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### 1. Conditions Under Japanese Occupation

When the Japanese occupied North China in 1937 they set out to eliminate loading and unloading difficulties in the Taku area by the cc. struction of an artificial harbor which, by means of a dredged channel and a set of locks, would completely by-pass the Taku Bar. As the primary Japanese objective was to export harge quantities of coal and salt to Japan, the equipment installed was primarily to facilitate this objective, and not the handling of general cargo. Rail line, docks, and a coal or salt tip were actually constructed and are partially svailable for use now. Also a lock between the harbor and the Hai Ho (fiver) was partially constructed. Little maintenance work was done, however, and when the United States Marines landed in the Tientsin area, they found that Taku Bar had as little as 2 feet of water at low water level and that the Hai Ho had approximately 12 feet at low water level. Furthermore, many of the lighters required for unloading operations at Taku anchorage had either completely disappeared or badly deteriorated.

## 2. Present Conditions

(a) At the present time, one year after the arrival of American troops, the Hai Ho and Taku Bar situation has been but little remedied. The Hai Ho Conservancy Dureau is in need of financial assistance.

(b) The Ministry of Communications has set up the Tongku New Marbor Construction Bureau to re-plan and continue construction on this important project, under the direction of the following people:

HSING Ch'i-hua (TP P F	
T'AN Chen (翼真) is the	Chief Engineer.
H. C. Wang, who is a gradue is the Counsellor.	te of L.I.T., Boston, Mass.,

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# 4. <u>New Harbor Plans</u>

(a) Construction on the New Harbor, which is just north of the mouth of the Hai Ho and extends in a direction 11° north of east, is proposed in two separate plans. The first plan covers the recommended construction during the next 3 1/2 years, and is broken down into 3 phases. The first phase, upon which construction is now in progress, will be completed by midbecember with the opening of the New Harbor-Hai Ho Channel. The second phase will include the completion of the breakwaters and the dredging of the deep water anchorage and channel. The third phase will cover the construction of deep water piers and wharves. The second plan is one for future expansion and will remain flexible until after the first plan is completed.

(b) These new plans are actually far more ambitious than the Japanese plan. Facilities for exporting coal and salt continue to be a prominent part of the plan, but the construction of facilities to handle all kinds of general cargo are also included in the planning.

(c) A finger pier is to be constructed which will accomodate 2 ten thousand (not) ton ocean-going ships. Two finger piers are to be constructed which will accommodate 4 or 5 twenty five hundred (net) ton coastal ships.

(d) A mooring basin will be constructed which will furnish anchorage for 9 ships with tonnage up to 10,000 each.

(e) The cargo capacity of the docks will be about 50,000 tons, and it may be possible to handle 250,000 tons per month.

(f) The construction of godowns and other facilities will be coordinated with the drodging operations.

(g) Eventually, an independent power plant will be erected to furnish the power which is supplied by Tlentsin now.

(h) Rail lines, spurs, godowns, sanitary facilities, etc., will be constructed to keep step with the expansion of the new harbor.

(i) Fresh water artesian wells will be sunk as needed.

(j) The construction being carried on at present will permit the opening of a channel 5 moters deep, through the harbor and into the Hai Ho, by mid-December of this year. According to present plans, the locks and lock g tes will be completed in from 1 month to 6 weeks. Dredging has already begun on the channel and the proposed line of communication will be available upon its completion. This constitutes the first phase of the present plan for the rehabilitation of the Tientsin Port area.

5. Fresent Construction Operations

(a) Currently five dredgers are in operation. Ultimately two or three additional ones will be required.

(b) The locks which connect the new harbor with the Hai Ho are nearly completed. They are 62 feet wide, 600 feet long, and 16 feet and 4 inches deep above the silt. They will ultimately be made 11 meters deep.

(c) Approximately 500 laborers are employed by the bureau at this time.

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# 6. Contracting of Future Construction and Labor

(a) In concurrence with a statement made by the "hinese authorities, reports that all large future operations will be subcontracted and that the ureau itself will do practically no actual construction work.

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(b) Since the Chinese requested it, construction work will be contracted to American firms only, and no Chinese contractors will be used.

(c) Chinese laborers will be used but technicians other than those already employed by the Sureau (the majority of which are American-trained) will be Americans. A very few Japanese technicians have been retained.

(d) No shortage of laborers is anticipated.

#### 7. Financial Sackground 25X1X6

25X1A6a (Comment: We was unable to furnish data on the amount of money already expended on the project; however, an article in the Tientsin <u>Sin Kuo</u><u>Jih Pao</u>, dated 31 August, 1946, stated that the sum of CEC 1,700,000,000 had been extended to the "ew Harbor Construction Eureau to offset partially the construction costs of the new harbor. The money needed to complete the marbor 25X1X6 is estimated by **Sector** to be at least C.S. 25,000,000. **Sector** Further believes that eventually this money will probably be borrowed from Import Export Bank of "ashington, D.C.)

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(Containing the lientsin <u>Min Kuo Jih Pao</u> of 12 vetober states that <u>Wr</u>. HSING Ch'i-hua, Director of the Tangku New Earbor Construction Dureau, volunteered the information that CNC 1,500,000,000 of a total sum of CNC 6,000,000,000 had been received from the Ministry of Communications, <u>CNC 3,000,000,000 will be received in</u> November, and the remainder, CNC 1,500,000,000, in Federaber.)

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