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CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C. 20505

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CIA HISTORICAL BUREAU

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MEMORANDUM FOR: Mr. John P. Hardt
Senior Specialist in Soviet Economics
Congressional Research Service

SUBJECT : Update Material on Soviet Shipping
Strength and its Employment

In response to your request for material on the 1976-1980 plan for the Soviet merchant fleet to supplement our paper for Senator Hollings', National Ocean Policy Study on Soviet Shipping Strength and its Employment, we are sending you a re-draft of the section dealing with the Plan with a new table. In addition, we are enclosing six annotated pages from the October 1975 draft that may be useful in updating other portions of the paper.

Please let me know if you have any further questions on this matter.

Chief,

Or:

25 March 1976



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Soviet Merchant Shipping Plans

1976-1980 Five Year Plan

The process of modernization observable in the pattern of deliveries to the Soviet merchant fleet in 1975 will continue on a modest scale into the 1976-1980 Five Year Plan. Planned deliveries will raise the average sizes of both tankers and dry bulk carriers, and capabilities for the expeditious handling of liner cargoes will improve as the Soviets add their first truly competitive containerships, Ro/Ros, and barge carriers. Under the Plan, fleet capacity will increase by 22% from 15.1 million DWT at the end of 1975 to 18.4 million DWT at the end of 1980. Reflecting both new acquisitions and improvements in productivity, fleet performance is to increase by 30% during the same period from 422 to 548 billion ton-miles.

Planned fleet growth envisages losses and retirements of ships totaling 1.6 million DWT and -- as in the 1971-1975 Plan -- deliveries of new ships totalling close to 5 million DWT. Tankers account for 63% of the planned tonnage and dry cargo ships the remainder (see Table 7). More than half of the tanker tonnage will consist of vessels in the 100,000 to 150,000-DWT range; the residual will be made up of ships 40,000-DWT and under.

The heaviest deliveries of dry cargo ships will consist of dry bulk and combination dry bulk/oil carriers -- 690,000 DWT, general purpose freighters -- 390,000 DWT, and timber carriers -- 290,000 DWT. The bulk tonnage will be made up largely of ships in the 50,000 to 150,000 DWT range.

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The tonnages planned for ships reflecting modern technology for handling unitized general cargo are more modest -- roll-on/roll-off ships, 200,000 DWT; full containerships, 130,000 DWT; and barge carriers, 80,000 DWT.

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Table 7

Ships Planned For Delivery To The
Soviet Merchant Fleet, by type
1976-1980

	<u>1,000 DWT</u>	<u>Percent</u>
Total	<u>4,910</u>	<u>100</u>
Dry Cargo	<u>1,810</u>	<u>37</u>
Dry Bulk and Combination Oil/Dry Bulk Carriers	690	14
General Purpose Freighters	390	8
Timber Carriers	290	6
Roll-on/Roll-off Ships	200	4
Full Containerships	130	3
Barge Carriers	80	2
Refrigerator	20	negligible
Miscellaneous	10	negligible
Tanker	<u>3,100</u>	<u>63</u>
50,000 DWT and up	1,810	37
40,000-49,999 DWT	360	7
20,000-39,999 DWT	420	9
10,000-19,999 DWT	450	9
Less than 10,000 DWT	60	1

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