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FOREIGN TECHNOLOGY DIVISION



MAINLAND CHINA INFORMATION MONTHLY
THE STATUS OF TRANSPORTATION IN MAINLAND CHINA



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MAINLAND CHINA INFORMATION MONTHLY

Volume 24 no. 1 - July 1981

CONTENTS

- 1) An analysis of the 6th Conference of the Central Committee of the 11th Congress of the Chinese Communist Party.
- 2) An analysis of personnel of the 6th Conference of the Central Committee of the 11th Congress of the Chinese Communist Party.
- 3) Secretary Haig's visit to Beijing.
- 4) Economic philosophy of Chen Yuan.
- 5) Publication work of the Chinese Communist.
- 6) Speech of Den Xiaoping at the Central Working Conference of the Chinese Communist Party.

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THE STATUS OF TRANSPORTATION IN MAINLAND CHINA

Written by the Information Office of the Journal

109

The status of transportation in mainland China during the period May 21 to June 20, 1981, is briefly described in the following according to railroad, highway, waterways, civil aviation and postal and telecommunication systems:

I. RAILROADS

1. The northwest loop which is the switching of the Beijing railroad system has been completed. According to the "New China News Agency" telegraph on June 6 from Beijing, the northwest loop of the Beijing railroad has been finished recently. It has been in operation. Construction of this loop began in 1971 with a length of 35 kilometers. Its annual transporting capability is 17 million tons.

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2. Wan-Kang railroad has completed 270 kilometers of track-laying work up to the Shu Ning Hsieu. According to the broadcast of the Anhwei broadcasting station on June 22, the track-laying work of the Wan Kang railroad has reached 270 kilometers. It is now in the Shu Ning Hsieu of Anhwei Province. In addition, on June 17 a seven hole railroad bridge 183 meters long has been constructed.

3. The Communist Chinese are constructing a new railroad between Dueihchow and Shihchiu and converting the railroad between Beijing and Chiu Huangtao to an electrified system. According to the Japanese Kyoda News Service's telegram from Tokyo on June 19, the Japan Railroad Technical Service representatives were going to visit China for a week beginning June 21. It also indicated that the double track electrification work was underway between Beijing and Chiu Huangtao. In addition, a new railroad between Dueihchow and Shihchiu is under construction. This is in anticipation of the expansion of Chiu Huangtao harbor and construction of a new harbor at Dueihchow. These engineering projects all obtained Japanese loans on credit with a total budget of one billion US dollars. The new railroad will be completed in 1984 and the electrification work will be finished in 1985.

4. The Chinese Railroad Department has ordered that the Shansi Tatung Railroad branch office be under the jurisdiction of the Beijing Railroad office. Based on the telegram of May 29 from Beijing by the New China News Agency, the Chinese Railroad Department has ordered the Beijing Railroad office to dispatch a large number of empty cars to the Tatung Railroad branch office for loading and shipping of Tatung coal in order to ensure the smooth transportation of such coal. Since the two offices did not have any direct official jurisdictional relationship, it was difficult to coordinate and the transportation of Tatung coal was affected. The Chinese Railroad Department, therefore, ordered that the Tatung Railroad branch office (originally under the jurisdiction of Taiyuan Railroad office) be reassigned to the Beijing Railroad Bureau in order to rectify the problem.

5. The Amoy Railroad station has very poor transfer capability which causes a severe congestion problem in the Amoy harbor. According to the broadcast on May 31 by the Amoy Broadcasting Station, since the beginning of the year, due to the increase in the number of freighters coming in and the poor transporting capability of the railroad, very serious congestion problems often occur.

6. The corruption situation at Lauchow Railroad Bureau is becoming increasingly serious. The railroad lines in that district are divided into "fat lines" and "skinny lines". The latter are "Lauchow-Sinkiang" and "Lauchow-Paotow" lines because along these lines there are little material supplies. In addition, things are expensive and the service people do not have any extra profit so they are called "skinny lines". The "fat lines" are Lauchow-Chengchow and Lauchow-Chengtou lines. The regions along which these lines pass are rich in both agricultural and industrial goods and things are cheap. The service employee can smuggle large quantities of goods back to Lauchow to sell. Due to the above mentioned difference in financial incentives, the employee at Lauchow Railroad Bureau must rotate on a 10 day turn. Otherwise, due to the uneven distribution of profit, the "skinny lines" will not get any willing workers on the shift. Furthermore, because smuggling is very popular in the region, the ticket selling position becomes a very popular job. The smugglers must pay a "back door" fee to get tickets. The ticket agents at Lauchow conspired with those in Tihwa so that all the passenger cars leaving Sinkiang have 25-30% empty seats to be sold at Lauchow only. Part of the freight trains also have severe smuggling problems. It follows that the freight train engineer leaves one car in the train going to Chengchow or Szuchuan marked "under repair, temporarily not containing goods". In fact, it is filled with merchandise. It is believed that each trip will earn approximately 200 Chinese dollars.

7. The Chinese Railroad Department is investigating the lack of management and unclear ownership of the freight cars in mainland China. Based on the report of the New China News Agency on May 26 from Beijing, the Chinese Railroad Department recently began an investigation on the usage of freight cars in mainland China. The results showed that poor

and confusing management and illegal use of freight cars for non-transportational purposes are serious. The relevant findings are as follows:

1. There are over 460 freight cars which have not been properly managed or their ownerships were unclear over extended periods of time.
2. There are over 60 cars being borrowed by agencies other than the Railroad Department for long periods of time.
3. There are over 240 cars being borrowed within the Railroad Department for nontransportational use over long periods of time.

8. The Chinese claimed that the railroad system accomplished the transportation plan for the first half of the year. According to the New China News Agency's report on June 29 from Beijing, the railroad system carried a total number of over 460 million person-trips and transported over 490 million tons of goods as of June 24 and accomplished 52.9% and 50.1% of the projected annual amounts, respectively.

9. The Chinese built a new Yellow River bridge for the Tsiu-Pu line. Based on the broadcast of the Shangtung Tsinan Station, the new bridge across the Yellow River near the city of Tsinan on the Tsin-Pu line has been completed and used on June 30. The branch line between Yenchen Station and Tangchia chuang Station and the connecting line between the newly built Shui ping Station and Pai Mar Shan Station also were simultaneously dedicated.

II. THE HIGHWAYS

1. Inside mainland China, the inner city highway was increased by over 1000 kilometers in 1980. According to the telegraphic report of the New China News Agency from Beijing on June 23, in 1980 the inner city highway in China increased by over 1000 kilometers. Buses and trolleys in mainland China went from 2292 units to over 32,000 units, corresponding to an increase by 13 times. The highway went from 11,127 kilometers to 29,495 kilometers which corresponds to an increase by a factor of 1.65.

2. The highway between Lianglung and Shuiyun in the Yuyao Hsien of Chekiang Province has been completed and in operation. According to the broadcast of the Chekiang Station on June 12, in Yuyao Hsieu there is another highway from Lianglung to Shuiyuan in the Szuming Mountain region. This is the fourth highway being completed since the realization of highways to all communities in the Szuming Mountain region of Yuyao Hsieu in 1979. There are 44 highways in the Szuming Mountain region with a total length of 309 kilometers.

3. In the Ningpo area of Chekiang Province there exists a total length of 2200 kilometers of highway in operation. According to the broadcast of the Ningpo station on June 9, the Ningpo area has four additional highways since May. Up until the present moment, there are 16 highways in operating condition with a total mileage of over 2200 kilometers. 89% of the communities are accessible by automobile. The four highways just completed are Lianglung (Yuyao) to Hsiaoyun, Chang Hsen (Ching Hsieu) to Chinshan, Kwanchen (Tseshih) to Donshantao, and Hsiaochoao to Sankwai. The total length is 24 kilometers. Their presence enable automobile access to Chihgen, Donshan, and Sankwai communes.

4. In Hopei Province, there are over 50,000 kilometers of passable highways. According to the report in China News on May 6, there exist over 50,000 kilometers of passable highways in Hopei Province, out of which, over 15,000 kilometers were paved with black tar surface. The transportation capability of the highway has exceeded 90% of that of land and water transportation combined.

5. In the Changdo region of Tibet, a total of 4390 kilometers of highway exists. According to the broadcast of Tibet station on May 31, a highway network centered at Changdo and using the north and south lines between Szuchuan and Tibet as well as the Sikang line as the backbone has been formed. At the present time, the entire region has a total highway mileage of over 4390 kilometers with over 1990 kilometers of major highway. The entire 13 countries with 71% of the neighborhood and 47% of the communes can be reached by highways.

In the recent decade, the entire region has constructed 159 permanent permanent bridges of various sizes and types and 58 semi-permanent bridges.

6. The Chinese completed a new Kuanfong Highway in Hupeh Province. According to a report in Highway Monthly, volume 2, 1981, the Chinese just completed a new major highway--Kuanfong Highway in the middle southern region at the end of 1980. This highway begins at Kuanhwa Hsieu in Hupeh Province and passes through Ku chen, Paokang to reach Fong Hsieu. The total length is 158 kilometers. It was designed based on third class highway standards. This highway was constructed by local governments on a fixed price basis. It took two years to finish. According to the Chinese, this construction project was one of the major targets of national construction. Its completion is very significant to the development of western Hupeh mountain region.

7. The Chinese are constructing Huker Highway in Sikang. According to a report in Highway Monthly, Volume 2, the Petroleum Department of the Chinese government is investing in the construction of a highway between Hutubee and Kerlarma along with an oil pipeline. Its length is 221 kilometers. If the road is constructed based on the specifications of a second class highway, then it will cost the Communist government 60 million Chinese dollars. Because the Transportation Department of the Chinese government does not have the capability of constructing this highway, the Petroleum Department was forced to spend 20 million Chinese dollars to construct a single lane thin surface highway to service the pipeline.

8. There are 11,942 bridges in Szuchuan. According to a report of the China News on May 9, there are 11,942 bridges in Szuchuan. The total length is 333,958 meters.

9. Young Li saw ho Bridge in Leiwoo Hsien in Shantung Province has been completed. According to the Shantung Station broadcast on June 9, the largest highway bridge in Leiwoo Hsien in Shantug, Youngli saw ho Bridge, has recently been completed.

10. The construction of the Yellow River Highway Bridge in Tsinan, Shantung, is expected to make connection to the main frame in October. According to the broadcast of the Chinese Central Broadcasting Station on June 9, the largest span slant-pull bridge in China currently under construction is expected to be connected in October of this year. The Tsinan Yellow River Bridge, since its construction began on December 15, 1978, has completed six out of the 11 pairs of chains. This is the third Yellow River highway bridge since the Ping yen and Pei cheng bridges in Shantung. The bridge is 2022.6 meters long and 19.5 meters wide. The main hole has a diameter of 220 meters which is the largest span bridge in China.

11. Three direct bus routes have been newly established between Kwangtung and Hong Kong. According to the New China News Agency telegram from Beijing on June 25, three new direct bus routes were established between Kwangtung and Hong Kong beginning operation on June 25. These three routes are Swatow-Kowloon, Hsining-Kowloon and Chanchow-Kowloon. There is a bus going each way daily. The buses cross the border at Wengendo in Shenchun city. It is operated by the Kwangtung-Hong Kong Bus Consolidated Transportation Company formed by the Kwangtung Transportation Office, Hong Kong Navigation Bureau, Hong Kong Inchijay Company. The Chinese also planned to expand the routes between Shenchun-Kowloon and Canton-Kowloon.

12. Wushun commune in Ching Hsien, Chekiang Province, has recently dug a canal and constructed a new black top road. According to the broadcast of the Chekiang Station on June 24, the Wushun commune in Ching Hsien used 100,000 Chinese dollars from its own operating profit to complete two things: The first was to dig a 100 meters long, six meters wide, three meters deep canal along Wushun Street, including the construction of a bridge. The second thing was to pave a tar covered road 500 meters long in the center of Wushun. These two projects began in early June.

13. The "lion" brand jack has been exported for over 243,000 units in the past year. According to the China News report on May 26, the "lion" brand jack manufactured by the factory managed by the

Beijing Automobile Assembly Main Factory has been exporting to the US and other countries 243,000 units. In the new year beginning in April 1981, this factory has supplied the US, Iran, West Germany, Italy and Japan with over 60,000 units.

14. A company selling buses and taxicabs to China has been formed in Nagasaki, Japan. According to the broadcast of a Japanese station on June 20, a company has been founded in Nagasaki to export buses and taxicabs to China. The city of Nagasaki established a travel service company which was requested by the Chinese to provide transportation means for traveling abroad. It also exports large size buses and taxicabs to China. Its founding has been agreed upon by the Chinese.

15. A large number of automobiles have been sealed due to the energy crisis in China. According to Hopei Broadcasting Station on June 25, as of the end of May, the province of Hopei has sealed over 1700 trucks which is 25.3% of the total number of trucks. It corresponds to 81.6% of the total number to be sealed according to the plan.

Furthermore, according to the Tsinghai Broadcasting Station on June 4, the province of Tsinghai sealed various types of automobiles totaling 4,509 units. It corresponds to 24.7% of the total number to be sealed. The Tsinghai Province decided to forbid the long range use of tractors and private automobiles.

16. The Chinese decided to store or junk several hundred thousand old automobiles. According to the China Construction Monthly, volume 6, 1981, the rebuilding of the power systems of automobiles and tractors is one of the means to conserve energy in China. In the meantime, with regard to the engine with higher energy consumption, the Chinese have decided to stop using over 100,000 old automobiles made in the 1920s and 1930s.

17. A serious slump in the sales of model 130 light automobiles. According to a report in the China Economic Monthly, volume 3, 1981,

the Chinese have 18 major assembly plants for the model 130 light automobile. In 1979, the annual productivity was 22,000 units which corresponds to 11.8% of the total units of automobiles produced in China. Before 1980, the sale of model 130 automobiles was distributed according to a plan because supply did not meet demand. After June 1980, the Chinese abandoned the automobile distribution plan. After that model 130 automobiles became hard to sell. The Chinese, in order to break through this slump and to reduce the pressure of inventory built-up, have reduced prices several times to open up the market, but the results were poor. Based on the Chinese plan for the production of model 130, the 1981 productivity is 30,000 units. In 1985, it will be increased to over 60,000 units. Based on information revealed in the 1981 automobile engine preparation meeting held in Chirhuan Tao in November 1980, the demand for model 130 is only 5760 units for the whole country in 1981. However, its productivity is 30,000 units. Based on these figures, the demand is only 19.2% of that of the supply. According to the order received at various factories at the present time, with the exception of Beijing, Chenchow, and Wuhan which are in better shape, other factories are running at 20% of production capacity.

The Chinese model 130 automobile was assembled and then developed to specialty production in the 1960's. At the present time, there are 18 major assembly plants. It became the highest productivity automobile in China. The production plants are located at Changchun, Harbin, Liaoning, Beijing, Tientsin, Tangshan, Baoding, Chengchow, Chepao, Ningpo, Nanking, Wuhan, Changsha, Canton, Foochow, Swatow and Chengtu. Among the plants, the Beijing Second Automobile Factory has the highest production volume. In 1977, it was 8750 units. The next ones are Wuhan and Chengchow automobile manufacturing plants.

The causes of the sales slump of the model 130 cars are (1) the Chinese government is promoting conservation of energy which stopped production and sealed part of the automobiles. The Chinese State Department on May 14 stopped the production of the high fuel consumption "red flag" automobiles. It also ordered the sealing of excess

automobiles. According to reports, in Hopei Province alone, 17,000 cars have been sealed with a target of 25,000 cars in total which corresponds to 31% of the cars in the province. Liaoning Province sealed over 10,000 cars. Sinkiang region sealed 20% of the trucks and Kansu Province sealed 8000 units. (2) The high volume import of foreign cars is affecting the distribution of domestic cars. According to reports over 300,000 cars have been imported over the past 30 years and the foreign exchange alone corresponds to 3.4 times that of the investment of the Chinese automobile industry. (3) Excess transportation capability exists locally. (4) Poor quality of the automobile. Once the distribution plan was abolished, it could no longer compete.

18. The Chinese planned to establish a petroleum transport center in Yuenmoo Yunnan. According to the Yunnan Broadcasting Station on June 13, Yunnan has established a modern petroleum transport center in Yuenmo Hsien to facilitate the transportation of petroleum. It will be ready for use in the near future. Upon the completion of this special route, five regions, including Yuenmoo, Yunjen, Hwapin, Yunshen and Yemte Hsiens will not have to rely on the oil supply from Kunming. Instead, it will come from Yuenmoo.

19. Shensi Province has highways of over 26,000 kilometers. According to the report of Shensi Broadcasting Station on June 29, Shensi Province has over 36,000 kilometers of highways today, out of which over 31,000 kilometers are newly constructed. There are over 22,000 kilometers which meet the national passable standards. At the present time over 86 cities and counties have realized that every commune can be reached by highway. 97.6% of the communes and 68.4% of the production units have access to highways. Across the Yellow River, Wei River, Lo River, Wuding River, Han River and Chialing River, over 3000 bridges of various sizes were constructed with a total length of over 90,000 meters. The entire province has formed a highway network centered at Sian.

20. The northwest region of Fukien has over 4000 kilometers of highway. According to a report on June 29 by the Fukien Broadcasting

Company, there are 395 highways in the northwest region of Fukien with a total length of over 4000 kilometers. The communes in this region, over 70% of the production units, have access to highways. There are over 2800 cars in this region. There are 402 passenger car units reaching destinations in and out of the province.

21. Hengchiang Highway Bridge in Nanhai Hsien, Kwangtung, has been completed. According to the report of China News on June 14, this steel reinforced concrete structured highway bridge is located at Hengchiangyu of Dentsao commune in Nanhai Hsien. It is 174 meters long and nine meters wide. Its ramp is 600 meters long and it can pass 15 ton automobiles.

22. The Dadan tao foo Bridge in Ningpo, Chekiang, has been completed. According to the broadcast of Ningpo Broadcasting Station on June 30, a bridge connecting the city and Chiang tung, the Dadan tao foo Bridge, was finished on June 30.

III. SEA TRANSPORTATION

1. In the first half of this year, the total amount of cargo handled by all seaports in China was 12,360,000 tons. According to the report of the New China News Agency on June 27 in Beijing, as of June 24, the total amount of cargo going in and out of the ports in China is 12,360,000 tons which is 50.2% of that planned for the entire year. As compared to the same period last year, the growth rate is 1.4%. In February this year, the number of foreign trade vessels in seaports along the coast waiting for unloading reached 353. In June, the average daily number decreased to 230. Basically, the serious backlog of cargo and ships was alleviated.

2. There are serious problems in backloging cargo and vessels in the seaports along the coast in China. According to the report of the New China News Agency from Beijing on June 5, the plugging of seaports which lasted over eight months has been slightly alleviated after a two-month effort to evacuate the merchandise. In May this

year, the average daily number of foreign trade vessels waiting in the harbors to unload was 276 which was a reduction of 77 from the worst month of February. Ever since September of last year, due to the rapidly increasing number of foreign trade vessels, all seaports along the coast were facing a serious situation. Backlogging of cargo and ships became more and more serious. This is the third time in the recent decade that such a serious clogging problem occurred. The number of foreign trade vessels stayed in the harbor for over a month--the over a month vessels reached 81 in March. Due to the fines involved in the delay, the economy suffered significant losses. Over a thousand army personnel stationed at the harbors were supporting the work at Tientsin, Huangpu and Lenyun harbors.

According to the New China News Agency report from Tientsin on June 16, the number of foreign trade vessels in Tientsin harbor at the end of April was 68. Since last October, there have been many vessels in the harbor which caused serious backlogging problems for cargo and ships. The maximum number of foreign trade vessels waiting outside the harbor is 86. The army stationed in Tientsin dispatched 500 people to help the loading and unloading work.

3. The Shekou industrial area pier in Shenchun is open to foreign vessels. According to a report in China News on June 9, a navigation channel 3400 meters long has been completed. The 600 meter long pier along the shore in the Shekou industrial area of Shenchun special economical region is open to foreign vessels. It can handle up to 3000 tons of passenger ships and freighters or barges. The pier began construction in August 1979 and was completed on May 7 and is currently in use.

4. The port facilities in China are out-dated and inadequate. According to a report in volume 571 of the Chunchu Magazine published in Hong Kong, some of the ports along the coast in China are out-dated and some of them are inexperienced. Furthermore, the equipment and facilities are inadequate. It is far away from modern standards. For example, the port warehouse, the loading machinery, the container cranes are very primitive.

In developed nations, as far as the loading standard is concerned, their ports can handle over 2000 tons of goods in an eight-hour period. The newly constructed Huangpu harbor, as an example, can only handle 800-1000 tons per day. Thus, the cost of shipping is increased because the daily rent of an ordinary freighter is 60-70 dollars. If the loading time cannot be decreased, then this cost index will have to be increased. This is going to adversely affect foreign trade.

5. The China Ship Rental Company has established two subsidiaries in the US and began operation. According to the Central Broadcasting Station of China on June 7, the China Ship Rental Company founded two subsidiaries in the US, the China America Shipping Company and the China India Company which began business operation in February.

6. The Chinese established two shipping agencies in Hong Kong. The Chinese recently founded "Pearl River Steamline Company" and "Yuehsing Shipping Company" as two new agencies in shipment via sea. The operating conditions of the two companies are as follows:

1. The Pearl River Company now owns several tens of 200 ton level ships operating between Hong Kong and Kwangtung exclusively for cargo transportation. It also owns three more commercial vessels going to ports in south China. The company intends to build two additional 5000 ton class vessels to go to southeast Asia.

2. The Yuehsing Shipping Company represents the ship construction, repair and fabricated cast parts for the Kwangtung Province.

7. The Chinese and the British have agreed to form an equipment factory and ship service station in Canton and Shanghai. According to a report in Weuhwei Newspaper published in Hong Kong on May 26, the China Long Range Transportation Corporation and the British McGregor group have reached an agreement to found a vessel equipment factory and two ship service stations in Shanghai and Canton. The relevant terms are in the following:

1. The vessel equipment factory is going to be located in Chiangnan Ship Construction Factory in Shanghai. The purpose is to establish

a chamber cover manufacturing plant for ships built in other plants in China for various customers. All products which meet the design specifications and proper standards will be labeled "Shanghai-McGregor".

2. The two ship service stations are going to be established in Shanghai and Canton, respectively. They will be responsible for the maintenance and service of the loading and unloading equipment, chamber cover and rolling equipment designed by McGregor.

8. Five new routine freight shipping routes have been established between Shanghai harbor and Chunchow and Wenchow. According to Shanghai Broadcasting on June 27, Shanghai harbor has newly established five routine freight shipping routes to Chunchow and Wenchow which increased the number of domestic freighter routes to 31.

9. The China Kwangtung-Hong Kong-Macao Passenger Company imported a new passenger ship. According to the broadcast of the Kwangtung Broadcasting station on June 28, the newly acquired passenger ship "Tien Hu" left Denmark last month and arrived in Hong Kong on June 28. The ship has a capacity of over 600 passengers. It is going to operate with "Hsien Hu" between Hong Kong-Canton. Thus, there is a ship going between Hong Kong and Canton in either direction on a daily basis.

10. The direct shipping of passengers and cargo between Hankow and Chungking along the Yangtsi River is officially in operation. According to the report of the New China News Agency from Wuhan on June 27, the direct cargo/passenger line between Hankow and Chungking on the Yangtsi River has resumed operation. The ship "East is Red no. 36" which can carry over 600 passengers is taking over the route.

11. A self-constructed multi-purpose investigative scientific vessel--Science I--has been completed. According to the China Central Broadcasting Station on June 25, a consolidated investigation ship, Science I, designed and constructed by the province of Shangtung with a primary objective of geophysical work has been completed. It was transferred to the Oceanographic Research Institute of the Chinese

Academy of Science for use. This ship is 104 meters long, 13.24 meters wide. It is equipped with an earthquake laboratory, satellite guidance laboratory, geomorphology and geochemistry laboratories.

12. The Fayun harbor in Rayan, Cheking, has been dredged. According to the broadcast of Wenchow Station on June 13, that harbor has a significant decrease in transportation capacity due to the sedimentation of mud and sand over long periods of time. The transportation office of the Chekiang Province dispatched an 87 man unit to clean the harbor. It began in April with digging of the Fayun harbor. They dug up over 29 cubic meters of sand near the front of the main pier of the major channel which significantly changed the face of the harbor itself. The westgate channel originally was only 4.5 meters and now 500 ton freighters can be docked in front of it.

13. A new passenger stop has been established at Zhangchia commune in Chinchiang Hsien, Kiangsi. According to the broadcast of the Kiangsi Station on June 13, the Chufong region is a remote rural area bordering Chinchiang, Fongchen and Kaoan Hsien. There are over 4000 residents but no public transportation is available. After the suggestion of local residents, a new passenger ship stop has been set up at Chufong.

14. The Chinese Navigation Control Bureau held an employee meeting to bring out seven suggestions including the widening of operation points and consolidated use of piers. According to the broadcast of the Fukien Station on May 28, in the first employee conference of the Fukien Navigation Control Bureau, the representatives of the crew members made seven suggestions, including the digging and clearing of the present harbor. They believed that if their suggestions were adopted, that the capacity of the harbors could be raised about 50%. The seven suggestions are (1) widening the operating points, (2) consolidated use of harbor facilities, (3) increasing barges, (4) increasing the number of laborers, (5) expanding the warehouse in the harbor area, (6) adopting an economic responsibility system and (7), reforming the management system.

15. The Chinese "Sheleng III" long-range vessel from Ningpo, Chekiang, made her maiden voyage to Hong Kong. According to the broadcast of the Chinese Ningpo Station on June 23, the "Sheleng III" long range vessel owned by the Commercial Shipping Company in the Ningpo area made her maiden voyage to Hong Kong on June 22.

16. The Fukien Province established three shipping points including Lunghai Hsien to have direct shipment to Hong Kong. According to the broadcast of the Chinese Central Station on June 7, since December 13 last year to May 8 this year, three shipping points have been established in the Lungsi area in Fukien Province to operate directly with Hong Kong, viz. Kunghow in Chao an Hsien, Chenkwan in Tungshan Hsien, and Stone Pier in Lunghai Hsien.

17. The Chinese-Japanese Container Transportation route is officially in operation. According to a report of the New China News Agency in Shanghai on June 2, the container shipping route from Shanghai to Kobe has begun its operation on June 2. The "Wushun" owned by the Shanghai Long Range Ocean Transportation Company with over 130 containers on board left Shanghai for Kobe harbor. This is the fifth international container route out of Shanghai. In addition, Shanghai harbor has container routes to Australia, the United States and Hong Kong.

18. The Chinese signed contracts with foreign business for export of ships for over 700,000 tons. According to the broadcast of the Chinese Central Station on June 15, China lately began exporting ships. Since May last year, the total weight of export ships reached over 700,000 tons already with contracts signed with foreign merchants. It includes several tens of vessels over 10,000 tons each.

19. China sent technical personnel to Malta to guide the construction of the pier in the harbor. According to a report of the China News on May 27, the technical support team of the Chinese Transportation Department, Fourth Navigation Bureau, stationed in Canton and dispatched to the Mediterranean Sea area, has arrived at the

Republic of Malta to assist in the construction of piers in the Malta lock harbor offering technical guidance.

20. The Chinese Kwangtung Navigation Shipping Industrial Company constructed and exported over 40 vessels last year. According to a telegraphic report of the China News on May 25 from Canton, the Yuehching, Chiangmun and New China Ship factories, which belong to the Kwangtung Navigation Shipping Industrial Company, have built over 40 vessels for export last year. This year, another batch of orders has been received. Recently, the company constructed the first 425 horsepower near shore tugboat for merchants in Hong Kong. It was inspected after trial voyages. It left Yuehching shipyard in Shechi, Chungshan, for Hong Kong on May 18.

21. The Shanghai branch of the Yangtsi River Navigation Bureau has a steamer which is capable of pushing 12 barges. According to a report in the Liberation Daily on May 26, the "Yangtsi 2121" of Shanghai branch of the Yangtsi Navigation pushed 12 barges carrying 13,500 tons of coal and iron from Wuhan to Shanghai. The efficiency has been improved by 50%. This vessel is a 2640 horsepower tugboat. This type of vessel was used to push eight 1000-ton separate barges carrying a total weight of nearly 9000 tons.

22. The Outer Sea Shipping Company in Ningpo, Chekiang, has recently constructed a cement cargo ship. According to the Ningpo Broadcasting Station on June 10, a 175 ton cement freighter has recently been built by the Outer Sea Shipping Company in Ningpo. Since its first cement freighter built in 1972, the company has completed 11 such ships.

23. Status of the Shanghai Shipyard. According to a report of the Liberation Daily on May 28, after constructing four 900 horsepower tugboats for Romania, Shanghai Shipyard began construction of four 16,000 ton multi-purpose cargo ships for the Chinese-Polish Shipping Company. Not too long ago, it signed a contract to export four 12,300 ton container ships with West German merchants. In addition,

last year it repaired 16 foreign vessels. Between January and April this year, it repaired four foreign vessels. The shipyard will reach a 70% export level based on its total capability. Next year, it is projected to reach above 95%. Furthermore, a container production factory was acquired from West Germany on the basis of compensation trailing. It will be in production in the first half of next year. It is projected that every year it can sell back 7200 containers to West Germany.

The Shanghai Shipyard formed three plants and two production lines. That is two ship repair plants and a casting plant, together with a shipbuilding and an engine building line. Its product, the "Shaoshin" built in 1978 only maintained 1960 standards. The "Lupan" currently under construction has a level of 1970 standards. The container ship in the planning stage will reach 1980 standards.

24. The key to the Kochow Dam--the Shan Chiang Shipping Gate, has been tested. According to the report of the New China News Agency from Wuhan on June 22, the Shan Chiang Gate which is the key to the Kochow Dam navigation system has been tested between June 15 to 22. The Shan Chiang channel is an artificial canal. Its total length is 6.4 kilometers. The number 2 and 3 gates of Shan Chiang can pass ships and fleets on 10,000 ton level passenger/cargo ships or small fleets under 3000 tons, respectively. This test run was carried out by concentrating 15 fleets over an eight-day period. The passenger and cargo line will resume its regular schedule beginning June 27.

25. The Hangchow branch of the Chekiang Shipping Company installed its radio communication network system. According to the Chekiang Broadcasting Station on June 11, the Hangchow branch of the Chekiang Shipping Company is installing the first radio communication network system which is the first in the province. It is located in four important areas including the dispatcher's office and the freight transportation office. 17 ships were installed with radios to completely change the image of inland river transportation.

IV. CIVIL AVIATION

1. The Shensi Civil Aviation Bureau had 120 flights in charters to foreign tourists in the first half of the year. According to the Shensi Broadcasting Station on June 17, the Shensi Civil Aviation Bureau has operated 120 charter flights for foreign tourists in addition to the regular scheduled flights.

2. China is manufacturing airplane mechanical parts for Boeing. According to a report in the Wenhwei newspaper in Hong Kong on June 3, Boeing recently signed a contract with the China Aviation Technology Import/Export Company to train 15 qualified aviation engineers over a period of two years. It is going to be held at the Technology Center of Boeing in Seattle.

Simultaneously, China Aviation Technology Import/Export Company and Sian Aircraft Manufacturing Plant signed a contract with Boeing headquarters to manufacture over 5000 mechanical parts for Boeing 737 and 747 airplanes at an estimated value of over one million US dollars. The first shipment is due at the end of this year.

3. The Canton Aviation Bureau recently purchased three new passenger jets. According to the Canton Broadcasting Station on June 7, the Canton Aviation Bureau recently bought three new jets and identified them as numbers 244, 246 and 264. They arrived at Canton White Cloud Airport from Beijing on June 7 and will be ready to perform routine service between Shanghai, Hangchow, Hong Kong, Kweilin, Chengtu, Chungking and Canton.

4. The Kiangsi Aviation Bureau decided to establish two tourist routes. According to the Kiangsi Broadcasting Station on June 5, the Kiangsi Aviation Bureau decided to operate two seasonal tourist routes between Nanchang, Jochiang and Shanghai as well as Nanchang, Jochiang and Canton starting June 5.

5. There are six advanced aviation schools under the jurisdiction of the Third Mechanical Department. According to volume 5 of "Aviation

Knowledge" in 1981, the Third Mechanical Department has three major advanced aviation schools in the country (viz. Beijing Aviation Institute, Northwest Industrial University and Nanking Aviation Institute) and three general schools (viz. Shenyang Aviation Industrial Institute, Nanchang Aviation Industrial Institute and Chengchow Aviation Industry Management School). The graduates of these schools are generally assigned to the research, design and production department in the aviation industry to perform scientific, technical, engineering or teaching positions. The following is a brief introduction of the six schools:

1. Beijing Aviation Institute: It was the first general aerospace engineering and technological university established in mainland China since the communist takeover in 1949. It is becoming an educational as well as a research and development oriented university. It now has eight departments and two basic course divisions. It has 12 academic departments and 30 specialty fields. It also has four research institutes, six special program research groups, a computer center and 45 laboratories. There are 39 professors, 166 associate professors and 1175 lecturers. In 1981, the college admitted 850 students (four-year system) and 170 graduate students.

2. Northwest Industrial University: It is a multi-disciplinary scientific technological university based on aerospace specialty. It is becoming an educational center and a scientific research center. The university presently has eight departments and a basic course program with 33 specialty areas. It has already established and is currently in progress of building 12 research institutes, a computer center and 49 research laboratories. It now has 37 full professors, 135 associate professors and 855 lecturers. In 1981, it admitted 780 undergraduate students and 130 graduate students.

3. Nanking Aviation Institute: It is an aerospace engineering and scientific technological university. It is in the process of being built as an educational as well as research oriented university. The school at the present moment has six departments and a basic course program and 17 special programs. In addition, it has five research institutes and over 40 research laboratories. It has 19 full professors, 36 associate professors and 675 lecturers. In 1981, the school admitted 600 undergraduate students and 100 graduate students.

4. Shenyang Aviation Industrial Institute: It is a school to train high level aerospace engineers. It has three departments, six special programs and 25 laboratories. Its strength is in the basic cold work fabrication area. It has a faculty of 1500 people and over 1200 students. In 1981, it admitted 300 students.

5. Nanchang Industrial Institute: It is a school to train high level aerospace engineers. It has seven special programs and 30 laboratories. The school is unique in the area of hot work fabrication technologies. It has a faculty of 1500 people. There are 1200 students. In 1981, it admitted 150 students.

6. Chengchow Aviation Industrial Management Institute: It is a school to train aviation industrial engineering technical personnel. It has a three-year program. There are four departments and four special programs. It has over 1000 faculty members and 1000 students. In 1981, it admitted 200 students. In addition, in order to respond to the needs in the development of civil aviation, the Chinese founded the China Civil Aviation Flight School. The school is located in Kwanhan Hsien in Szuchuan. Upon the approval of the Chinese State Department, the school joined the local colleges in 1981 and participated in the national unified advanced school admission examination. This year it recruited students in Chengtu and Nanking. The school is training crew members and surface controllers. At the present time, the school has established pilot, navigation in flight, communication in flight and air control programs. They are all three-year systems.

China recently built two airplane repair hangars in Akasu Airport in Sinkiang. In early April construction work began on the building of two new airplane repair hangars at Akasu Airport in Sinkiang. The projected completion date is sometime in August. Upon completion, it will be capable of repairing An II aircraft and helicopters.

The Chinese and Japanese reached partial agreement in aviation. According to the report of a Japanese station on June 27, the actual business negotiation of the China-Japan Aviation Treaty was conducted on June 24 for three days in Beijing. Both sides agreed to increase scheduled flights between the two countries. As for the

rights to fly to a third country or other farther destination, agreement was not reached.

In the area of increasing flights, both sides agreed to increase two flights in addition to the present Japan Airlines schedule to reach a total number of 10. China Airlines will be increased by five to become 15. The number of seats were increased by 2400 each.

V. POSTAL AND TELECOMMUNICATION AREAS

1. The Chinese Postal and Telecommunication Department issued new stamps. According to the report in China News on May 2, the China Postal and Telecommunication Department is going to issue a new set of stamps on livestock--specifically on special cattle--on May 5. There will be six in the set and the pictures will show: Taishan yellow cattle four cents, Pinghu water buffalo eight cents, How cattle eight cents, Chinese black and white dairy cattle 8 cents, pasture red cattle 10 cents and Simontar hybrid cattle 55 cents.

2. China held an exhibit on postal history and stamps in Tientsin. According to the report of the Chinese New China News Agency on June 22 from Tientsin, the recently held "Chinese Postal History and Stamp Exhibit" showed the actual evidence, pictures and documents (including duplicates) of Chinese postal history in excess of 130 pieces. It also showed over 3000 postage stamps and over 30 actual envelopes.

3. The first optical fiber communication system passed characteristic evaluation. According to the broadcast of China Central Station on June 10, the first experimental optical fiber cable communication system has been tested over 100 days. It was certified on June 8. This communication system is 3.3 kilometers long with a capacity of 120 routes. At the present time it carries the load of 30% of the telephone business between the 86th and 89th branches in Beijing.

4. In Honan Province, 64 voice carrying cables were obtained between January and May, 1981. According to the broadcast of the Honan

Station on June 8, the Honan Postal and Telecommunication Department was actively involved in the digging, rebuilding and adjusting of existing networks to enable the telecommunication capability in the province to increase by an additional 64 voice transmitting lines and 5200 indoor telephone lines. The user of the development program involved 694 units. Furthermore:

1. After improvement made in technology, between Sinsiang and Kaifeng, 24 semi-automatic dialing telephone lines were established.

2. Using microwave electronics, 50 long distance automatic dialing telephone lines were used to test the communication between Chengchow and cities such as Beijing, Shanghai, Shechia chung, Taiyuan, Hangchow.

NOTE: In the Provincial Postal and Telecommunicational Workshop held in November 1980, a decision was made to increase the long distance lines by 500 and automatic telephone by 33,000 units by the end of 1982.

5. The production status in the China 519 postal and telecommunication factory. The Shanghai Postal and Telecommunication Equipment Factory (i.e., 519 factory) of the China Postal and Communication Industrial Corporation was founded in 1949. It was transferred from the East China Postal and Telecommunication Equipment Factory. The current address is 700 Yeeshan Road, Shanghai. It has 2400 employees with over 400 technical personnel. It has two plants, 11 garages and four research laboratories. It occupies 120,000 square meters with a plant area of 70,000 square meters.

The factory can produce long and shortwave code transmission equipment, PCM digital transmission equipment, optical fiber telecommunication equipment, transmission testing equipment, telecommunication and computer terminal equipment. Every year it is capable of producing 4000 telecommunication terminal equipment units, 5000 voice line systems, 2500 units of instrument monitors, and five million various types of parts. Presently, it is expanding its equipment. Upon completion, it will be capable of raising the number of PCM digital transmission equipment units by 2000 to 4000 units, terminal input/output equipment by 10,000 units and various parts by 20,000 units. Long distance

trunk line equipment and the terminal equipment produced by this factory occupy the market in mainland China by 70% and 90%, respectively. It also exports to the third world.

The major products of the factory include SL-374 transistor 60 line terminal equipment, SL-380 transistor 60 line symmetric cable terminal equipment, model QZ-003 telecommunication generator, BD-477 electronic transmitter, PCM digital communication equipment, iron-oxide magnetic core, 60 line telephone equipment.

6. The Tsinan long distance communication switch-building has been completed and is in use. According to the report of the New China News Agency in Tsinan on June 28, the Tsinan long distance communication switching building is a component of the 1800 line co-axial cable communication engineering project. The Tsinan long distance communication switching building has a total space of over 19,000 square meters. On its 52 meter high tower, are two umbrella shaped microwave carrier antennas. The over 500 telecommunication units installed in the main building were all designed and built internally.

7. The largest black and white television tube production line has been constructed at Shanghai Bulb Factory and production has begun. According to the New China News Agency on June 26 from Shanghai, this production line was brought in from Japan by Panasonic. Its design capability is to produce 1,600,000 black and white television tubes per year. This production occupies 6600 square meters out of which two-fifths are converted from original plants.

8. The Shensi color tube plant has already reached a test operation stage. According to the report of New China News Agency on June 27 from Sian, this factory was under construction since April 1979. By the end of May this year, the production area is 90% complete based on the total area of construction. The equipment in the glass plant, shading plant and fluorescent powder plant, and main assembly plant has mostly been installed and test runs were underway. The fluorescent powder plant is already in test production. The gas station was tested on June 10. This factory mainly produces 14-inch and 22-inch

color tubes. Its designed annual production level is 960,000 units. It will supply color television plants in the Shanghai, Beijing and Shensi areas.

9. In the last two years communication materials were stolen in Tsinghai on a serious level. According to the broadcast of the Tsinghai station on June 18, based on the estimate made by Tsinghai Postal and Telecommunication Control Bureau in 1979 and 1980 4161 tons of communication material was stolen in the province of Tsinghai. Communication wiring was stolen by over 4500 meters. The total loss was 1702 thousand dollars. The rural broadcasting networks suffer even higher losses due to theft. In addition, other incidents involving sabotage also occurred frequently.

10. The China-Japan joint venture Fukien Hitachi Television Company Limited began production. According to the New China New Agency on June 9 from Fukien, this factory officially began operation on June 8 in Fuchow. A ceremony was also held. Presently, two production lines on color and black and white televisions are in place. Based on the plan, it will produce 90,000 units of 12-inch black and white television sets and 20,000 units each of 14-inch and 20-inch color sets. In 1983, it will reach its final capability of manufacturing 385,000 television sets. In the meantime, a Hitachi product show also opened on June 8 in Fuchow. It ends on June 21.

11. The Chinese built a color television production line capable of manufacturing 500 sets per day. According to China News report on June 7, Beijing Television Factory recently brought in foreign technology to build a color television production line. It manufactures 14-inch and 20-inch color television sets at 500 per day. Based on the design requirements, the annual production capability is 1500 thousand units. Test production has begun since April this year.

12. The first fast electronic pulse push button telephone in China has been developed in Amoy. According to a report in China News on June 5, the telephone was developed by the Amoy Third Research Institute of the National Oceanography Bureau and the Second Semi-conductor

factory of the Postal and Telecommunication Department. This type of telephone is being tested in Shanghai and Beijing.

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