller ships from Hankow to Chungking. At present, there are more than 60 ships, totaling 18,500 tons, on this route, but there are more ships than there is cargo to be carried. With the help of the government, the situation is gradually being improved.

The shipping industry in China as a whole has been largely improved during the past year with the help of the government and through the efforts of the people themselves. The rate of increase in the amount of freight transported since June 1949 is as follows:

<u>Date</u>	<u>Transported Freight</u> (in tons)	<u>Increase (in %)</u>
Jun 49	54,768.05	100
Jul 49	72,077.00	132
Aug 49	101,680.00	186
Sep 49	132,084.00	241
Oct 49	140,445.00	257
Nov 49	151,381.00	277
Dec 49	149,779.00	274
Jan 50	179,185.00	327
Feb 50	163,137.00	298
Mar 50	216,104.00	395

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During the same period, the number of ships engaged in the business also increased as shown in the following tables:

Publicly Owned

<u>Date</u>	<u>No of Ships</u>	<u>Tonnage</u>	<u>Increase (in %)</u>
Jun 49	196	101,355	100
Jul 49	259	138,983	137
Aug 49	416	181,611	179
Sep 49	417	173,843	171
Oct 49	434	187,550	185
Nov 49	539	192,321	189
Dec 49	543	198,842	196
Jan 50	549	191,439	189
Feb 50	569	220,326	217
Mar 50	571	218,659	216

Privately Owned

<u>Date</u>	<u>No of Ships</u>	<u>Tonnage</u>	<u>Increase (in %)</u>
Jun 49	107	34,443	100
Jul 49	107	34,443	100
Aug 49	124	50,921	147
Sep 49	129	53,468	156
Oct 49	122	50,188	145
Nov 49	217	91,052	284
Dec 49	214	88,890	232
Jan 50	222	109,129	317
Feb 50	226	137,052	398
Mar 50	223	133,327	387

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