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MINING & SHIPPING
SEPT., OCT. 1943

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AG/1021 — Shipping Sub Comm. when formed. (Cancelled under JCS)

FROM: Mining Branch, Region VI

TO: C.G., M.G.S., A.F.H.Q., A.P.O. 512 (Through Commander Region G)

SUBJECT: Proposed Military coal service.

REFERENCE: Reg VI/11/HQ.

Date: 23 Sept., 1943

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1. MISSION.

The mission of the proposed Coal Service will be to:- 3365

(a) Formulate plans and policies covering all phase of the mining, preparation, distribution and importation of coal in Italy and the Mediterranean Islands.

(b) Actively prosecute the execution of said plans in order that:-

(1) The Maximum tonnage of coal be produced locally.

(2) The distribution be effected on an efficient basis, assuring the delivery of the proper type and size of coal to each consuming plant.

(3) The importation of coal from overseas be reduced to the minimum amount required for essential military and civilian needs.

(4) Liaison with War Shipping Administration in respect to the forward tonnages of coal to be transported both locally in the Mediterranean and from overseas.

(d) Prepare requisitions for imported coal in accordance with the requirements of the essential civilian users of coal, and submit same to the G.M. of Allied Force H.Q. for processing and filling. (Military coal requirements are prepared by the several using military agencies)

(e) Inform the Director General, Military Railway Service of the Transportation Corps of the tonnage of future deliveries of railway locomotive fuel from Italian mines.

(f) Prepare and/or review all requisitions for materials and supplies for Italian mines, coal preparation plants and coal loading and unloading facilities.

(g) Prepare current production figures and forward estimates of production and imports to be sent to all interested agencies.

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2. BASIS.

The coal problems of an occupied industrialized country such as Italy should be handled by a single military agency just as all the transportation problems are delegated to the Military Railway Service. The different phases of coal supply are part of an integrated whole and can best be orderly managed within a single agency. The analogy of the proposed Military Coal Service with the Military Rail Service is almost perfect in so far as the latter incorporates all

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(b) Actively prosecute the execution of said plans in order that:-
  (1) The maximum tonnage of coal be produced locally.
  (2) The distribution be effected on an efficient basis, assuring the delivery of the proper type and size of coal to each consuming plant.
  (3) The importation of coal from overseas be reduced to the minimum amount required for essential military and civilian needs.

(6) Liaison with War Shipping Administration in respect to the forward tonnages of coal to be transported both locally in the Mediterranean and from overseas.

(d) Prepare requisitions for imported coal in accordance with the requirements of the essential civilian users of coal, and submit same to the Q.M. of Allied Force H.Q. for processing and filling. (Military coal requirements are prepared by the several using military agencies)

(e) Inform the Director General, Military Railway Service of the Transportation Corps of the tonnage of future deliveries of railway locomotive fuel from Italian mines.

(f) Prepare and/or review all requisitions for materials and supplies for Italian mines, coal preparation plants and coal loading and unloading facilities.

(g) Prepare current production figures and forward estimates of production and imports to be sent to all interested agencies.

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2. BASIS.

The coal problems of an occupied industrialized country such as Italy should be handled by a single military agency just as all the transportation problems are delegated to the Military Railway Service. The different phases of coal supply are part of an integrated whole and can best be orderly managed within a single agency. The analogy of the proposed Military Coal Service with the Military Rail Service is almost perfect in so far as the latter incorporates all the phases of transportation (traffic, operations, maintenance of way, mechanical department, engineering department etc.,) in a manner like that of a well ordered railway and the former should cover all phases of a completely integrated coal company, namely, mining. preparation, distribution, combustion engineering service, distributing both coal mined by itself and purchased from other sources.

Contd. sheet 2.

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Italy has for many years been the world's third largest importer of coal, its current annual requirements being of the order of 12,000,000 tons(approximately 80% of the tonnage of imports of all civilian requirements are coal). In recent years the mining of solid fuel in Italy (bituminous coal, brown coal and/or lignite) has greatly increased. The available data on the minimum requirements of Italy on a wartime basis are conflicting, but the following table attempts to set out the approximate minimum and maximum orders of magnitude.

	Long tons. Minimum	Maximum
Local Solid fuel production		
Sardinian sub-bituminous coal	1,800,000	2,400,000
Istrian bituminous coal.	900,000	1,500,000
Brown coal and/or lignite.	3,000,000	5,000,000
Sub total:	5,700,000	8,900,000
Imported coal.		
Bunker, gas and steam coal (Wartime basis)	4,000,000	7,000,000
TOTAL, ALL SOLID FUELS:	9,700,000	15,900,000

It is suggested that the mining, distribution and transportation of the above tonnage are of such a size that by efficient and orderly management of all phases of Italian coal industry, large savings in overseas shipments can be effected, and that, as a corollary to the above, if the various parts of this integrated whole be split into several un-coordinated parts there will be more confusion, duplication of effort, improper allocation of fuel and less efficient utilization of the resources and shipping available to our armed forces.

3. ORGANIZATION.

The suggested organisation is based on that of a well-ordered coal company to wit:-

CHIEF, COAL SERVICE.
Executive.

Mining.	Preparation.	Combustion Engineering	Supply of materials and spare parts.	Engineering.	Distribution
(1) Direct supervision over the actual mining procedure.	(1) Preparing the coal of proper specifications in accordance with directions of Combustion Engineer.	(1) Ascertaining most economical fuel for each important user of coal. (2) Liaison with preparation Dept. and with distribution.		(1) Mining (2) Electrical (3) Mechanical	(1) Liaison with transportation and N.S.A. (2) Preparation of requisitions for coal. (3) Liaison with [illegible].

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Imported coal.		
Bunker, gas and steam coal (Wartime basis)	4,000,000	7,000,000
TOTAL, ALL SOLID FUELS:	9,700,000	15,900,000

It is suggested that the mining, distribution and transportation of the above tonnage are of such a size that by efficient and orderly management of all phases of Italian coal industry, large savings in overseas shipments can be effected, and that, as a corollary to the above, if the various parts of this integrated whole be split into several un-coordinated parts there will be more confusion, duplication of effort, improper allocation of fuel and less efficient utilization of the resources and shipping available to our armed forces.

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While no detailed T/O can be prepared until more detailed facts are known about the Italian coal industry as a whole, tentative numbers of officers and enlisted men is set out herein below:-

(Cont'd)

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	Officers	E.M.
Chief, Coal Service and Executive	2	3
Mining Department	4	6
Preparation Department	2	2
Supply Department	4	6
Engineering Department	4	10
Distribution.	6	12
TOTAL:	22	39

4. It is recommended that:-

(a) The above plan be considered.
(b) That an organization to carry out the above functions be established prior to the time that the industrial area of Northern Italy comes under the control of the Allied Forces.

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ROBERT. P. KOENIG
Lt. Col., C.E.
Economics Division
Mining Branch, Region VI

RPK/jlc

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SECRET

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EXTRACT

7 October 43

Notes on meeting held in C.A.O.'s room 1130 hrs 7 Oct 43 to discuss the Co-ordination of Military and Civil Rail and Sea Traffec in ITALY.

Present:	Lt. Gen. H.N. GALE	-	C.A.O.
	Commodore DICK	-	R.N.
	Brig. Gen HOLMES	-	Mil Gov Sec.
	Brig. de RHE PHILIPE	-	G-4 (M & Tn).
	Brig. GUETERBOCK	-	AMGOT.
	Col. KIRKWOOD	-	AMGOT.
	Col MAXWELL	-	M l Gov Sec.
	Col FITCH	-	AMGOT
	Lt. Col. HODNETT	-	A/Q (Co-ord).

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SEA TRAFFIC.

4. Commodore DICK said that the shipping position could not be treated on the same basis as the ITALIAN railways. The essential difference was that shipping was organized on an international pool basis. There had been proposals to set up ITALIAN shipping as a separate pool but in his view this was not practicable. He thought it best to plan on the basis that N.A.S.B.O. would become the MEDITERRANEAN Board with a section operating in ITALY. Brig.Gen HOLMES said that he would propose to put reps of the Armistice Commission on N.A.S.B.O. or such other MEDITERRANEAN Board as might be formed. C.A.O. agreed with this proposal: it would be necessary to make immediate representations to ensure that ITALIAN shipping was brought into the international pool. Commodore DICK said that the N.A.S.B.O. meeting that day would probably produce a recommendation on this point.

ACTION: After receipt of N.A.S.B.O. recommendation draft cable to be agreed for CINC to send to C.C.O.S. rptd LONDON, Brig.Gen HOLMES to initiate draft cable.

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Col. MERRWOOD	-	AMGOT.
Col MAXWELL	-	M 1 Gov Sec.
Col FITCH	-	AMGOT
Lt. Col. HODNETT	-	A/Q (Co-ord).

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G.A. HODNETT
Lieut-Colonel
A/Q (Co-ord).

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