

File 143

CENTRAL INTELLIGENCE AGENCY INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. Attached is a copy as received

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2. On page 1, paragraph 1a(1), Leningrad All-Union Foreign Transport Economic Company should read Leningrad Foreign Transport-Forwarding Office (Leningradskaya vneshnyaya transportno-ekspeditorskaya kontora).

50X1 On page 1, paragraph 1a(2), Southern All-Union Foreign Transport Economic Company should read Southern Foreign Transport-Forwarding Company (Yuzhnaya vneshnyaya transportno-ekspeditorskaya kontora).

50X1 On page 3, paragraph 8, Main Administration should read chief directorate.

On page 3, paragraph 12, Export Khleb should read Eksportkhleb.

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COUNTRY USSR

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THIS IS UNEVALUATED INFORMATION

1. The All-Union Foreign Transport Organization (SoyuzVneshTrans) was organized in 1951 by the mere change of the title IranSovTrans to SoyuzVneshTrans. The history of this organization is as follows:
- a. Sometime in the 1930's three transport companies were organized in the USSR.
 - (1) Leningrad All-Union Foreign Transport Economic Company (Vsesoyuznaya transportno ekonomicheskaya kontora-VTEK), LenVneshTrans, which was responsible for the transporting of trade goods between the USSR and Western Europe. The administration of the company was located in Leningrad.
 - (2) The Southern All-Union Foreign Transport Economic Company (Vsesoyuznaya transportno ekonomicheskaya kontora-VTEK), YuzhVneshTrans, which was responsible for the transporting of trade goods to and from the USSR via the Black Sea and Balkans. The administration of this company was in Odessa.
 - (3) All-Union Association Iranian Foreign Transport Company (Vsesoyuznoye ob'edineniye-V/O), IranSovTrans, which was responsible for transporting goods between the USSR and Middle Eastern and Far Eastern countries. The administration of this company was in Moscow.

All three companies were subordinate to the Transportation Directorate of the Ministry of Foreign Trade.

2. Sometime after World War II, LenVneshTrans and YuzhVneshTrans were merged with IranSovTrans which retained its original title. [redacted] the title IranSovTrans was changed to SoyuzVneshTrans in 1951. However, since the titles LenVneshTrans,

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- 50X1 YuzhVneshTrans, and IranSovTrans were widely known abroad, they were still used in correspondence at least until 1952. [redacted] the stock of SoyuzVneshTrans was 100,000 rubles.
3. 50X1 Each of the three transport companies had a number of field offices which were referred to as "kontora." Thus VTEK LenVneshTrans had the following field offices: Leningrad, Riga, Klaypeda, Stettin, 50X1 Brest, Mukachevo, and [redacted] 50X1 VTEK YuzhVneshTrans had field offices in Odessa, Batumi, and Chop. 50X1 V/O IranSovTrans had offices in Vladivostok, Otpor Δ 49-38, E 117-197, and probably in some other places.
4. [redacted] the Brest 50X1 kontora of VTEK LenVneshTrans [redacted] was responsible for reloading and redesignation of incoming freight to the USSR. In order to 50X1 preserve the secrecy of final destinations of imports, the foreign freight moving via Brest was consigned merely to "Brest Office, 50X1 VTEK LenVneshTrans." Based on information received from various All-Union Associations which appeared either as purchasers or owners of imported goods, the incoming freight was redocumented in Brest and consigned to the actual recipients. In order to permit this, it was agreed that prior to the effected shipment, the shipper would inform the Brest Office and the respective All-Union Association of the kind of freight and the number of freight cars into which the goods were loaded. The All-Union Association, in turn, would then advise the Brest Office of the actual location and the name of the recipient in the USSR in open terms, such as "Moscow - Plant 364."
5. [redacted] a large number 50X1 of records were maintained, registering car numbers and type of 50X1 passing freight. [redacted] 50X1 [redacted] 50X1 [redacted]
6. The Brest Office of VTEK LenVneshTrans had a high frequency (VCh) direct telephone line, Moscow-Berlin, manned by MGB personnel. Every night the Brest Office gave a detailed report to Berlin of all cargoes which had passed the Brest station going to Germany during the last 24 hours. Daily detailed dispatcher's reports of the freight passing through Brest both ways were also given via conventional telephone lines to Moscow.
7. The organization of the Brest Office of VTEK LenVneshTrans in 1950 was as follows:
- Director - Aleksandr Aleksandrovich PANCHENKO;
- Deputy Director - name unknown;
- Chief Accountant - BABICHEV, an inhabitant of Brest;
- Two Accountants - names unknown;
- Two Senior Transport Inspectors;
- Two Transport Inspectors;
- One Interpreter (Polish, Russian, German);
- One Secretary;
- One Stenographer.
- The Brest Office was located on Komsomol'skaya Ulitsa in Brest where it occupied a small apartment consisting of three rooms.

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8. A large number of All-Union Associations (Vsesoyuznoye ob"edineniye) used the services of the Brest Office for the import and export of goods. In addition to this, the Brest Office maintained business relations with the Soviet Trade Mission in Berlin, VTEK LenVneshTrans in Leningrad, V/O IranSovTrans in Moscow, and with the TEK L'vov Railway Administration in Brest. The Main Administration of this railway was in Baranovichi.

9. During the Korean conflict all shipments of materials to North Korea and China were handled by the V/O IranSovTrans. However, the titles of freight were never disclosed.

50X1 [redacted] since
50X1 the railway freight transport rates were considerably higher for
50X1 non-declared goods, the shipments to North Korea and China were
50X1 quite expensive for this organization.

10. [redacted] shipment
50X1 of supplies and equipment to Soviet Armed Forces in Eastern Europe.
50X1 [redacted] the Ministry of
50X1 Foreign Trade had nothing to do with these shipments. Most probably
50X1 the shipments are made via purely military channels. Soviet foreign
50X1 trade in military equipment was probably handled by the Foreign
50X1 Trade Ministry and shipments were taken care of by V/O IranSov-
50X1 Trans. No details available.

11. Except for the fact that the stream of goods to North Korea and
50X1 China, care of V/O IranSovTrans, increased tremendously during
50X1 the Korean War, there were no operational or procedural changes in
50X1 Soviet foreign trade [redacted]

12. The USSR Foreign Trade Ministry did not handle reparations directly.
50X1 Of course, the V/O IranSovTrans field agencies were also responsible
50X1 for reparation shipments. However, since a large number of All-
Union Associations appearing as recipients of reparations goods were
actually agencies of the Foreign Trade Ministry, the latter indirectly
handled quite a considerable part of such shipments. The All-Union
Associations subordinated to the Foreign Trade Ministry known to
Source are: Export Khleb, SoyuzProdEksport, EksportLEN, Dal'InTorg,
SoyuzNefteEksport, TekhnoEksport, MashinoImport, PromSyr'eImport,
SovEksportFilm, Mezhdunarodnaya Kniga, TransMashImport (heavy
machinery), EksportLes, SoyuzVneshTrans, TekhnoImport, and Soyuz-
PromEksport. It should be borne in mind that the titles of these
organizations date back to the 1930's for the most part when they
were organized with the responsibilities indicated by their titles.
Since that time their responsibilities were often changed or expanded,
but nevertheless the original titles were retained. Therefore, it
is not at all impossible that many All-Union Associations having
the suffix "Export" conduct some import activities and thus in some
way participate in the shipment of reparations to the USSR.

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