

Declassified E.O. 12356 Section 3.3/NND No.

785017

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10000/109/174
(VOL. II)

Declassified E.O. 12356 Section 3.3/NND No.

785017

0000/109/174
(VOL. II)

ADMINISTRATION, NW ITALY
JAN. 1944 - JAN. 1945

11 Jan 45. S.O.S.

196

Planning Committee for North West Italy

Reference attached draft memorandum which I agreed with Col. MANN, I suggest that you have a talk to Col. MANN before you make a decision.

I would recommend that this Committee be valuable and should be formed. If you decide to do this, it will mean discussing with Col. MARSHALL who can be reached on the telephone, as he must be brought into this as soon as possible. I think it would also be as well to write a letter to the Commander, No. 2 District, asking him to release Col. JORDAN. I understand from Establishment Section that Col. JORDAN's services are not really required there.

W. Rupp

St. Col.
C.O.O.

197

1. I like your approach - I will suggest on:

a 2 amendments at COS meeting tomorrow

2. Ask Est. to arrange with No. 2 Dist. to release

Col. Jordan. Possible temporary replacement in

CA Belver.

3. We will decide on other more tomorrow.

W. Rupp

198

200

Col. 199 received at 1700 hrs on evening. All staff Commission in. Then he wanted one large Report. I think this will be too much for our Re. to control in the initial stage, unless

197

197

1. 9 like your approach - I will suggest one or 2 amendments at COS meeting tomorrow
2. Ash Est. to arrange with N-2 dir) to release CA Jordan. Possible temporary replacement in CA Belver.
3. We will decide in the morning tomorrow.

178/10/10

1319

200

Col 199 received at 1400 hrs. he is writing the sub communication to Gen. he want one large Region - I think this will be too much for one Reg. to control in the initial stage, unless communication are better than we expect. It might be possible to Antiquate the base after a while. For this purpose, at COS meeting tomorrow.

201

Col. But when is my memorandum? Surely it belongs to the file. We will discuss at the morning's meeting

178/10/10

Discussed at COS meeting 12 Jan 1971

189A

Pol Sec: 188

minutes of a meeting on 23 Dec are sent to you for information. Please return file quickly.

E. Horder
Office of CTS
Capt
W. Hopewell
V.P. Pres.
Jan 3

189B

DCOS Total Sec

minutes of a meeting on 23 Dec are sent to you for information & return.

4 Jan 45

189C

Chief of Staff:

DCOS, Establishment Section, 1215

Recd.

1 Dec

W. Horder

V.P. Pr. Sec.

Jan 3

189 B

DCS Total Sec

minutes of a meeting on 23 Dec are sent to for
for information & return.

W. Horder.
Officer of Col.

189 C

Chief of Staff:

DCOS, Establishment Section, Das

Secur.

Ad. Sec.

23 Jan

W. Horder.

Chief of Staff

1. Italy - Control of Headquarters, Allied Operations

1. vital point in the planned Cori. Italy which is far from not been seriously raised at conference in this subject seems to be to be the site of the headquarters from which Headquarters, Allied Operations shall retain control of this area.

2. The situation, as I see it developing, will be affected by the following factors:-

- (a) The situation of Italy is nearly stable that of Government from Rome. Roads in the early stages are sure to be difficult and there are the possibility of a road. If travel will be limited by weather if the occupation is before September. Road transport, as we know, is not easy. Allied American cars are deteriorating, especially for long distance journeys.
- (b) Plans taken for letters by road will similarly be hampered. Simplified communications cannot be carried out by telephone, even if the lines are in existence. Signal lines will probably be the best method.
- (c) Civil Affairs Section in 15 Army Group will be in no position as yet. Italy is not in their area. There will be a small Liaison Section with 15. 2 district, but this will not be sufficiently high powered to act as a forward Headquarters.
- (d) The most difficult problems are certainly to be encountered in this part of Italy. Here it is that we shall meet the real problems of law, order, food distribution, medical support, petrol etc, and the demanding political problem of the Committee of National Liberation.
3. Will it be possible for the Regional Commissioners to manage these matters in their own without reference to Headquarters? The choice, as I see it, lies between dividing the Headquarters up into two, as was done before with very unsatisfactory results, when the main Headquarters was at Naples and the Rear Headquarters at Salerno. The distance there between the two Headquarters was small, but everyone knows the hardship it imposed. To a certain extent the same situation arose when the Italian Government moved to Rome in June and the move of the main Headquarters was delayed for a month. The extra distance here made the position that much more difficult. How much more difficult will it not be, therefore, to have a small Headquarters, say, in Rome, to deal with the Italian Government, and the main Headquarters up at Milan, a distance of 100 miles away.

4. The alternative to the split of the Headquarters is to maintain the full

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- (b) The same for letters by road will naturally be increased. Directly communication cannot be carried out by telephone, even if the line is in existence. Signed messages will probably be the best method.
- (c) Civil Affairs Section in 15 Army Group will be 1 to maintain, as it is, Italy in its area. There will be a small Italian Section with 1, 2 districts, but this will not be sufficiently high powered to act as a forward headquarters.
- (d) The most difficult problems are certainly to be encountered in this part of Italy. Here it is that we shall meet the real problems of labor, food distribution, unemployment, petrol, and the dominating political problem of the existence of National Liberation.
- Will it be possible for the Regional Commanders to manage these matters on their own without reference to headquarters? The chances are I see it, then between dividing the headquarters up into two, as was done before with very satisfactory results, when the Main Headquarters was at Naples and the Rear Headquarters at Salerno. The distance there between the two headquarters was small, but everyone knows the headlog it imposed. In a certain extent the same situation arose when the Italian Government moved to Rome in June and the move of the Main Headquarters was delayed for a month. The extra distance here made the position that much more difficult. Now such sure division will it not be, therefore, to have a small Headquarters, say, in Rome, to deal with the Italian Government, and the Main Headquarters up at Milan, a distance of 400 miles away.
- 1317
4. The alternative to the split of the Headquarters is to maintain the full Headquarters here in Rome, and delegate much more power to the Regional Commissioners in the north. This appears to be the policy of the military authorities. I have not heard of any other Military Headquarters for this area than the 2 District. Even if they were to move to Rome they will be no nearer to them than Allied Commissions are to their Regional Commissions. They appear to be willing to delegate the responsibility to the Commander of the 2 District, but it is not quite a fair assumption from this that Allied Commissions should do the same to Regions, because the civil problems in this area are far bigger than the military ones.
5. Nevertheless, under the circumstances set out in paragraph 2 above, it is my opinion that one should attempt to control the situation by making delegation to the Regional Commissioners on the spot, coupled with the best communications which can be made available, as far as enable quick and frequent visits to be made from Headquarters, rather than by a split of Headquarters with the consequent dissipation and disruption which ensues.

I agree entirely with Col. Shipp's. No Gipp.
 August 1945 - The H.Q. showed that it was
 but all necessary powers to make the
 organization work should be delegated to R.C.S.S.
 Editor

HEADQUARTERS
ALLIED COMMISSION
PUBLIC RELATIONS BRANCH
Information Division
AFO 394

23 December 1944

MEMORANDUM TO COL. SHIFF

Distance Rome to Florence :

Milage on Route 2 = 242 miles

Milage as the Crow flies = 145 miles

Distance from Rome to Milano :

Milage on Route 2 to Florence thence Route 59
to Bologna thence Route 9 to Milano = 385 miles

Milage Route 1 Rome to Milano = 460 miles

Milage as the Crow flies = 332 miles

George W. Cashman
George W. CASHMAN
1st Lt. Inf.

P. R. O.
Information Division

138 Letter to the President Re the 1966
Oct to see 1965 - CSO has seen for 24/2

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1311

CA Sec
Leon Sec

122.
6 Dec 68

Leon Sec

1. The Staff study on R.W. Italy, forwarded under cover of a letter from ADHQ (20410 116) is circulated for your study prior to a meeting which will be held to discuss its implications on Friday, 6th December, at 1500 hrs.

2. Please pass in the above order, last named to return to this office by 1600 hrs, 7 December.

6 Dec 68.

John Shipper

C.S.N.
to C.O.S.

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No. 785017

Rev Skipp Ltr

*U.S.O.
to J.O.S.*

4312

6 Dec 1964

118

CAS Do s & folio 114 and attachments.
Has action been taken as at folio 117
paragraph 2?

sent 1/12

119

Exo Let Econ Sec
CAS

RC & N Region have copies & are all
because on Friday Dec 8

MD/Jan

4311

Declassified E.O. 12356 Section 3.3/NND No. 785017

SECRET

202

Confidential

Ref: 67873

13 January 1945.

Ref: 503/202/108

SUBJECT: Coordinating Planning Committee for N.W. ITALY.

TO : Regional Commissioners,
Piemonte Region.
Liguria Region.

1. On the lines of discussion between Col. PLASKY and the Office of the Chief of Staff you will set up a small Committee to coordinate planning for N.W. ITALY. Col. RUSSELL and Col. PLASKY are appointed the Joint Chairmen for this Committee, and are instructed to work out the terms of reference and procedure for the Committee.
 2. It is suggested that the members on the Committee should be a representative from each of the following Sections:
 - Civil Affairs Section
 - Economic Section
 - Political Section
- Arrangements should be made to obtain the attendance of members from Sub-Commissions of the Sections of this HQ when required, and you may of course order any officers from your own Regions to attend these meetings when convenient.
3. You will arrange that the views of Lombardia Region are adequately represented in addition to those of Piemonte and Liguria Regions. It is suggested that the Committee should sit in HQ AG, (probably) not oftener than once a week.
 4. HQ of your Region will remain as before at CHEROGLIO. You should arrange to stay in HQ yourself, and you should hand over control of your Region during your absence to your Executive Officer.

(Sgd) M. S. Lusk

Brigadier,
Chief of Staff.

Copy to: R.O. Lombardia Region.
Economic Section
Establishment Section
Political Section
Civil Affairs Section

(Sgd) M. S. Lusk

TOP SECRET

HEADQUARTERS ALLIED COMMISSION
APC 394
ECONOMIC SECTION

HC/LB/es

100/EB

11 January 1945

SUBJECT: Organization for Northwest Italy

TO : Chief of Staff

1. This memorandum refers to the recent discussions of the organization to be adopted in Northwest Italy, and includes the views and opinions of the entire Economic Section.

2. The organization for Northwest Italy was discussed at some length at the Economic Section meeting on 29 December 1944, and the talk generally favored the proposition that the Compartimenti of LIGURIA, PIEMONTE and LOMBARDIA should be created as one AC region rather than three separate regions. Because of the importance of this matter, we asked for written comments from the Sub-Commissions.

3. It is the unanimous opinion of the Economic Sub-Commissions that some strong AC authority be established in MILAN. Two of the Sub-Commissions talk in terms of an Advance HQ, while the remaining Directors describe it as a Region or a Super-Region. In form, however, all of the suggestions amount to having a strong regional HQ in MILAN staffed by top-flight people. Some of the comments of the Sub-Commissions may be of interest in this connection:

a. Transportation Sub-Commission is already organizing one complete transportation team to handle all transportation in LOMBARDIA, PIEMONTE and LIGURIA regions in the initial period following liberation. The Director of this Sub-Commission even says that if it is decided to have three regions in that area he would seek permission to operate from a single HQ independent of the regional boundaries, especially during the initial stages.

b. The Industry Sub-Commission believes that many minor decisions on industrial problems could be made at MILAN without reference to HQ; and that it will be important in the field of industrial coordination, to have an HQ which can give reasonably high-level decisions on questions of requisitioning and operation of productive facilities.

c. The Food Sub-Commission believes that uniformity of policy can best be assured by having the Director or Deputy Director of the Food Sub-Commission stationed in the North, in a position to make decisions on all of the major questions.

d. The Finance Sub-Commission strongly believes that consolidation of the three Regions into one would make for greater flexibility and more efficient use of the Officer strength available. Procedure with regard to banks and financial institutions, relief to United Nations

TOP SECRET

see Minutes 200 9201

TOP SECRET

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* nationals, budget procedure, etc. has now been standardized to such an extent that the work of the Regional Finance Officer has been considerably reduced; so also the centralization of the Finance Accounting and the transfer to various Italian organizations of Supply Accounting has very considerably simplified the work of the Regional Accountant and the Regional Supply Accountant. The volume of work at Regional HQ should therefore be considerably reduced and one well-staffed Regional HQ should be capable of handling the problems of the 20 provinces in the area.

e. The Public Works and Utilities Sub-Commission is already planning to have its Deputy Director operate from MILAN.

4. In such a Regional HQ covering the whole of the Northwest area, it is suggested the Economic Section would undertake to appoint a high-ranking officer to coordinate the work of the Economic Section Sub-Commissions in the area, and to act as general economic advisor to the Regional Commissioner. It is recommended that if a Regional HQ is set up for the Northwest area it be organized in the same way as HQ AC is organized -- that is, divided into four sections with the Sub-Commission representatives operating under the sections.

3. Below the Regional level (assuming the "Regional level" to be at MILAN for the whole area) it is thought there should be some differences in the organizational set-up to perform the various economic functions of AC. Roughly speaking, the work of the Commerce, Food, and Public Works and Utilities Sub-Commissions could be carried out with a zonal organization; and some of the other Sub-Commissions, such as Agriculture and Industry would probably want to have a few local or moving representatives. In the case of transportation (in the initial stages) and Finance, it is probable that their functions would require a high degree of centralization for the area as a whole. It is therefore suggested that there be established zones within the Northwest region, but that no attempt be made to staff these zones with a full complement of officers representing all specialties. The Regional Commissioner, in consultation with the various Sub-Commission representatives would have to determine the specific functions for which he would be required to interpose a zone HQ between the Region at MILAN and the Provincial Commissioner in the 20 Provinces.

L. D. Hermon

L. D. HERMON
Colonel, F A

Acting Deputy Chief of Staff
Economic Section

cc: Civil Affairs Section
Establishment Section
Political Section
W/S File

1307

TOP SECRET

~~SECRET~~

SECRET

Confidential

Ref: 503/ /003

January 1944.

SUBJECT: Committee to coordinate Planning in M.H. Italy.

TO : Chief of Staff.

1. You spoke to Col. Peasey and suggested that some sort of Committee should be formed at this Headquarters with a Chairman from one of the Northern Regions. The object of the Committee would be to ensure that planning at this Headquarters of the various Sections was coordinated and in line with what the Regions wanted in their respective areas.

2. I have talked to Col. Peasey and he thinks that a small Committee would be definitely advantageous. The Chairman could be either a single Chairman or a joint Chairman. He thinks that Col. Marshall would be prepared to come down and he himself is willing to do this. The other members we suggest should be a representative from the following Sections:

Economic,

Civil Affairs,

possibly from Political Section when required.

The Committee would meet once or twice a week.

3. The moves involved would be Col. Marshall to Rome - Col. White could act in his absence - Col. Peasey to Rome. This would mean Col. Jordan being released from No. 2 District to act in the absence of

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was coordinated and in line with what the Regions wanted in their respective areas.

2. I have talked to Col. Peasey and he thinks that a small Committee would be definitely advantageous. The Chairman could be either a single Chairman or a joint Chairman. He thinks that Col. Marshall would be prepared to come down and he himself is willing to do this. The other members we suggest should be a representative from the following Sections:

Economic,
Civil Affairs,

possibly from Political Section when required.

The Committee would meet once or twice a week.

3. The moves involved would be Col. Marshall to Rome - Col. White could act in his absence - Col. Peasey to Rome. This would mean Col. Jordan being released from No. 2 District to act in the absence of Col. Peasey. Possibly one or two specialist officers from Regions might be required from time to time in Rome and could be called in when required.

W. G. Shipp

Chief Staff Officer,
To the Chief of Staff.

see Minutes 1968/197

Declassified E.O. 12356 Section 3.3/NND No. 785017

TOP SECRET.

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Ref: 503/-/000.

2 Jan 1944.

Confidential

SUBJECT: Planning - NORTHERN ITALY.

TO: ; Chief Commissioner.

1. The question of co-ordinating the work of the Northern Regions and particularly the North Western Regions has been under consideration by your Vice-Presidents recently. The length of communications both by land and air as well as telegraphic will make the difficulties of co-ordination and contact with the Northern Regions from Headquarters in Rome very great.

2. I will first consider the problem of North West Italy.

3. Here it seems to me we shall have three, if not four, focal centres.

4. The political focus will be at MILAN, the base of the CLRAI which proposes to have authority over all CLRAI's in Northern ITALY; the economic focus at the Port of GENOA into which all supplies eventually will come and from which they will be distributed to the whole area; the Allied military centre will be at the Headquarters of No. 2 District at ALESSANDRIA. It will probably be necessary to have a political adviser at MILAN to keep in close contact with the CLRAI which is proposed to be the Central Committee for that area and to watch political developments from that political centre; it will probably also be necessary to have a projection of the Economic Section in GENOA to co-ordinate the collection and distribution of supplies; and equally, as we have already agreed, you will have to have a representative at the Headquarters of No. 2 District to advise the District Commander with respect to Civil Affairs generally, and to effect liaison with his staff. Whatever other organisation is set up (if any) to co-ordinate the work of these Regions, these projections of the Commission appear to me inevitable.

5. It has been suggested that there should be set up an advanced Headquarters of the Commission with authority to take policy decisions and with power to co-ordinate the whole of the work of the three Regions. I do not recommend this. It would inevitably slip into an independent authority and there would be perpetual doubt and friction as to what matters could be settled locally and what matters had to be referred to Rome. Since, for administrative and political reasons alone, the closest touch will have to be maintained with the Italian Government in the conduct of our affairs in North-West Italy, it seems to me that the co-ordination at a high level must be done in Rome. We should certainly make plans for a skeleton staff to accommodate yourself and Vice-Presidents on what must be frequent visits to the area, but we should not, in my opinion, set up a regular advanced Headquarters.

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6. Another recommendation is to amalgamate the three regions into one large region. This would, indeed, effect co-ordination for all the provincial Commissioners would look to one Regional Commissioner. The Economic Section in particular would favour this alternative, for from the point of view of supplies, repairs and maintenance of railways, roads, electric power and labour, they regard the area as one entity. But from the local government point of view I do not believe this would be desirable. We must have an over-all organization in the economic sphere. But I do not believe that it would be feasible or practicable to govern that area from one regional headquarters, with 20 provinces dependent from it. The nature of military government which we must set up demands more decentralization in the initial stages than this could provide. I believe that good government is going to be vitally important from the outset and will need closer contact and shorter lines of communication between Regional Headquarters and Provincial Headquarters than would be feasible in such a scheme. Decisions on matters of great importance will have to be taken in the administrative sphere which the provincial Commissioners will not be qualified to decide and which must be settled at a regional level. I would rather have three good regional teams covering the area than one rather unwieldy team with an excessive number of provinces.

7. My own opinion which, pending further discussion, I will not submit to you as a firm recommendation, is that we should leave the regional set-up as it is, with Headquarters at GRCOA, TOLIA and MILAN, under the three Regional Commissioners and their trained teams; that we should plan for a peripatetic political adviser based on MILAN; a projection of the Economic Section at GRCOA to build up the supply and transportation organization and to see that it fans out adequately into the regions, and that you should have a representative at the Headquarters of No. 2 District with a skeleton staff very much on the lines of your DCCMG at 15th Army Group.

8. This would have the advantage that in dealing with the whole problem of Northern Italy you would have a Deputy with the military and operational unit which presumably will go North-Eastwards, and a Deputy with the static military Headquarters in North-West Italy. Whatever other alternative is chosen these two Deputies are essential. It seems to me that they should serve the purposes of coordination which will be so necessary. It will be necessary to decentralize the executive functions of the Commission in its military government aspect both to the Regional Commissioners and to the projection of the Economic Section at GRCOA, probably through your Deputy at ALBA/ANDRIA. The extent to which this decentralization should be done is a matter for further discussion. But we must, in my opinion, maintain one Headquarters to formulate policy and that, for the reasons I have stated above, must be at ROMA.

M. G. H. H.

Brigadier,
Chief of Staff.

MSL/JG.

Copy to: DCCMG, CA Sec
DCCMG, Econ Sec
DCCMG, Nat Sec
VH, Pol Sec
DOLAC, CA Sec, 15th Army Group.
File 504/COS.

4332

502

File

191

Extract of Minutes of Chief of Staff's Meeting - 3 January.

JAN 10 1945

Adv HQ in N.W. Italy. Lt. Col. Shipp had discussed this matter with A/AC, Lazio-Umbria Region, who considered that Regional Commissioners already had sufficient powers under the existing Proclamations and Ordinances. He considered, however, that it was necessary to have some authority nearer than HQ AC to give an overall ruling on certain economic problems as, for example, the movement of food. In the past this had entailed constant reference to Headquarters, with consequent delay. There appeared to be a choice between an Executive HQ at No. 2 District to co-ordinate the three Regions in N.W. Italy, or a large Regional HQ over the three Regions. CAC Sec had discussed with their Sub-Commissions, who were in favour of a large Regional HQ organised on the same pattern as HQ AC, but with no intermediate regional link between it and provinces. This meant one large Regional HQ like Southern Region instead of three R. Coms. Papers had been asked for and would be submitted in a day or so. CA Sec considered that greater power could be given to the RQ in respect of certain details such as the appointment of Patriot Representatives. But and Pol Secs were in favour of a large Regional HQ. Pol Sec suggested that a member of their Section should be up there for some time. COS said we should consider the possibility of setting up a ROAD and staff at No. 2 District, identical to that now at 15 Army Group, with a view to unification of the Regions, say, two months afterwards. There was further discussion, and COS directed that the matter be brought up again at the HQ meeting on Tuesday, 9 January.

File 191

Extract of Minutes of Chief of Staff's Meeting - 29 December 1944.

JAN 10 1945

Adv HQ in N.W. Italy. There was considerable discussion on the relative advantages of setting up an Advance Headquarters in the North, or delegating more power to the Regional Commissioners. Egan Sec suggested there should be one large Regional Headquarters in the North, with Zones instead of Regions under it. E-I Sec pointed out the political side would be difficult, and problems would arise with the Committee of National Liberation. C-I Sec wanted further details set out in a memorandum, and suggested that Lt. Col. Shipp should attend their meeting. C-I Sec directed that Lt. Col. Shipp send out a memorandum, giving more details, to all Sections, and the matter would be brought up at the next meeting for further discussion.

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For File 502.

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Extract of Minutes of Chief of Staff's Meeting - 29 December.

.....

Planning for N.W. Italy. Communications Sub-Commission stated that the communications position was satisfactory, although it was pointed out that Regions would not be able to depend upon military wireless.

.....

125. 8

Copy No. 7

CONFIDENTIAL
 MILITARY FORCE HEADQUARTERS

Dec. 7, 1944

DEC 7 1944

29 Dec 44

To: D-in-C Med.

OF 15 Army Group.

Chief Coordinator, Allied Division.

GCO No. 2 District.

Copy No. 1 - 2 Dist Cpt 1
 " " 3 - 5
 " " 6 - 11
 " " 12

SUBJECT: NO ITALY.

Dec 7
 No. 1
 Space 1

1. Copies of Minutes of Meeting (copy numbers as above) on planning for the ITALY held by Chief Administrative Officer, 12th AG at HQ Allied Division on Saturday 23 December 1944, are attached.

2. Pending issue of Administrative Instruction referred to in para 9 of the Minutes, planning and executive action where necessary, will be undertaken on the basis of decisions recorded in these Minutes.

John M. Kane
 A.M. KANE,
 Colonel,
 Log. Plans.

INTERNAL DISTRIBUTION

ADJHQ

Copy No.	To: (Br)	Copy No.
13	13	57
14	14	58
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52	52	96
53	53	97
54	54	98
55	55	99
56	56	100

2. Further issues of Administrative Instruction referred to in para 9 of the
minutes, planning and executive action where necessary, will be undertaken on the
basis of decisions recorded in those minutes.

23 December 1944, are attached.

W. H. H. H.

W. H. H. H.,
Colonel,
108. Plans.

INTERNAL DISTRIBUTION

	Copy No.	To (Br)	Copy No.
13	1	108 (Br)	57
14	2	108 (Br)	58
15	3	108 (Br)	59
16	4	108 (Br)	60
17	5	108 (Br)	61
18	6	108 (Br)	62
19	7	108 (Br)	63
20	8	108 (Br)	64
21	9	108 (Br)	65
22	10	108 (Br)	66
23	11	108 (Br)	67
24	12	108 (Br)	68
25	13	108 (Br)	69
26	14	108 (Br)	70
27	15	108 (Br)	71
28	16	108 (Br)	72
29	17	108 (Br)	73
30	18	108 (Br)	74
31	19	108 (Br)	75
32	20	108 (Br)	76
33	21	108 (Br)	77
34	22	108 (Br)	78
35	23	108 (Br)	79
36	24	108 (Br)	80
37	25	108 (Br)	81
38	26	108 (Br)	82
39	27	108 (Br)	83
40	28	108 (Br)	84
41	29	108 (Br)	85
42	30	108 (Br)	86
43	31	108 (Br)	87
44	32	108 (Br)	88
45	33	108 (Br)	89
46	34	108 (Br)	90
47	35	108 (Br)	91
48	36	108 (Br)	92
49	37	108 (Br)	93
50	38	108 (Br)	94
51	39	108 (Br)	95
52	40	108 (Br)	96
53	41	108 (Br)	97
54	42	108 (Br)	98
55	43	108 (Br)	99
56	44	108 (Br)	100

HO VECUERA

G/S MEXICA
HQ MEXICA
(for distribution as required)
Specimen
89 - 120

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~~CONFIDENTIAL~~

MINUTES OF MEETING ON CIVIL COMMISSIONS IN
NORTH-WEST ITALY HELD AT HQ ALLIED COMMISSION
AT 1200 HRS, 23 NOV 44.

ATTENDEES:

Lieut-General Sir B.H. HOBARTON, Rt, MCVO, CB, CBE, ESC, MC.
Chief Administrative Officer, AMHQ.

Major-General R.O. JAMES, CBE.
IGPS, AMHQ.

Brig-General C.B. MACRIDER
Asst. Chief of Staff, 3-4 (A).

Brig. H.E. DICKI, CBE, MC.
Chief of Staff, Allied Commission.

Brig. W.H.D. RICHIE, CBE.
DGPS, 15 Army Group.

Staff Officers and Representatives of:

AMHQ.

HQ. Allied Commission.

HQ 15 Army Group.

HQ. No. 2 District.

Flag Officer, Northern Area, Mediterranean.

1. CAO outlined the Operational Instruction already issued by 15AG in respect of NW ITALY. (Operation Instruction "Occupation of NW ITALY", S. 1720 dated 21 December, addressed CB 15 Army Group, only No. 52 to HQ Allied Commission and copy No. 55 to HQ No. 2 District).

2. CAO stated that the policy suggested in log. P. 161 dated 29 November 44 had been revised in the light of new circumstances and that this paper no longer formed the basis of discussion in respect of NW ITALY. It was now proposed to offer to Allied Commission certain definite military assistance which they could assume as a firm

Asst. Chief of Staff, G-4 (A).

Brig. M.D. LAMM, CDR, MC.
Chief of Staff, Allied Commission.

Brig. W.H.D. RIVIER, CDR,
DVE, 15 Army Group.

Staff Officers and Representatives of:

AFHQ.

HQ. Allied Commission.

HQ 15 Army Group.

HQ. No. 2 District.

Flag Officer, Northern Area, Mediterranean.

1. CMO outlined the Operational Instruction already issued by AFHQ in respect of the ITALY. (Operation Instruction "Occupation of the ITALY", B. 4720 dated 21 December, addressed to 15 Army Group, copy No. 52 to HQ Allied Commission and copy No. 55 to HQ No. 2 District).

2. CMO stated that the policy suggested in Log. E. 164 dated 29 November 44 had been revised in the light of new circumstances and that this paper no longer formed the basis of discussion in respect of the ITALY. It was now proposed to offer to Allied Commission certain definite military assistance which they could assume as a firm basis for their planning. This assistance would take the following form:

a. Ports

Responsibility for the opening and operation of GENOA.

b. Railways

Responsibility for the repair of the following railways:

i. BOLOGNA - ALESSANDRIA.

ii. ALESSANDRIA - TURIN

iii. The easiest route to MILAN

iv. GENOA - ALESSANDRIA.

Priorities for repair, as a planning basis, will be in the order listed above, but this order would require confirmation after the area had been occupied and the actual state of damage to each of the lines ascertained.

1205

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c. Pipeline and Bulk Storage

Responsibility for the military supervision of, and supply of materials for, the construction and operation of:

- i. Bulk storage facilities at GENNA and
- ii. One 4-inch pipeline from GENNA to ALESSANDRIA.

d. Roads

Responsibility for the repair of the following roads:

- i. GENNA - ALESSANDRIA
- ii. PLACENZA - ALESSANDRIA - TURIN
- iii. PLACENZA - MILAN

Priorities for repair would be in the order listed above.

2. Traffic Control

Responsibility for traffic control on the main arteries of military supplies.

3. Public Utilization and Signal Communications

Responsibility for co-ordination of the work of rehabilitating electric power and water systems at GENNA, and possibly certain other places, and co-ordination of the repair of the main State Cable routes.

3. It was emphasized that military personnel were not available to meet completely the above commitments and that the maximum use of civil resources would be required by the military.

4. These proposals were accepted by the Chief of Staff, Allied Commission, who stated that civilian personnel could be provided to assist in the opening and operation of the port of GENNA. I.S.H. personnel were also available to assist railway development.

5. Road Transport

The main problem was to move civil supplies to the PLANT in the initial stages of the occupation during the period prior to GENNA being developed. The CMO stated that he was prepared to move, under military arrangements, a certain daily tonnage of civil supplies from existing stockpiles to some point between POLIGNA and PLACENZA, from which point on carriage would be an AC responsibility. The choice of PLACENZA, from which point on carriage would be an AC responsibility, was advised to AC in

Information for repair would be in the order listed above.

2. Traffic Control

Responsibility for traffic control on the main arteries of military supplies.

3. Public Utilities and Signal Communications

Responsibility for co-ordination of the work of rehabilitating electric power and water systems at GERMANY, and possibly certain other places, and co-ordination of the repair of the main state cable routes.

It was emphasized that military personnel were not available to meet completely the above commitments and that the maximum use of civil resources would be required by the military.

These proposals were accepted by the Chief of Staff, Allied Commission, who stated that civilian personnel could be provided to assist in the opening and operation of the port of GERMANY. U.S.A. personnel were also available to assist railway development.

4. Road Transport

The main problem was to move civil supplies to N. Italy in the initial stages of the occupation during the period prior to GERMANY being developed. The CAC stated that he was prepared to move, under military arrangements, a certain daily tonnage of civil supplies from existing stockpiles to some point between KILGER and PLICHER, from which point on trucks would be an AC responsibility. The choice of point and the precise tonnage were not under study and would be advised to AC in due course. Application had already been made to Combined Chiefs of Staff for 2,000 vehicles for N. Italy for the movement of civil supplies (in addition to the 1,700 x 1 1/2 ton vehicles already on order).

It was agreed that drivers for these additional vehicles should be ¹²⁰⁴ military personnel. ACW would assist in their training, but the responsibility for their raising would rest with the Allied Commission.

5. Feeding of Livestock

As regards saving this Commission is likely to be long-term repair commitments, the Allied Commission considered that the civil supplies for LIVESTOCK should be imported by sea. ACW stated that rates would be cleared to enable commodities to use one or two of the smaller Ligurian Ports.

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- 3 -

ADMINISTRATIVE FOR PLANNING

4. Phase I - this phase (military occupation of HQ IIAG, re-establishment of law and order and establishment of Military Government) will be planned by HQ 15 Army Group in conjunction with AMF representing Allied Command, and, as delegated by HQ 15 Army Group, by HQ Fifth Army in conjunction with AMF, Fifth Army.
4. Phase II - this phase (assumption of responsibility for military administration by HQ No. 2 District and for Allied Military Government by Allied Command) will be planned by HQ Allied Commission in conjunction with HQ No. 2 District.
5. Phase I and II - The military assistance to be provided under para 2 will be planned by AMF and implemented either direct or through a subordinate military HQ. Whenever the latter alternative is adopted this subordinate military HQ will undertake the detailed planning to discharge the responsibility concerned.
5. An Administrative Instruction will shortly be issued to all concerned which will incorporate decisions made at the meeting.

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Declassified E.O. 12356 Section 3.3/NND No. 785017

9.

An Administrative Instruction will shortly be issued to all concerned which will incorporate decisions made at the meeting.

4203

Political Section. (2)
 Establishment Section.
 Communications Sub-Commission.

1. I attach a copy of the memorandum which was discussed at yesterday's Chief of Staff's Meeting on the best way of controlling the Regions in N.W. Italy from Headquarters, Allied Commission.
2. The phrase "maximum delegation to the Regional Commissioners on the spot" in paragraph 5 of the memorandum is intended to mean that Regional Commissioners should have delegated to them the maximum powers which this Headquarters considers safe to delegate. It may be that full powers are already delegated and in Civil Affairs Sub-Commission I think this is probably the case. Regional Commissioners, as far as this side of the Commission goes, probably have all the powers they require through the Proclamations and General Orders. With regard to Economic Section, however, it may be that the Regional Commissioner will not consider himself capable of dealing with some of the complicated industrial problems arising. This may be due either to lack of powers or to lack of suitable technical advisers. In any case Sections are asked to review the powers already delegated to Regional Commissioners so as to determine whether in their opinion they are sufficient.

3. Will addressees please be prepared to discuss this matter again at the next Chief of Staff's Meeting on Tuesday, 2 January 1945.

Alfred,
 Chief of Staff.

Encl.

Copy to: Civil Affairs Section.
 Records Section. (No copies of memorandum attached)

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see 184

HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Chief of Staff

182

Ref: 503/181/008

29 December 1944.

SUBJECT: Control of Regions in N.W. Italy.

TO : A/Regional Commissioner, Lazio-Umbria Region.

1. I enclose a memorandum which I made out for the Chief of Staff, and which is being discussed at this Headquarters. You will see in paragraph 5 that my recommendation that the situation should be controlled by "maximum delegation to the Regional Commissioners on the spot" is not very precise. What I meant by that was that as the distance was so great and communications bad it would be necessary for the Chief Commissioner to trust his Regional Commissioner to take certain action in emergencies which, so far, has not been ~~made~~ necessary *owing to difficult circumstances.*

2. It occurred to me that there may be several points on which there is no clear directive to Regional Commissioners as to what powers they have got. I would be very glad if you could think about the matter and spare me half an hour some time from your experience in Rome to tell me whether you have any suggestions as to what extra delegation, if any, could be made.

W. J. Phipps

Chief Staff Officer,
To the Chief of Staff.

Copy to [illegible]

Encl.

Spoken to [illegible]

183 based on this letter

[Signature]
11/2

18198

Chief of Staff.

N.W. Italy - Control from Headquarters, Allied Commission.

1. A vital point in the planning for N.W. Italy which as far has not been officially raised at conferences on this subject seems to me to be the site of the Headquarters from which Headquarters, Allied Commission shall retain control of this area.

2. The situation, as I see it developing, will be affected by the following factors:-

(a) The distance of Milan is nearly double that of Florence from Rome. Roads in the early stages are sure to be difficult and there are the Apennines to cross. Air travel will be limited by weather if the occupation is before summer. Road transport, as we know, is not easy. Allied Commission cars are deteriorating, especially for long distance journeys.

(b) Time taken for letters by road will similarly be increased. Complicated communications cannot be carried out by telephone, even if the lines are in existence. Signal lines will probably be the best method.

(c) Civil Affairs Section in 15 Army Group will be of no assistance as N.W. Italy is not in their area. There will be a small Liaison Section with No. 2 District, but this will not be sufficiently high powered to act as a forward Headquarters.

(d) The most difficult problems are certainly to be encountered in this part of Italy. Here it is that we shall meet the real problems of labour, food distribution, unemployment, patriots, and the dominating political problem of the Committee of National Liberation.

3. Will it be possible for the Regional Commissioners to arrange these matters on their own without reference to Headquarters? The choice, as I see it, lies between dividing the Headquarters up into two, as was done before with very unsatisfactory results, when the main Headquarters was at Naples and the Rear Headquarters at Salerno. The distance between the two Headquarters was small, but everyone knows the handicap it imposed. To a certain extent the same situation arose when the Italian Government moved to Rome in June and the move of the main Headquarters was delayed for a month. The extra distance here made the position that much more difficult. How much more difficult will it not be, therefore, to have a small Headquarters, say, in Rome, to deal with the Italian Government, and the main Headquarters up at Milan, a distance of 400 miles away.

4. The alternative to the split of the Headquarters is to maintain the full Headquarters here in Rome, and delegate much more power to the Regional Commissioners on the spot. This appears to be the policy of the military Headquarters for this

Completed communications cannot be carried out by telephone, even if the lines are in existence. Signal lines will probably be the best method.

(3) Civil Affairs Section in 15 Army Group will be of no assistance as H.Q. Italy is not in their area. There will be a small Liaison Section with No. 2 District, but this will not be sufficiently high powered to act as a forward Headquarters.

(4) The most difficult problems are certainly to be encountered in this part of Italy. Here it is that we shall meet the real problems of labour, food distribution, unemployment, strikers, and the dominating political problem of the Committee of National Liberation.

3. Will it be possible for the Regional Commissioners to manage these matters on their own without reference to Headquarters? The choice, as I see it, lies between dividing the Headquarters up into two, as was done before with very unsatisfactory results, when the Main Headquarters was at Naples and the Rear Headquarters at Salerno. The distance there between the two Headquarters was small, but everyone knows the handicap it imposed. To a certain extent the same situation arose when the Italian Government moved to Rome in June and the move of the Main Headquarters was delayed for a month. The extra distance here made the position that much more difficult. How much more difficult will it not be, therefore, to have a small Headquarters, say, in Rome, to deal with the Italian Government, and the Main Headquarters up at Milan, a distance of 400 miles away.

4. The alternative to the split of the Headquarters is to maintain the full Headquarters here in Rome, and delegate such more power to the Regional Commissioners on the spot. This appears to be the policy of two military authorities. I have not heard of any other military Headquarters for this area than No. 2 District. Even if they were to move to Rome they will be no nearer to them than Allied Commission are to their Regional Commissioners. They appear to be willing to delegate the responsibility to the Commander of No. 2 District, but it is not quite a fair assumption that this that Allied Commission should do the same to Regions, because the civil problems in this area are far bigger than the military ones.

5. Nevertheless, under the circumstances set out in paragraph 2 above, it is my opinion that one should attempt to control the situation by maximum delegation to the Regional Commissioners on the spot, coupled with the best communications which can be made available, so as to enable quick and frequent visits to be made from Headquarters, rather than split of Headquarters with the consequent dislocation and disruption which ensues.

G.M.I. SHIPP
Lt. Col.
C.S.O.
to C.O.S.

~~TOP SECRET~~

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HEADQUARTERS ALLIED COMMISSION
APO 324
CIVIL AFFAIRS SECTION

Confidential

Ref: 525.

Ref: SA/CA

28 Dec 44

SUBJECT: Planning for North West Italy.

TO: Chief of Staff.

Reference your 503/178/003 dated 25 Dec 44.

- 1 While everyone will agree on the necessity for the best communications which can be made available I am not certain what is envisaged by the phrase "maximum delegation to the Regional Commissioners on the spot".
- 2 So far as the CA Section, and, I believe, other Sections, are concerned RCs already have very broad powers within the framework of existing policies. Such matters as the distribution of medical supplies, movement of CC, SR, camps for patriots, refugees and displaced persons, measures for the preservation of monuments, the opening of schools and even the setting up of General military Courts, RCs have the widest possible powers and I am not convinced that this matter can be carried much further. However, it may be that a discussion will disclose certain fields and functions in which further powers can properly be delegated to RCs.
- 3 I should like to place on record my entire agreement with para 3 of the Memorandum.

J. R. Wright
J. R. Wright, Brig.
VP CA Section.
DC03 AC.

4236

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HEADQUARTERS ALLIED COMMISSION

APO 394

Office of the Chief of Staff

179

Confidential

REF/503/174/CCG.

SUBJECT: Planning - N.W. Italy.

DDCS

TO : Civil Affairs Section.

DDCS

Economic Section.

Please let me have your comments on the attached
minute by Thursday, 28 December 44, for the Chief of Staff's
meeting on Friday.

E. Gordon
Chief Staff Officer
for the Chief of Staff.

4255

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TOP SECRET

file
177

Ref: 44

27 December 1944.

Ref: 5034-10-3

SUBJECT: Planning - NW ITALY.

TO : JCS Economic Section.

The attached copy No. 73 - Operation Instruction "Occupation of NW ITALY" dated 21 Dec 44 is passed to you for your information and retention.

JCR
Chief Staff Officer,
To the Chief of Staff.

Incl:
as above

1376

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file
176

Confidential

Ref: 503/-/OCS

27 December 1944.

SUBJECT: Planning - N.W. ITALY.

TO : DCCAG, Civil Affairs Section,
HQ 15 Army Group.

1. Enclosed herewith are copies No. 74 and 75 - Operat' in Instruction "Occupation of NW ITALY" dated 21 Dec 44. Will you please retain one copy on your file and transmit the other to Col. MARSHALL. It is intended that the latter copy will serve the requirements of all Northern Regions as further ones are unobtainable.
2. Please acknowledge receipt.

Incl:
as above

BU
31/12
Noted
91

g/23
Brigadier,
Chief of Staff.

1377

Declassified E.O. 12356 Section 3.3/NND No. 785017

5038

CD. (3) 175

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

24 December 1944
(Date) 26 Dec 1944

G-5: 313.3

TO: Chief of Staff, AC 10 394 (Attn: Brig. Lush)

1. Forwarded to you 3 copies of G-5 Memorandum to CG, 15 Army
Op, dtd 21 Dec. 44 (Cys No. 73 thru 75) (See ref number).

2. Please check on a receipt on the form below, action and return
immediately to G-5 Section, Allied Force Headquarters, APO 512.

176171

Charles A. FORTUNE
Assistant General, G-5
Assistant Chief of Staff, 422

~~CONFIDENTIAL~~

Confidential

174

10/25/74/100.

25 November 1961.

SUBJECT: Planning - N.S. Policy.

To: 1. Civil Affairs Section.

From: 1. Security Section.

Please let us have your comments on the attached
memo by Thursday, 20 December 61, for the Chief of Staff's
meeting on Friday.

[Signature]
Chief of Staff,
to the Chief of Staff.

4251

Declassified E.O. 12356 Section 3.3/NND No. 785017

OFFICER STRENGTH OF REGIONS OF N. W. ITALY (PROVINCIAL).

REGIONS	HQ Admin & C.A.A.O's.	Pub. Safety	Pub. Health	Prop. Control	Legal	Education	Men. & P.A.	Agriculture	Industry	Census	Labour	Food	Pub. Works	Transportation	Finance	Telecomm. & Posts	TOTAL
PIEMONTE (7 Provinces)	40	9	4	2	10	+	1	3	1	2	2	6	5	3	11	1	50
LIGURIA (4 Provinces)	25	7	2	2	6	+	1	2	1	3	2	6	1	2	5	+	66
LOMBARDIA (9 Provinces)	54	15	4	2	11	+	-	3	2	2	3	9	3	4	12	0	125

+ Telecomm. Liguria supervised by Piemonte Region.
 0 Telecomm. Lombardia supervised by HQ A.C.

NOTE The figures for Provincial Officers are based on an average of 5 Officers per Province throughout

Declassified E.O. 12356 Section 3.3/NND No. 785017

OFFICER STRENGTH OF REGIONS OF N. W. ITALY (PROVISIONAL).

23 DECEMBER, 1944.

Prop. Control.	Legal.	Education.	Gen. & P.A.	Agriculture.	Industry.	Commerce.	Labour.	Food.	Pub. Works.	Transportation.	Finance.	Telecomms. & Posts.	TOTAL	
2	10	+	1	3	1	2	2	6	5	3	11	1	105	
2	6	+	1	2	1	3	2	6	1	2	5	+	66	
2	11	+	-	3	2	2	3	9	3	4	12	0	125	

esente Region.
HQ A.C.

ers are based on an average of 5 officers per Province throughout.

DISTRICT TWO REPTD AFHQ AND 15 ARMY GROUP

8516 20 DEC 44 PRIORITY

RECEIVED
150100Z
DEC 44

SECRET PD

Para 1. Ref AFHQ FX 71391 of 19 December.

PAREN TO DISTRICT TWO CMA REPTD AFHQ CMA ONE FIVE ARMY GROUP FROM ALCOM PAPER

Para 2. Special meeting for planning North West Italy at 1500 hours

23 Dec will be held at HQ Allied Commission ROME in Main Conference Room

Third Floor.

Copy to: Staff 0, Chief of Staff Sec.

ROOMING SECTION

558

NICHOLAS FLOMBINO
CWO, USA
ASST. ADJUTANT

copy on file 503/cos

SECRET PD

Para 1. Ref AFHQ PX 71351 of 19 December.

PAREN TO DISTRICT TWO CHA RPTD AFHQ CHA ONE FIVE ARMY GROUP FROM ALDOM PAREN

Para 2. Special meeting for planning North West ITALY at 1500 hours

23 Dec will be held at HQ Allied Commission HOME in Main Conference Room

Third Floor.

Copy to: Staff G, Chief of Staff Sec.

ECONOMIC SECTION

558

NICHOLAS PIOMBINO
CWO, USA
ASST. ADJUTANT

ACTION COPY ON FILE 503/cos
INFO COPY ON FILE 4010/afst

See 12/24/44

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704

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ALLIED FORCES HEADQUARTERS
G-5 Section
APO 512

20 December 1944.

Confidential

Dear *Tavira*,

You may like to have the following advance information, for your personal use only, before next Saturday's meeting.

The CAO's view as expressed at a small informal conference this morning was that it would be unwise to throw on A.C. too much responsibility for work that they were not equipped to do. He, therefore, proposed that the Military authorities should undertake certain specific tasks; and having carried them out would do nothing more in the way of helping A.C. These tasks would include:

- (a) Opening of the port of Genoa.
- (b) Repairing the very few main railways: -
e.g. Bologna - Piacenza - Turin; Genoa - Milan; Genoa - Alessandria.
- (c) Roads: two or three main arteries, establish road Genoa - Alessandria.
- (d) In order to get civil supplies to the main centres of population (and since the stockpile at Leghorn was not very accessible) the military would be responsible for a specific period for delivery x tons per day of civil supplies to a pre-determined point; e.g. Bologna. They might also be responsible for training, or assisting with the training of Italian military drivers for A.C. transport.

These views seem to me most acceptable and I think that in planning you will find it much more satisfactory to have a clear cut definition of what you can and cannot expect. Please

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treat this as highly confidential until it is raised at Saturday's meeting.

f - - - - -
P-R-H

T.R. HENN,
Colonel,
Acting Asst. Chief of Staff, G-5:

Brigadier M.S. Lush,
Allied Commission,
A.P.O. 394

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ALLIED FORCES HEADQUARTERS

Confidential

TOP SECRET B 1720

By Authority of

SEC 152

Initials - 53

Cert No. -

21 December 1944

SUBJECT: Operation Instruction "Occupation of NW ITALY"

TO: Commanding General, 15 Army Group

1. THEME

(a) The enemy may be forced to withdraw from NW ITALY either DATE 1A - as a result of current operations in this theatre,

or DATE 1B - at a later date as the combined result of operations in this theatre and elsewhere.

(b) After withdrawal the enemy may hold either the line PO - TICINO - SWISS frontier covering MILAN, or the line ADIGE - VERONA - SWISS frontier. It is not improbable that he will attempt to hold VERONA as a fortress.

(c) Italian Fascist divisions are unlikely to remain intact in NW ITALY after the German withdrawal but many deserters from these divisions may be picked up, and some ardent Fascists may attempt to prolong resistance as guerrillas.

(d) Extensive demolitions and the destruction of public utilities are to be anticipated.

2. DETAILS

2 Para Bde may be employed on Operation VULFUR (See separate Operation Instruction) to maintain law and order in TUDIN immediately upon withdrawal of the enemy forces. In this case 2 Para Bde will revert to command AFHQ as soon as it can be relieved by other troops.

3. CONCLUSION

Supreme Allied Commander has directed that the policy of the Allied Command will be to support the authority of the established government in NW ITALY.

4. REFERENCE

of SECRET - at a later date as the combined result of operations in this theatre and elsewhere.

- (b) After withdrawal the enemy may hold either the line AG - TICINO - SWISS frontier covering LILA, or the line AGIOF - VERBAIA - SWISS frontier. It is not improbable that he will attempt to hold LILA as a fortress.
- (c) Italian Fascist divisions are unlikely to remain intact in NW Italy after the German withdrawal but any remnants from these divisions may be picked up, and some ardent Fascists may attempt to prolong resistance as guerrillas.
- (d) Extensive demolitions and the destruction of public utilities are to be anticipated.

2. OPERATION

2 Para Bde may be employed in "Operation WHITING" (See separate Operation Instruction) to maintain law and order in LILIA immediately upon withdrawal of the enemy forces. In this case 2 Para Bde will revert to command AFHQ as soon as it can be relieved by other troops.

3. INTENTION

Supreme Allied Commander has directed that the policy of the Allied Command will be to support the authority of the established government in R.E.

4. INTENTION

To destroy such enemy forces as may remain in NW Italy and establish Allied military Government.

5. METHOD

The operation will be conducted in two phases:

Phase I - military occupation and the elimination of any remaining German or Fascist Italian formations and the reestablishment of law and order among the civilian population, terminating in the establishment of Allied military Government.

Phase II - The assumption of responsibility for military administration by No. 2 District and for Allied military Government by the Allied Commission.

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see 175176/177

TOP SECRET

TOP SECRET

Occupation of NW Italy (Cont'd)

TOP SECRET 1 1726

6. COMMAND AND RESPONSIBILITY

(a) Phase I 15 ARMY G will be responsible for this phase. The Regional Commanders for Liguria, Piemonte and Lombardia with their respective Regional HQs will be placed under command of the 15 ARMY G. The 2 Districts will be placed under command of 15 ARMY G at a later date so as to have forward command. Facilities will be given to the 2 Districts to carry out reconnaissances in the area which will eventually pass to their command.

ARMY 5 Aug

(b) Phase II The area to be taken over by 2 Districts will be the Command of Piemonte and Liguria and the provinces of Valle, Susa, Aosta and Valle d'Aosta. The Province of Valle d'Aosta in the Department of Valle will be included in 2 District at a date to be decided later.

In a similar military responsibility from 15 ARMY G No 2 District will pass to command of AFHQ and will take over command of the following troops.

One or two Division Division (This to be to be SA ARMD DIV from 15 ARMY G is occupied of NW Italy follows on current operations).

One and two Divs to be detailed by 15 ARMY G to come under command of 2 District at the start of Phase II.

One Italian Combat Gp

Three Italian Garrison Bns

NA 57 Area. NA 59 Area. One Sub-area to be detailed.

Such additional Brit equipped troops as the situation may demand.

US troops and installations in NW Italy will come under command of AFHQ, PWS or AFHQ, as directed by CG AFHQ.

7. PACING OF PHASE II

15 ARMY G in consultation with 2 District will report to AFHQ when Phase II can start. If the situation is such that it could be more convenient to hand over NW Italy to 2 DIST in stages, 15 ARMY G will suggest a programme for the transfer of responsibility.

TOP SECRET

Occupation of NW ITIA (Cont'd)

2. ADMINISTRATIVE

A separate administrative instruction will be issued.

By command of Field Marshal *[Signature]*

OFFICIAL:

[Signature]

MAJOR ROSE,
Major General, U.S.C.,
Assistant Chief of Staff, G-3.

DISTRIBUTION:

Supreme Allied Commander, Mediterranean
Deputy Supreme Allied Commander, Mediterranean
Chief of Staff

CAO

C/S AFMUSA

C-in-C Med

U. S. Navy

Air C-in-C Med

G-1 (A)

G-1 (E)

G-2

G-3

G-4 (A)

G-4 (E)

G-4 (Log Plans)

G-4 (Mov & Tr)

G-5

Q (Admin)

Q (OP)

Adjutant General

MG, AS & CD

PA&C

Financial Director

Lincoln Section

CSO

Supply and Transport

Land Forces Sub-Commander Allied Command (AFMUS)

JOHN HARDING,
Lieutenant General,
Chief of Staff.

DUPT NO.

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Assistant Chief of Staff, G-3.

DISTRIBUTION:

Supreme Allied Command, Mediterranean
Deputy Supreme Allied Commander, Mediterranean
Chief of Staff

CNO

C/S AFUSA

C-42-C Med

U. S. Navy

Air C-in-C Med

G-1 (A)

G-1 (E)

G-2

G-3

G-4 (A)

G-4 (B)

G-6 (Log Plans)

G-6 (Mov & In)

G-5

Q (Admin)

Q (IE)

Adjutant General

MG, AA & CD

PA & U

Financial Director

Liaison Section

CSO

Supply and Transport

Landforce Sub-Commission, Allied Commission (SMIA)

IIOW

North Africa District

No. 1 District

No. 2 District

No. 3 District

PHG

U.S. FOLD

British Resident Minister

Junco advocate

Pat Sec

Cond Sec

CEAS

5. VB Div (Plans)

HEDE

4274

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-3-

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Occupation of NW ITALY (Cont'd)

DISTRIBUTION:

Garrison (R)
Ordinance (a)
Provost Marshall (R)
Staff
Series
15 Army Group

TOP SECRET 3 1700

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69-71
72-100
1-10

Declassified E.O. 12356 Section 3.3/NND No. 785017

Declassified E.O. 12356 Section 3.3/NND No. 785017

TOP SECRET

TOP SECRET

50374012
~~SECRET~~

PL 71391
DEC 194800A

6/4887
DEC 202100A
PRIORITY

Confidential

MEM:AFHQ SIGNED NAMED CITE PHCAG

To: ACTION IS ABST GROUP INFO DISTRICT TWO, ALOCH

21 DEC 1948

139

Corrected version received by UNHAT signal. — see Folio 142

SECRET.

Ref our PL 70728 of 18th December not to DISTRICT TWO. Representative DISTRICT TWO required at special meeting for planning for NORTH WEST ITALY to be held in ROMA 1500 hrs 21 December. ALOCH notify DISTRICT TWO where meeting will be held.

list

~~Info~~ - Action - Soon (3)
Info - Chief Commissioner
SO to Chief Commissioner

C of S
File

21 DEC 1948

21 DEC 1948

21 DEC 1948

~~SECRET~~

1394

Declassified E.O. 12356 Section 3.3/NND No. 785017

70728

Corrected version received by UNCLAS signal. see folio 142

SECRET.

Ref our Px 70728 of 18th December not to DISTRICT TWO. Representative DISTRICT TWO required at special meeting for planning for NORTH WA T ITALY to be held in ROMA 1500 hrs 23 December. ALCOH notify DISTRICT TWO where meeting will be held.

List

- ~~Info~~-Action - Moon (3)
- Info - Chief Commissioner
- SC to Chief Commissioner
- C of S
- File

31 MAY 1964
A. C.

SECRET

✓ ACTION COPY ON FILE 504/CS
INFO COPY ON FILE 2012/CS

1213

1393

Declassified E.O. 12356 Section 3.3/NND No. 785017

SECRET

FA 71394

DEC 191600A

Confidential

SEC 200830A
PRIORITY

FROM: AFHQ SIGNED SIGNED CTV PRCAO

TO: ACTION: 19 ARMY GROUP, HQTH: DISTRICT TWO, RUCOM

20 DEC 1944

FOR INFORMATION ONLY

SECRET

Ref our FA 70720 of 18 December not to District two. Representative District two required at special meeting for planning for Italian ITALY to be held in ROME 1500 hrs 23 December. AICOM please notify District two where meeting will be held.

See folio 143 for correction

Dist

Action - Leon Sec (J)
Info - Chief Commissioner
S.C. to Chief Commissioner
C o S
File

HEADQUARTERS
200

4272

1348

Declassified E.O. 12356 Section 3.3/NND No. 785017

FOR INFORMATION ONLY

SECRET

Ref our LA 70728 of 18 December not to District two. Representative District two required at special meeting for planning for Italian ITALY to be held in Rome 1500 hrs 23 December. AICOR please notify District two where meeting will be held.

Dec 14 3 to Connection

Dist

Action - soon Rec (J)
Info - Chief Commissioner
S.O. to Chief Commissioner
C o B
File

HEADQUARTERS
20 DEC 1944
ACTION COPY ON FILE
INFO COPY ON FILE
4272

SECRET

141
 Brig. Lush
 r c80
 THE SECRET
 Confidential

Subject: Appreciation of Civil and Military Contributions
 in North West Italy.

HQ ALLIED ARMS IN ITALY.

Tel:- WITDOT 209.

2038/56/22.

13 Dec 44.

CAO - Copy No. 1

Copy to:-	Copy No.	Copy No.
MA to OCS	2	12
DCAG	3	13
DCAG	4	14
2 District	5 - 6	15
G (Ops)	7	16
G (SD)	8	17
G (Mw)	9	18 - 19
CE	10	20
	11	21 - 30

1. The following notes are recorded as a result of conference held on 13 Dec, 44, when various points raised in this HQ memorandum 2038/56/22 dated 9 Dec, 44, and HQ paper Log 2.164 were considered.

MILITARY RESPONSIBILITY.

2. The CAO said that he was most anxious that the extent of military assistance which could be supplied should be clearly laid down in order that the AC could prepare their plan to fit in with the military assistance which was available. In particular, the CAO considered that the military should undertake responsibility for:-

- (a) Opening and operating the port of GENOA.
 The maximum use would have to be made of all resources since 100% military assistance could not be provided.
 Planning and operation would be a military responsibility.

- (b) The repair of the following railways:-

Copy to:-	Copy No.	Copy No.
1. HQ to CDS	2	12
2. HQ to CDS	3	13
3. HQ to CDS	4	14
4. HQ to CDS	5	15
5. HQ to CDS	6	16
6. HQ to CDS	7	17
7. HQ to CDS	8	18
8. HQ to CDS	9	19
9. HQ to CDS	10	20
10. HQ to CDS	11	21
11. HQ to CDS		22

1. The following notes are recorded as a result of conference held on 15 Dec. 44, when various points raised in this HQ memorandum 2035/36/42 dated 9 Dec. 44, and 1214 paper log P.165 were considered.

MILITARY RESPONSIBILITY.

2. The CMO said that he was most anxious that the extent of military assistance which could be supplied should be clearly laid down in order that the HQ could prepare their plan to fit in with the military assistance which was available. In particular, the CMO considered that the military should undertake responsibility for:-

- (a) Spending and operating the part of GENCOA.
- (b) The maximum use would have to be made of civil resources since 100% military assistance could not be provided.
- (c) Planning and operation would be a military responsibility.

(d) The repair of the following railways:-

- (i) BILKHA - ALESSANDRIA
- (ii) ALESSANDRIA - TURIN
- (iii) The eastern route to MILAN
- (iv) GENOA - ALESSANDRIA

and that they should be repaired in the above order of priority. This pre-supposes that some tonnage in the railway line from ALESSANDRIA to BILKHA would be available for the movement of civil supplies, and it was agreed that the allocation of civilian foodstuffs on the East Coast should be provided with.

(e) The construction under military supervision of one 4' pipeline from GENOA to ALESSANDRIA. The CMO said that he would consider the possibility of providing a further line.

(f) The repair of the following roads:-

- (i) GENOA - ALESSANDRIA
- (ii) PIAZZA - ALESSANDRIA - TURIN
- (iii) PIAZZA - MILAN.

4271

140

2. Roads will be required in the above order of priority since the US is almost 21,000 miles and 1 is required for the clearance of civil and military supplies landed at GDMR, the Panama Canal. Administrative will have been developed to a point in extent by the Army in the division into North West 14-15.

(a) 10 of Day will be available for 2 District. First priority is that we would like for all very maintenance. The all the Day would not, however, be required for this purpose, and the balance will be available for movement of civilian supplies. However, the of must continue to make every effort to obtain better transport.

3. 14 for the period of 1943 dated 7 Dec. 44.

The CDS estimate of that the 20% that is responsible for the re-organization of all railway reconstruction.

4. Reference para. 7(b) of GDMR.

This will have to be total red in more detail as HQ.

5. Reference para. 7(b).

The above that divided as 140. It is possible that to be formed on the West Coast.

6. Reference para. 7(b) of GDMR.

This will have to be taken as a whole.

7. Reference para. 7(b).

The calculation of the 140 is not intended to be a firm basis for the provision of transport. It was, however, considered that it was a reasonable estimate of the calculation than the other in log plane paper. The CDS estimate of the 140 was 140.

(a) The transport lift will be available to them from military transport, and at that place.

(b) The 140 is the rate of progress of railway reconstruction.

6. It was agreed that at that time desirable for the drivers of transport to be trained in the 140. The CDS pointed out that the big difficulty at present was finding a way to get the 140 to be trained. The CDS agreed with the requirement of the 140 and considered it was should investigate the possibility of training the 140 at Allied Military establishments.

THE UNIVERSITY OF CHICAGO

$$\frac{1}{2} \left(\frac{1}{2} + \frac{1}{2} \right) = \frac{1}{2}$$

0270

for Patent Box
for Patent Box
P.M.C.

Declassified E.O. 12356 Section 3.3/NND No. 785017

503740

70.0.5

(139)

92-70728
DEC 15/1944

Confidential

19 DEC 1944

From: [illegible]
To: [illegible]

92 FOR INFORMATION ONLY

Ref: [illegible] of 26 November and [illegible] of 30 November.
Special meeting for planning for North West [illegible] will be held 1500
hrs [illegible] 21 December. Reps AFM Allied Commission and [illegible]
of [illegible] attend. Allied Commission please arrange [illegible] and notify
all concerned at AFM board meeting.

A.P. Dist

Action ECo, Sa (B)

imp. Chg. Commission

S.O. to Chg. Commission

P.O.S

F.1e

see 1H3

HEADQUARTERS
19 DEC 1944

4259

ACTION COPY ON FILE 503/2
INFO COPY ON FILE 402/205

Subject:- Allied Occupation of
Northern Italy

To:- Chief of Staff,
HQ Allied Commission

TOP SECRET

Civil Affairs Section
HQ Allied Armies in Italy
TEL: FILNOT 35 - 1

S/5/DCCAO
16 Dec 44.

16 DEC 1944

1. Reference 503/79/CCS dated 27 Nov 44.

2. As suggested by you when I spoke to you about
this matter in Rome I have, in General Browning's absence,
discussed this question with Colonel Kerr of MMIA.

3. Colonel Kerr agrees to attach the advance par-
ties of the Italian Army to MMIA representative with the
Armies rather than to AMG.

Nelson W. Monfort
NELSON W. MONFORT,
Colonel, A. U. S.,
DCCAO

Copies to:

SCAO 5th Army AMG
SCAO 8th Army AMG
Land Forces Sub-Commission, HQ AC

4250

Declassified E.O. 12356 Section 3.3/NND No. 785017~~TOP SECRET~~
ConfidentialALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

12 DEC 1944

(134)

NPS/HB/JW

G-5: 004.14-10

11 December 1944

SUBJECT: Military and Civil Commitments in NW ITALY.

TO : Headquarters, Allied Commission
(Attn: Brigadier M. S. Lush)
APO 394

(136)

Enclosed is copy #10 of Log P. 14, 30 November 1944, as requested. It is requested that the receipt form at the foot of cover sheet be accomplished and mailed to Log Plans Section, AFHQ.

Ack. ✓
4/12*Norman P. Graham*
NORMAN P. GRAHAM
Major, G.S.C.
Executive Officer

207

Incl: as above.

TOP SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785017

TOP SECRET

COPY NO. 40

To:-	CH-13	Copy No.	1	- 6
	CH-13	"	7	- 2
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	CH-13	"	38	
	CH-13	"	39	
	CH-13	"	40	

SUBJECT: - Military and Civil Commitments in NW ITALY

A copy of Log. P. 104 dated 29 Nov 44 is attached for information.

Copy received attached
 has been delivered into
 - Room 500 13 Nov 44
 (message 637 attached thereto)

30 Nov 44

TOP SECRET

A.M. MEINZ,
 Colonel,
 Log. Plann.

4266

Copy 135

Confidential

PLAN FOR THE DESTRUCTION OF THE
UNITED STATES OF AMERICA

1. General Situation

During the last few years, the situation in the world has changed very rapidly. The United States has been the only country in the world which has not been attacked by the Axis powers. The situation in the world has changed very rapidly. The United States has been the only country in the world which has not been attacked by the Axis powers.

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2. General Situation

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3. General Situation

The situation in the world has changed very rapidly. The United States has been the only country in the world which has not been attacked by the Axis powers. The situation in the world has changed very rapidly. The United States has been the only country in the world which has not been attacked by the Axis powers.

4. General Situation

Declassified E.O. 12356 Section 3.3/NND No. 785017

The following information was received in regard to the activities of the
 subject in the past few years. The following
 information is being furnished to you for your information.

1. The
 2. The
 3. The

A letterhead memorandum was received from the Director of the
 Federal Bureau of Investigation, dated 10/10/50, in which the following
 information was furnished: The subject, who is known to the Bureau as
 a person of interest, has been identified as a person who has been
 active in the past few years. The subject has been identified as a
 person who has been active in the past few years. The subject has been
 identified as a person who has been active in the past few years.

2. The subject has been identified as a person who has been active in the
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 been identified as a person who has been active in the past few years.

...and

... ..

(b)

Page 16. 6. Notes.

... ..

(a)

(b)

Page 17. 7. Notes.

... ..

8. Assignment of Resources.

... ..

(a)

(b)

Declassified E.O. 12356 Section 3.3/NND No.

covered in a book yet should be helpful for the Italian Government
in the United States.
that the Italian Government is not
in a position to pay the Italian Government.

1992

Abstract

134

Para 24. 10. Head.
 The Italian Government has to understand that in respect of this it would totally divide its responsibilities in the light of the fact that the Italian Government should handle them.

Para 25. 11. Head.
 Chief of Staff stated on the need for bringing the Italian Government into the picture in order to coordinate the various available. The question of how to handle should be taken up by Civil Affairs Section. Section in Section said they could not give more information from Italy.

It was noted that Civil Affairs Section should answer paragraph 10 and that the Italian Government, or that they should get in touch with the Italian Government.

Conclusion.

- (a) Chief of Staff said that the Italian Government had been told to produce immediately a draft plan for the next conference with the Italian Government. He stressed the need for secrecy and for discretion in dealing with the Italian Government, or that they should get in touch with the Italian Government.
- (b) See paragraph 10.
 The Chief of Staff was in agreement that Italian Government should produce the draft plan for the next conference with the Italian Government. He stressed the need for secrecy and for discretion in dealing with the Italian Government, or that they should get in touch with the Italian Government.
- (c) See paragraph 10.
 Chief of Staff stated that Italian Government should have a meeting with the Italian Government. He stressed the need for secrecy and for discretion in dealing with the Italian Government, or that they should get in touch with the Italian Government.

10/1/47

Chief Staff Officer,
 To the Chief of Staff.

DISTRIBUTION.

Chief of Staff	-	1	Copy	10/1/47
No. 2 District	-	2	Copy	10/1/47
C.I. Section	-	1	Copy	10/1/47

(b) Staff Organization
The Chief of Staff has in cooperation with the Chief of the Joint Staff, advised the Chief of the Joint Staff of the staff organization of the Joint Staff. It is the policy of the Joint Staff to have a staff organization which is flexible and adaptable to the needs of the Joint Staff. The staff organization should be based on the needs of the Joint Staff.

(c) Planning Committee
The Chief of Staff has in cooperation with the Chief of the Joint Staff, advised the Chief of the Joint Staff of the staff organization of the Joint Staff. It is the policy of the Joint Staff to have a staff organization which is flexible and adaptable to the needs of the Joint Staff. The staff organization should be based on the needs of the Joint Staff.

copy of 12/12

Chief Staff Officer,
To the Chief of Staff.

DISTRIBUTION:

Chief of Staff	1	copy	1001
Mr. C. H. H. H.	2	copy	2-3
C. L. H. H.	1	copy	4
Mr. H. H. H.	2	copy	5-6
Mr. H. H. H.	2	copy	7-8
Mr. H. H. H.	1	copy	9-10
Mr. H. H. H.	6	copy	11-12
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Mr. H. H. H.	1	copy	201-202

TOP SECRET

Confidential

133

HEADQUARTERS
FISCOMAR GENOVA
ALLIED MILITARY GOVERNMENT
APR 394

7 December 1944

1. Meeting held at Chiasso on Wednesday, 6th December 1944, to consider memorandum on "Civil Commitments in N.W. Italy" as set out in "Top Secret A.M.G. Log. 7/194 of 29th November 1944".

Present:

Col. Robert W. Marshall, U.S. Piemonte
Col. C.D. Peasey, U.S. Liguria
Lt Col. G.W. Holmes, representing Lombardy

2. It was unanimously agreed:

a. Occupational forces required and their maintenance -
Part 10, Page 3.

(1) Energetic action by the Italian Government cannot be relied upon and it is considered that in the early stages, all - military and naval assistance should be given in all cases of rehabilitation and reconstruction.

(2) It is considered essential that the two divisions referred to must be full strength Allied (American and/or British). The two divisions shall be fully employed for internal security duties and for no other purpose whilst so employed, also that A.G. should at all times be consulted as to their disposition, which should depend on the Political situation.

(3) Should any changes in the composition of these divisions (substitution by Italian troops) be contemplated, it is the considered opinion of the A.G. that their views on the political situation should be obtained in the first place.

b. Ration Scale - Civilian population. Part 4 (b) page 1.

(1) This paragraph causes considerable alarm. It is considered essential that there should be no differentiation at any time in the ration scale between the newly occupied territories and that planned for present liberated Italy. Parity of ration scale should be maintained from the very first day and not at a later date.

(2) It is agreed that any ration scale that gives a producing area less than a non-producing one, is bound to create a centre of disaffection.

TOP SECRET

1231

Declassified E.O. 12356 Section 3.3/NND No. 785017

TOPSEC Confidential

132

c. Railways. Para 18. Page 4

It is considered that the rehabilitation of the Ancona-Bologna-Piacenza railroad is not a high priority proposition in so far as it affects Lombardy-Liguria and Piemonte, but that every effort should be concentrated on the rehabilitation of the Port of Genoa and the railroads radiating N.W. and S.W. from that centre and connecting with Turin and Milan. It is also presumed that coast-wise seaborne traffic between Leghorn-Genoa will be practicable and can be re-established. This would moreover be a saving of time and save the long cross-country haulage from Ancona, which is not thought to be a suitable stock-piling centre for S.W. Italy.

(1) Suggested priorities in railroad re-construction are:

- (a) Genoa - Alessandria
- (b) Alessandria - Turin and Alessandria-Milan
- (c) Turin - Verceil - Novara - Milan
- (d) Genova - Genua

(2) It is hoped that synchronisation of work on all these lines will be possible.

(3) It is suggested for serious consideration that if military assistance could be made available to supplement the civilian resources the reconstruction of the Genoa-Alessandria line could be reduced to the same period of time as that estimated for the Bologna-Piacenza Section.

d. Road Transport. Para 19. Page 5.(1) Training of Drivers.

The "energetic action by the Italian Government" can be written off as still born, and it is submitted that military training centres are essential and should be established "ab initio". That this is contemplated is evinced in the Memorandum - Vide Appendix "C" para 6 (b).

(2) (a) Appendix "C" Para. 2 (a) gives civil requirements lift as 11,700 tons per day, based on a 200 gram ration. 300 gram is absolutely essential from the start. The quantity of wheat/flour required for a 200 gram ration is 75,000 tons per month, the quantity for 300 gram is 112,500 tons per month; thus increasing the daily lift from 11,700 tons per day, by 1,250 tons to 12,950, say 13,00 tons per day.

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(b) Probably only 500 x 2 ton civilian trucks will be in good vehicle condition, thus reducing the lift by these vehicles from 2,000 tons per day to 1,000 tons per day.

(c) It is assumed that the 1,700 x 1 1/2 ton trucks to be supplied to AG in March will all be allocated to U.S. Italy. This is most unlikely and the maximum would probably not exceed 1,000 tons thus reducing the daily lift of these vehicles from 2,550 tons to 1,500 T.P.D.

(d) Estimated Available Transport:

500 x 2 ton civilian trucks:	1,000 t.p.d.
1,000 x 1 1/2 ton AG trucks:	1,500 t.p.d.
Total:	2,500 t.p.d.
Total required lift:	15,000 t.p.d.
Deficiency:	12,500 t.p.d. = 3,125 x 4 ton trucks.

(e) Operation on a 2 shift basis is considered quite impractical. Past experience has definitely established such operation to be false economy and destructive of transport.

5. AG does not seem to be mentioned. It is, of course, a part of AG, so possibly AG is meant where the reference is to AG.

All officers who have worked in the field know the importance of making full use of all Italian resources; the difficulty is to convince the Italians that they must take their share in the responsibilities; wherever there is an Allied officer they are only too ready to leave everything to him. Important problems cannot be dismissed lightly by saying that they will be the responsibility of the Italian Government assisted by AG.

Throughout the AFHQ communication it is implied that far more reliance can be placed on the Italian Government and its resources than is warranted by experience.

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PET 45
DEC 061445A

CO 05131A
FOR INFORMATION ONLY

3042

DEC 061835A

ROUTINE

7 DEC 1944 JEC

From: AAI

TO: HOME AREA FOR PET SEC. HQ 2 DI TRIST, CE AFHQ, HQ ALLIED COMMISSION,
DE HQ AAI, DNET, HQ AAI (LAST TWO ADDED BY HAND)

CONFIDENTIAL.

Meeting being held on 11 December at 1500 hrs in CIP board room
181 via TRITONE HOME to discuss POL requirements north west ITALY and
development bulk facilities. Addressees are requested to send represen-
tative and Pet Sec RAIC to arrange for CIP representative to be
available.

Dist

Action - Commerce (2)
Info - Chief Commissioner
C o S
Econ Sec
File

CONFIDENTIAL

RECORDED
7 DEC 1944
A. C.

11/25/44
1/2

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ALLIED FORCE HEADQUARTERS
G-5 Section
APC 512

TRH/TBJ/as

Confidential

G-5: 014.14-10

4 December 1944

SUBJECT: Administration of Piedmonte, Lombardy and Liguria.

TO : Headquarters, Allied Commission.
(Attn: Brigadier Lush),
APC 394.

1. Reference is made to your signal 7313 of 30 November.
2. By now you will have received the copy of Log Plans paper P.164 which I sent to you under personal cover on 30 November. In the light of that paper it is felt that you will want to give further consideration to, and probably expand, the plan as submitted in your letter of 13 November to HQ AAI.
3. For your information it now appears likely that operation CINDERS, although approved as a plan, will not be put into execution - at any rate for some months.

T. R. HENN, Colonel
Acting Assistant Chief of Staff, G-5

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1001/1010
1 Dec 44.
Confidential

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2.0.10

Copies to: DEAC
ECAC
ECIS
ECIN(3)

1. I attach a copy of a paper log. 2.104 dated 29 Nov 44 which has just been received from AFHQ. I understand that this paper has been prepared somewhat hurriedly but it is useful in bringing out some of the main difficulties in regard to civil relief.

2. It was intended that it should be discussed at a conference between AFHQ, AAI and AI in ROME on 2 Dec. This has been postponed. Before it takes place, we should get our own ideas into finer shape.

3. There is one point of principle on which I feel in disagreement with the paper. It places responsibility for all matters, including the development and operation of T.O., on AI. This is going too far. The Italians cannot open a blocked and mined port nor repair quickly a heavily damaged railway without a very large degree of assistance from us. If we are going to afford large scale assistance, it is much better that we should retain control.

4. Instead of holding out nebulous offers of assistance I am in favour of giving a definite undertaking to do certain things while making it clear that no further large scale assistance will be forthcoming.

5. I suggest that we might consider this paper at the next conference on that which will be arranged for consideration of the directive to AFHQ, AI and AI 2 District. At some time at this conference I will table some draft comments on the paper for consideration at it.

(Sgd) W. B. WOODWARD, Major-General,
Chief Administrative Officer.

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Ref: 503/117/003

Tel: 451

1 December 1944.

SUBJECT: MOST SECRET Letter from DDCAG ref S/14/DDCAG
of 19 Nov 44.

TO : DDCS Economic Section.

1. A copy of the above letter was forwarded to you and it raises urgent problems in connection with food planning. It is presumed that you have this matter in hand and will be in a position to report your recommendations. In particular, paragraph 5 requests the supply of estimates of requirements to be submitted for consultation with "Q" Maintenance and "Q" Movements.

2. May the Chief of Staff have a copy of your report.

[Signature]
Chief Staff Officer,
To the Chief of Staff.

~~SECRET~~

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IMMEDIATE

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ALLIED FORCE HEADQUARTERS

CAV/308/1

~~Confidential~~

To: Chief Commissioner,
Hq Allied Commission,
ROME

90

Reference para 2 of this HQ signal PX 59404 dated 23 Nov.

(A7 L 115)

1. Copies 7 to 9 of Log. P. 164 dated 29 Nov 44, subject, "Appreciation of the Military and Civil Commitments in NW ITALY" are enclosed.
2. This paper will provide the basis for discussion for the meeting at 1430 hours at the Allied Commission Building, on Saturday 2 Dec 1944.

29 Nov 44.

A.M. Malone bld

J.G.W. CLARK,
Lieutenant General,
Chief Administrative Officer.

*copy
1/12*

Copy No. 2 handed to Col. Marshall,
R.C. Pearce & receipt taken (date)

See 118

~~SECRET~~

as per 6, 7 and 8 of AF 2 Log 1, 164
'Appreciation of the Military and Naval
Commitments in N.S. State' as per 24, 25
in possession of Major F. W. Fortley.
Examine Section for distribution in
regard to the Committee. Concern
in planning for N.S. State. 1953

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TOP SECRET

ALLIED FORCES HEADQUARTERS

~~CONFIDENTIAL~~

28 NOV 44

ASSESSMENT OF THE MILITARY AND CIVIL COMMITMENTS IN NW ITALY

OBJECT

1. To consider what action is required to meet military and civil commitments arising from the occupation of NW ITALY.

DEFINITION OF NW ITALY

2. For the purpose of this paper NW ITALY is assumed to be ALL's proposed area of responsibility for No. 2 District, namely, the Compartments of LIGURIA, PIEMONTE, and LAKE ARD.

TIMING

5. The G-2 estimate of the earliest time the enemy may begin withdrawing is mid-December. It is unlikely that he will complete his withdrawal from NW ITALY in under a month.

ALLIED COMMITMENTS IN NW ITALY

4. Commitments in NW ITALY for which the Allies will be primarily responsible are :
 - a. The establishment of military forces for occupational duties and their subsequent reinforcement. After a short period these forces may be reduced, depending on the political and civil relief situation.
 - b. The support and distribution of such supplies including coal and other

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DEFINITION OF THE TASK

2. For the purpose of this paper NW ITALY is assumed to be that proposed area of responsibility for No. 2 District, namely, the Compartimenti of LIGURIA, PIEMONTE, and LOMBARDIA. *

TIME

3. The G-2 estimate of the earliest time the enemy may begin withdrawing is mid-December. It is unlikely that he will complete his withdrawal from NW ITALY in under a month.

ALLIED COMMANDERS IN NW ITALY

4. Commanders in NW ITALY for which the Allies will be primarily responsible are :-

- a. The establishment of military forces for occupational duties and their subsequent maintenance. After a short period these forces may be reduced, depending on the political and civil relief situation.

- b. The import and distribution of such supplies including coal and other fuels which are essential, initially, to prevent unrest and disease and, later, to provide for NW ITALY a comparable standard to that of the present liberated ITALY.

- c. The restoration and operation of Public Utilities required, initially, to prevent unrest or disease and, later, to assist the Allied war effort.
- d. The rehabilitation of such industry in NW ITALY as will assist the Allied war effort.

* AD have, in some cases, adopted different boundaries. Calculations in respect of requirements which have been made in this paper on the basis of figures produced by AD have not, however, been adjusted as these calculations are of a general nature only and are considered to be sufficiently approximate for the purpose of planning.

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NATURE OF THE PROBLEM

5. This area is one of dense population (approximately 12 million) the majority of which is concentrated in a few large urban centres. The population, containing both in FASCIST elements and a fair number of armed partisans whose attitude to the ITALIAN Government is uncertain, is liable to be heavily disrupted. The prompt introduction of air strikes without withdrawal of civil supply into N. ITALY to the minimum needs necessary to prevent unrest and disease will, therefore, be a primary consideration if a major internal security contingency is to be avoided.
6. When circumstances have been restored, it will be desirable to increase the supply route in N. ITALY to the level planned for present liberated ITALY. Rehabilitation of such industry as will assist the Allied war effort involving, inter alia, an increase in coal requirements may also be expected at this stage. These additional requirements are not, however, considered further in this paper, which in the subsequent paragraphs and appendices is confined entirely to estimated minimum requirements to prevent unrest and disease.
7. So far in ITALY the introduction of civil supplies has followed the course of military operations and the movement of the supplies has been achieved largely by military motor transport and by means of the facilities (ports and railways) already rehabilitated and controlled by the military. Further, the relatively slow rate at which ITALY has been liberated has created complications to be handled more or less concurrently with the speed of the advance.

8. In ITALY, on the other hand is likely to be a static area which will

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the supply system in the USSR to the level planned for present liberated USSR. Rehabilitation of such industry as will assist the Allied war effort involving, inter alia, an increase in coal requirements may also be expected at this stage. These additional requirements are not, however, considered further in this paper, which in the subsequent paragraphs and appendices is confined entirely to reestablished minimum requirements to prevent unrest and disease.

7. So far in USSR the transportation of civil supplies has followed the course of military operations and the movement of the supplies has been achieved largely by military motor transport and by means of the facilities (ports and railways) already rehabilitated and controlled by the military. Further, the relatively slow rate at which USSR has been liberated has enabled communications to be developed more or less concurrently with the speed of the advance.

8. In USSR, on the other hand is likely to be a situation which will be deliberately envisaged by the enemy over a relatively short period. The communications are likely to be subject to systematic destruction on a scale far greater than that hitherto encountered in USSR. The damage to communications in the USSR may, however, be reduced in extent if the Germans pursue an anti-aircraft policy and if bombing targets are so selected as to spare these communications.

9. The support of operations against the enemy only indirectly requires the development of communications in the USSR. These communications are required to meet the civil conditions in the area and as such are the

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responsibility of the Italian Government (assisted by the Allied Commission) who should as far as possible, provide the necessary resources for meeting the commitment.

OPERATIONAL FORCES REQUIRED AND THEIR MAINTENANCE

10. It is stressed in this paper that the equivalent of two Divs will be required for internal security duties in NW ITALY and two Divs for holding a defended flank west of Lake Garda. It is estimated that the two Divs required for internal security may be based on NW ITALY ports and that the maintenance requirements for these two divisions, including conventional materials for military purposes, will amount to about 800 t.p.d.

CIVIL SUPPLIES FOR NW ITALY (Appendix A)

11. Requirements based on the minimum to prevent unrest and diseases are estimated as:
- a. Civil supplies - 2,500 t.p.d. (1,500 t.p.d. is estimated to be adequate for the months of Jan and Feb 1945 if NW ITALY has been occupied at this time.)
 - b. Coal - 3,400 t.p.d. (when rail facilities are available.)
 - c. POL - 1,000 t.p.d. (of which approximately 350 t.p.d. will be petrol. A proportion of the tonnage may be imported in bulk.)

Reconstruction

supplies - 500 t.p.d.
TOTAL - 7,400

12. In view of the discussion involved it is likely to be economical to

every 24 hours, will amount to about 800 t.p.d.

CIVIL REQUIREMENT FOR IRAN

11. Requirements based on the minimum to prevent unrest and disunity are estimated as follows:
- a. Civil supplies - 2,500 t.p.d. (1,500 t.p.d. is estimated to be adequate for the months of Jan and Feb 1945 if IRAN has been supplied at this time.)
 - b. Coal - 5,400 t.p.d. (when rail facilities are available.)
 - c. Oil - 1,000 t.p.d. (of which approximately 500 t.p.d. will be petrol, a proportion of the tonnage may be imported in bulk.)
 - d. Re-construction supplies - 500 t.p.d.
- TOTAL - 7,400

12. In view of the distances involved it is likely to be economical to import the greater part of these tonnages through IRAN ports. Of these tonnages the import of foodstuffs and oil petrol for civil supply vehicles will have priority. The tonnage of coal to be imported will not reach the figure quoted above until the railway communication in IRAN has been developed.

IRAN REQUIREMENTS IN IRAN

13. Total tonnage (military and civil) to be imported through IRAN ports is likely to be to the order of 8,200 t.p.d. of which about 4,500 t.p.d. will be the minimum requirement for maintaining the occupational forces and feeding the civil population.

MOVEMENT AND TRANSPORTATION CONSIDERATIONS

14. General. (Appendix 'B')

In the period immediately following the period of initial civil supplies can only be provided for by rail by means of a long road haul from LAHORE or AMRITSAR. No assistance can be given by rail forward of LAHORE though some rail movement from AMRITSAR as far as SOLOTH, or beyond if the railway is serviceable, may be possible. Depending on MAF's estimates of what can be moved by this route, a stock pile of flour might be established at LAHORE and warehouse capacity, which is at present the limiting factor at AMRITSAR, should be provided accordingly.

15. To economize in road transport it is essential that a port in NW India be opened and developed as early as possible.

16. Ports. (Appendix 'B')

CHENAI is the most suitable of the SW India ports for development. Naval and civil resources, even if supplemented by military assistance, will suffice only to enable one port in NW India to be opened. All available resources, should therefore be concentrated on the opening of this port to the extent necessary for the tonnages given above. (Para 10 and 11.)

17. Difficulty is anticipated in providing tugs and lighters, particularly in respect of their movement coastwise, to meet the total tonnage required to be imported through CHENAI. Further, with the development of alongside berths in CHENAI, the requirement for tugs and lighters will be a diminishing one. In order to economize in harbour craft resources it is essential that the maximum number of alongside berths be developed as early as possible and

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AMCOW, should be provided as early as possible.

15. To expedite in cold transport it is essential that a part in the ITALY be opened and developed as early as possible.

16. Ports. (Appendix 'B')

There is the need to develop the ports for development. Naval and civil resources, even if supplemented by military installations, will suffice only to enable the port in the ITALY to be opened. All available resources, should the need be concentrated on the opening of this port to the extent necessary for the transport given above. (Ports 10 and 11.)

17. Difficulty is anticipated in providing tugs and lighters, particularly in respect of their movement overseas, to meet the total tonnage required to be imported through GELDA. Further, with the development of alongside berths in GELDA, the requirement for tugs and lighters will be a limiting one. In order to overcome in harbour craft resources it is essential that the maximum number of alongside berths be developed as early as possible and sufficient ITALIAN civil engineer resources should be organized to enable this policy to be implemented.

18. Railways. (Appendix 'B')

To enable coal to be distributed and to assist in the distribution of civil supplies it is considered that the following rail combinations in the ITALY will need to be reached in the order of priority indicated:-

Priority 1 a. Line GELDA - MANTOVA to handle 4,000 tons, requiring about

4-6 months to mount by using civilian resources only.

Priority 1 b. Line BOLZANO - PAVIA to handle about 3 months using

civilian resources only.

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Priority 2. Line THIN - PHANGA.

Priority 3. Line to MIAH from THIN - PHANGA line depending on easiest route to reconstrant over the PG.

The final decision on priority, however, must be determined until MIAH has been liberated from factors such as location and amount of rolling stock and extent of demolition are known. It may well be possible to proceed with the construction of more than one of the above sections of line at the same time.

19. Road Transport (Appendix A)

Road transport is mainly required for the distribution of food supplies. Estimates of requirements are based on the assumption that military and civil supplies are imported through the port of MIAH. It is estimated that a total of 8 1/2 days in addition to normal consumption and line transport will be required for military maintenance.

After allowing for the 1,700 vehicles already allocated by CGAP and the number of indigenous vehicles which an estimate are likely to be found in the result, and assuming trucks used for the distribution of civil supplies are operated on a two shift basis, it is estimated that there will be a deficiency of about 1,500 x 3-ton load-carrying vehicles (equivalent to 25 or 30 days on a one shift basis) on requirements to meet the civil commitment. The provision of civilian drivers for these vehicles (naturally a serious difficulty) will require emergency action by the United Government and may involve a training commitment requiring military assistance.

20. If the whole area of MIAH is liberated before MIAH is developed,

land transport is mainly required for the distribution of food supplies. Estimation of requirements are based on the assumption that military and civil supplies are imported through the port of CHIO. It is estimated that a total of 8 BT Cows in addition to normal forward line transport will be required for military supplies.

After allowing for the 1,700 vehicles already allocated by GAD and the number of indigenous vehicles which are likely to be found in the ITALIAN and assisting trucks used for the distribution of civil supplies are operated on a two shift basis, it is estimated that there will be a deficiency of about 1,500 x 3-ton load carrying vehicles (equivalent to 25 BT Cows on a two shift basis) or requirements to meet the civil commitment. The provision of civilian drivers for these vehicles (already a serious difficulty) will require energetic action by the ITALIAN Government and may involve a training commitment requiring military assistance.

20. If the whole area of the ITALY is liberated before CHIO is developed, or the opening of the port is delayed, the requirement for land carrying vehicles will be considerably greater in the early stages.

21. Recon

As land transport will be required extensively for the distribution of civil supplies, the repair and maintenance of road bridges and surfaces will be a large commitment, requiring the greatest use of civilian resources to be organized by the ITALIAN Government with the assistance of the Allied Command.

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REASONS FOR THE TOTAL CIVIL OCCUPATION

22. Civil

The magnitude of the commitment in NW ITALY and the fact that the restoration of transportation facilities in the area is not required to support ALL's operations make it essential that the ITALIAN Government (assisted by Allied Commanders) should take any and all measures necessary to ensure that, when the enemy withdraws from NW ITALY, there is the readiness state of mobilization of ITALIAN resources both in personnel and in material to open ports, restore communications and distribute supplies.

Until the ITALIAN Government has been charged with the responsibility for NW ITALY and has made its plan, utilizing all civil resources available now or anticipated to be available after the armistice has been concluded, the adequacy of these resources cannot be ascertained.

23. Military

It may be more convenient in the long run for military assistance to be given to the Allied Commanders in the immediate future to help in the training of ITALIAN personnel in specialist tasks.

RESPONSIBILITY FOR NW ITALY

24. The following are factors affecting the determination of responsibility for the NW ITALY commitment :-

- a. HQ ALL is charged with responsibility for operations in ITALY and as such will be responsible for clearing NW ITALY of the enemy and for the establishment of ABG.

Until the ITALIAN Government has been charged with the responsibility for NW ITALY and has made its plans, utilizing all civil resources available now or anticipated to be available after the armistice has been accepted, the adequacy of these resources cannot be ascertained.

23. Military

It may be more convenient in the long run for military assistance to be given to the Allied Command in the immediate future to help in the training of ITALIAN personnel in specialist tasks.

RESPONSIBILITY FOR NW ITALY

24. The following main factors affect the determination of responsibility for the NW ITALY commitment :-

- a. NW ALI is charged with responsibility for operations in ITALY and as such will be responsible for clearing NW ITALY of the enemy and for the establishment of AMZ.
- b. NW ITALY is likely to become a hotbed area not directly connected with ALI's main operations against the GERMAN forces remaining in NW ITALY. In previous cases the solution of civil problems has been in ¹²¹²ALI's museum assisted by the existence of military agencies for military purposes in the area involved. In NW ITALY military agencies for purely military purposes will be less strongly represented and the direct military interest in the area smaller. This will throw a greater burden of responsibility on the civil organization.
- c. Any military administrative resources required for civil purposes in NW ITALY will largely have to be provided from resources now controlled

by ALI.

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It is concluded that AG should be made primarily responsible for the development of the ITALY and that they should work in close consultation with IAI who will be responsible for the initial acquisition and maintenance of law and order in the area. The development of the ITALY is only indirectly connected with the operational task of IAI, and for this reason IAI should be relieved of responsibility for this area by AFHQ as early as possible.

26. AG should therefore be required to undertake the civil commitment in the ITALY and after agreement with IAI, to submit their plans to AFHQ detailing any additional requirements to meet the commitment which cannot be provided from the maximum use of ITALIAN resources.

MAIN COMMISSIONS

27. 2. The civil commitment in the ITALY should be the responsibility of the AG. Planning should, therefore, be the responsibility of the Allied Commission in close consultation with the Italian Government and should be based on the basis that the ITALIAN civil resources will be used to meet the commitment.
3. Assistance, if any, from military sources to augment the ITALIAN resources should be requested by AG after the completion of this plan. This plan should be submitted, after agreement with IAI, to AFHQ.
4. It may be necessary to provide military personnel to assist the training of ITALIAN personnel in skilled and semi-skilled work (e.g. drivers for vehicles, transportation personnel etc.)
5. AFHQ should be developed as early as possible after CHANGING withdrawal for the import of civil supplies in order to economize in road transport.
6. A minimum of 1,500 x 3 ton vehicles (or their equivalent) is likely to be required over and above vehicles already ordered by AG and vehicles

MAIN CONCLUSIONS

27. a. The civil commitment in the main should be the responsibility of the AC. Planning details, however, is the responsibility of the Allied Commanders in chief (conjunction with the JCEC) Commanders and all other bases on the basis of the JCEC civil resources will be used to meet the commitment. b. Assistance, if any, from military sources to support the JCEC resources should be requested by AC after the completion of this plan. This plan should be submitted, after agreement with AII, to AIIHQ.
28. It may be necessary to provide military personnel to assist the training of military personnel in skilled and semi-skilled work (e.g. drivers for vehicles, transportation personnel etc.)
29. JCEC should be developed as early as possible after JCEC withdrawal for the support of civil supplies in order to facilitate in road transport.
30. A minimum of 1,500 x 3 ton vehicles (or their equivalent) is likely to be required over and above vehicles already ordered by AC and vehicles available from JCEC sources.

RECOMMENDATIONS

28. That JCEC should discuss the JCEC civil commitment with the AII and HQ AC with a view to:
 - a. ascertaining AII's plan in respect of this work;
 - b. serving the terms of a directive required by AC to enable them to plan the civil aspects of this commitment;
 - c. ascertaining how far the civil machinery is organized to meet this commitment and what assistance AC requires to ensure that this commitment is met.

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29. That a cable be dispatched to Combined Chiefs of Staff requesting the provision of 1,500 x 3 ton vehicles (after confirmation with AEC and AD that this number will be sufficient to meet minimum civil requirements in VII (24)(2)) and the allocation of additional shipping to enable these vehicles to be imported without prejudice to the current import programme.

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APPENDIX 'A'
to LOS, P. 164
dated 29 Nov 44

CIVIL REQUIREMENTS FOR N. I. ITALY

1. IMPORTS (OTHER THAN COAL AND FUEL)

a. Requirement

The requirement of wheat/flour for the total population to provide the minimum 200 grams ration is estimated at 75,000 tons a month.

It is considered that of the total requirements, a maximum quantity of 45,000 tons per month might be provided from indigenous sources. The minimum quantity to be imported, therefore, is 30,000 tons per month (1,000 t.p.d.). In the spring, however, since the harvest of 1944 will probably have been mostly harvested, the import requirement is likely to approximate to the full 75,000 tons (2,500 t.p.d.).

b. Availability

(1) A stockpile of flour, estimated for the most part at 120,000, of 30,000 - 40,000 tons is planned to be available by the end of Jan. This will suffice to feed half the population of NW ITALY on a 200 grams ration for one month. Owing to the shipping restrictions the build up of this stockpile may be delayed.

(2) Movement of wheat/flour to this theatre is dependent upon the shipping situation. On present information a minimum of 40,000 tons per month (1,333 t.p.d.), beginning Feb 1945, should be available for NW ITALY out of the total planned imports to the theatre. This tonnage is earmarked

65,000 tons per month might be provided from indigenous sources. The minimum quantity to be imported, therefore, is 30,000 tons per month (1,000 t.p.d.). In the spring, however, since the harvest of 1944 will probably have been mostly realized, the import requirement is likely to approximate to the full 75,000 tons (2,500 t.p.d.).

2. Availability

(1) A stockpile of flour, situated for the most part at Legh, of 30,000 - 40,000 tons is planned to be available by the end of Jan. This will suffice to feed half the population of NW ITALY on a 200 grams ration for one month. Owing to the shipping restrictions the build up of this stockpile may be delayed.

(2) Movement of wheat/flour to this theatre is dependent upon the shipping situation. On present information a minimum of 40,000 tons per month (1,333 t.p.d.), beginning Feb 1945, should be available for NW ITALY out of the total planned imports to the theatre. This margin is earmarked for the area and is to be stockpiled month by month until the commitment comes into being.

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2. Movement Requirements

Depending on the contribution from indigenous sources, the total civil import requirement (other than Coal and POL) allowing for 100% in addition to Wheat and Flour is likely to be between 1,500 - 2,500 t.p.d. rising to the latter figure in the spring.

2. Coal

2. Requirements

It is estimated that 3,000 t.p.d. of coal will have to be imported into NW ITALY. This is based upon the needs for the operation of the essential

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APPENDIX 'A' (Contd.)

railways, gas and electricity plants, the two last items consuming 60% of the total amount. It is considered that very little will be found in the area since the energy, particularly in his own time, will have been able to cut down the stocks to a very low level.

B. Availability

(1) Local

A limited stock is in existence at VALPARAISO (South of MEXICO) with a fuel capacity of 30,000 tons per month of fuel suitable for all heating purposes other than locomotive. It is not yet known how soon this can be put back into production, or what quantity of its output would be needed locally, but it might serve to supply the immediate needs of essential public utilities in the early stages, since the difficulty of transportation will prevent any large consumption of fuel.

(2) From Other Countries

There are at present no stocks of coal imported from other countries in MEXICO available for diversion to the M. Since, however, the introduction of coal on any scale into the area cannot take place until the railways have been restored, there should be sufficient time to take steps to provide it by the time it is required. Much of the coal for MEXICO formerly came from the coalfields of ALASKA, CANADA and the U.S.A. A separate examination is being made of the possibility of meeting some of the MEXICO requirements from this source.

no fuel can be imported, as that quantity is the only one which is needed locally, but it might serve to supply the immediate needs of essential public utilities in the early stages, thus the difficulty of transportation will prevent any large consumption of fuel.

(2) From Other Countries

There are at present no stocks of coal imported from other countries in ITALY available for diversion to the PW. Hence, however, the introduction of coal on any scale into the area cannot take place until the railways have been restored, there should be sufficient time to take steps to provide it by the time it is required. Much of the coal for the ITALY formerly came from the coalfields of ALGERIA, LIBYAN and the SAHARA. A separate consideration is being made of the possibility of meeting some of the PW fuel requirements from this source.

3. Fuel

a. Requirements

For civil requirements the amount of petrol is estimated to be 350 t.p.d. and the amount of other fuel for civil requirements (including HYDROGEN and Gas Fuel) to be 650 t.p.d.

9237

b. Method of Transport

Initially all fuel imported must be moved. At a later stage bulk storage should be available at GENOA, and bulk petrol available at ALESSANDRIA after a pipeline has been constructed.

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ATTACHMENT A (Contd)

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2. Availability

- (1) During the first two months a maximum of 900 t.p.d. of packed POL could be made available from Italy and the Middle East, provided there were no major operations in the theatre outside Italy.
- (2) Stores could be made available for the construction of bulk storage installations. There are, however, no trained Italians and these would take some time to train.
- (3) Stores are available for the construction of one 4-inch pipeline from GENOA to ALEXANDRIA, and it might be possible to provide sufficient to construct a second one if this was required.

4. RECONSTRUCTION SUPPLIES

Transportation, Bridging and other Engineer stores will be required for reconstruction purposes. These requirements must be met by the Italian Government from their own resources to the maximum extent possible. It is, however, anticipated that certain stores may have to be imported into NW ITALY and provided partially from military sources. These imports are estimated to amount to about 500 t.p.d.

5. CONCLUSIONS

The minimum civil requirements to prevent unrest and disease comprising a minimum ration of foodstuffs, coal for public utilities, and minimal POL, are likely to be of the following order :-

Civil supplies	2,500 t.p.d.
----------------	--------------

(3) stores are available for the construction of one 4-inch pipeline from GABA to ALBANSIA, and it might be possible to provide sufficient to construct a second one if this was required.

4. RECONSTRUCTION SUPPLIES

Transportation, Bridging and other Engineer stores will be required for reconstruction purposes. These requirements must be met by the Italian Government from their own resources to the extent possible. It is, however, anticipated that certain stores may have to be imported into NW ITALY and provided partially from military sources. These imports are estimated to amount to about 500 t.p.d.

5. REQUIREMENTS

The minimum civil requirements to prevent unrest and disaffection comprising a minimum ration of foodstuffs, coal for public utilities, and minimum POL, are likely to be of the following order :-

Civil supplies	2,500 t.p.d.
Coal	3,400 t.p.d.
POL	1,000 t.p.d.
Reconstruction supplies	500 t.p.d.
TOTAL	7,400 t.p.d.

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APPENDIX 'B'
to LRG, P. 104
dated 29 Nov 44

RAILWAYS AND TRANSPORTATION APPROPRIATION

RAILWAYS

1. CHINA, RUSSIA, JAPAN, and SPAIN. All are already prepared by the enemy for large scale demolitions.
- a. CHINA - major commercial port equipped with modern facilities including installations for bulk grain, coal and oil. The port is well served by railways, three main lines running North across the JIMINGTIAN. Considerable demolitions have already been effected and the enemy is preparing to block entrances. Majority of rail lines from Japan pass through tunnels, some of which are already seriously damaged.

In view of size of port it is considered that some berths could be available for alongside discharge after about two weeks of initial repairs.

It is estimated that CHINA could be developed to handle some 10,000 t.p.d., and this might eventually be achieved if civilian resources are fully organized. The full development, however, of the port is likely to take much longer with civilian resources than if military resources were made available. Only limited rail clearance from Japan will be possible for a considerable time.

- b. JAPAN - chiefly a coal port. Rail clearance limited to one vulnerable single line. Port has been badly damaged and badly blocked.
- c. JAPAN - consists of two shallow harbours already partly demolished and obstructed with sunken ships. Port unlikely to be able to receive shipping larger than coasters for some time after capture. Port is not rail served and

have already been affected and the enemy is preparing to block entrances. Majority of rail lines pass south from the city through the hills, some of which are already seriously damaged.

In view of size of port it is considered that some berths could be available for alongside discharges after about two weeks of initial repairs.

It is estimated that CHINA could be developed to handle some 10,000 t.p.d. and this might eventually be achieved if civilian resources are fully organized. The full development, however, of the port is likely to take much longer with civilian resources than if military resources were made available. Only limited rail clearances from quays will be possible for a considerable time.

1. YOKOHAMA - chiefly a coal port. Rail clearance limited to one vulnerable single line. Port has been badly damaged and badly blocked.

2. YOKOHAMA - consists of two smaller harbours already partly demolished and obstructed with sunken ships. Port unlikely to be able to receive shipping larger than sampans for some time after capture. Port is not rail served and rail routes inland from town are vulnerable.

3. YOKOHAMA - chiefly a naval base. In view of damage discharge likely to be limited for some time to overseas discharges for which pool anchorage berths are available.

4. Only one naval port party is available. The civil resources which can be made available, supplemented by civilians served and military resources, are unlikely to enable more than one port to be opened in the future.

5. YOKOHAMA is most centrally placed in relation to the populous districts of the KANTO area, as the largest port in the area, is likely to have the largest number of skilled and unskilled labor. CHINA is better rail served, both in the port itself and also inland, than the other ports. Subject to initial damage inflicted,

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APPENDIX 'A' (Contd)

during the enemy withdrawal it is likely that GENOA will be the most suitable import port for NW ITALY. All the resources which can be allocated should, therefore, be concentrated on its opening and development.

4. Opening and Operation of the Port

GENOA is the foremost Italian port and it is considered that skilled port labour is more likely to be found there than elsewhere in Italy. It, however, the port is to handle the required tonnage in the early stages, it will be necessary for civilian labour and resources to be engaged. Plans to this end should be put in hand by AI as a matter of urgency. There is likely to be a considerable shortage of construction material, mechanical appliances and gear, but planning and improvisation, assisted by limited military resources, should overcome this shortage to some extent. Beyond this, resources will have to be made available from outside ITALY and an estimate of this requirement should be made by AI.

The port is likely to be used, initially at least, for the import of military materiel to support operational troops, and military resources will generally be limited to those required to meet this demand.

5. Lighthouses

Air reconnaissance shows that there are still a large number of lighters and small craft in the port in various stages of repair. While the majority of these will doubtless be rendered unserviceable by the enemy, it is considered that civilian resources should be capable of repairing a considerable proportion of those a short time after the harbour is opened. As the serviceability of these craft is likely to be poor, and in order to economise in lighters generally, GENOA

should be able to handle these as individual units. Civilian engineering resources

shortage of construction material, mechanical appliances and gear, but planning and improvisation, assisted by limited military resources, should overcome this shortage to some extent. Beyond this, resources will have to be made available from outside India and an estimate of this requirement should be made by AF.

The port is likely to be used, initially at least, for the import of military requirements to support operational troops, and military resources will generally be limited to those required to meet this requirement.

5. Lighthouses

Air reconnaissance shows that there are still a large number of lighters and small craft in the port in various stages of repair. While the majority of these will doubtless be rendered unserviceable by the enemy, it is considered that civilian resources should be capable of repairing a considerable proportion of these within a short time after the harbour is opened. As the serviceability of these craft is likely to be poor, and in order to accommodate in lighters generally, GZNOA should be developed as an 'emergency' port. Civilian engineering resources should be planned accordingly by AF.

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RAILWAYS

5. The India is well served by rail communications, but all are vulnerable involving a considerable repair requirement. Rail communications will be necessary for the distribution of coal and for assisting in the movement of civil supplies to relieve the strain on road transport. Main rail routes likely to be required are as follows:-

APPENDIX 'B' (Cont'd)

a. ROUTE - ALEXANDRIA

Three rail routes exist between these cities with frequent junctions between routes. A combination of these routes linking part of the available routes requiring the least amount of repair will be most economical in reconstruction. It is estimated that a period of 4 - 6 months would be required to provide a through line to carry 4,000 t.p.d. from GENOA to ALEXANDRIA. If civilian personnel only were used.

b. ROUTE - PLACENTIA - TURIN

This line runs over flat country and, though there are a number of small river bridges, is relatively easier to repair than other routes. Time required to effect reconstruction as far as PLACENTIA would be about 3 - 4 months if civilian personnel only were used. The extent of damage to this line is relatively minor. This line could be necessary to enable the transfer of locomotives and rolling stock between the ITALY and the rest of ITALY. The use of this line for the overage of supplies to the ITALY would entail the movement of supplies for this area over lines South of BOLOGNA. These lines are likely to be heavily used for the support of operations in the ITALY. It is unlikely that more than a very small tonnage could be allocated to these lines for the support of the ITALY.

c. Route to Milan

Choice of route will depend on the state of bridges over the PD and one of which, if demolished, will involve a major engineering task which will severely tax the capabilities of civil resources.

7. In view of the importance of developing rail communications to relieve the strain on road transport, it is considered that priority should be given to the repair of

the line runs over flat country and, though there are a number of small river bridges, is relatively easier to repair than other routes. Time required to effect reconstruction as far as PULZANA would be about 3 - 4 months if civilian personnel only were employed. The distance from the line to TURIN would require another 2 - 3 months. This line would be necessary to enable the transfer of locomotives and rolling stock between NW ITALY and the rest of ITALY. The use of this line for the carriage of supplies to NW ITALY would entail the movement of supplies for this area over lines South of BOLOGNA. These lines are likely to be largely used for the support of operations in NE ITALY. It is unlikely that more than a very small tonnage could be allocated to these lines for the support of NW ITALY.

5. Route to MILAN

Choice of route will depend on the state of bridges over the PO and one of which, if demolished, will involve a major engineering task which will severely tax the capabilities of civil resources.

7. In view of the importance of developing rail communications to relieve the strain on road transport, it is considered that priority should be given to the repair of the GENOVA - ALESSANDRIA line. Rail communications between the major towns ¹⁻²⁻³ is unlikely to be available during the first three months of the occupation of NW ITALY.

8. Construction Stores

Some transportation stores set in about supply (e.g. track) might be made available for NW ITALY from military stocks, but other items, such as long span bridging cannot be provided. It will, therefore, be necessary to make extensive use of local resources. In addition to stocks found locally on the ground, material obtained from the railway plant and constructional industries in TURIN and MILAN areas may be available depending on the construction of the industries by the enemy. The rehabilitation of these industries is likely to be a lengthy project but should be planned using the skilled labour available in this area, as a high priority.

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ANNEX 'B' (Contd.)

an estimate must also be made of such construction material as will have to be provided from outside ITALY.

9. Operation of Railways

As initially only a limited number of routes will be opened, the IGH should have sufficient resources of personnel to operate these lines.

10. Locomotives and Rolling Stock

The initial requirement of the IGHCA - ANNEX 'B' - route of some 4,000 t.p.d. will require up to 50 locomotives and 2,000 wagons, the requirement increasing considerably as other lines are put into operation. A small number of locomotives and wagons which could be allocated from military resources will fall considerably short of the requirements. The enemy is likely to remove the maximum number of serviceable locomotives and wagons from NW ITALY prior to his withdrawal. A high priority should therefore be given to the repair of damaged locomotives and wagons which the enemy will not be able to remove. Further, the Allied Commission must estimate what additional locomotives and rolling stock will be required in order that requisition can be placed for increased input into ITALY.

CONCLUSIONS

11. a. IGHCA is the most suitable part to meet requirements in NW ITALY, and all available resources should be concentrated on developing it to the required capacity.

b. It will be the responsibility of the Italian Government (assisted by the Allied Commission) to develop the part of IGHCA to handle the civil tonnage required. They should immediately initiate plans for the operation of the

consequently as other lines are put into operation. A small number of locomotives and wagons which could be allocated from military resources will fall considerably short of the requirements. The enemy is likely to remove the maximum number of serviceable locomotives and wagons from the ITALY prior to his withdrawal. A high priority should therefore be given to the repair of damaged locomotives and wagons which the enemy will not be able to remove. Further, the Allied Commission must estimate what additional locomotives and rolling stock will be required in order that requisition can be placed for increased import into ITALY.

CONCLUSIONS

1. G. G. G. is the most suitable port to meet requirements in the ITALY, and all available resources should be concentrated on developing it to the required capacity.
2. It will be the responsibility of the ITALY Government (assisted by the Allied Commission) to develop the port of G. G. G. to handle the civil tonnage required. They should immediately initiate plans for the operation of the port making greatest use of civilian resources. Any deficiency in civilian resources requiring military assistance should be assessed in detail and advised to the G. G. G.
3. It will be essential to restore certain rail routes for the transport of coal, and to organise road transport for distribution of civil supplies, making maximum use of civilian resources. The following routes are likely to be required in order of priority:-

1. G. G. G. - ALESSANDRIA.
2. PIACENZA - ALESSANDRIA - TURIN
3. PIACENZA - MILAN (or suitable alternative).

ITALY'S COAL

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APPENDIX 'C'
to LOG. P. 164
dated 29 Nov 44

ROAD TRANSPORT REQUIREMENTS FOR NW ITALY

BASIS OF CALCULATION

1. For the purpose of estimating load carrying transport required for the distribution of civil supplies throughout NW ITALY, it has been assumed that:
 - a. No railway facilities will be available during the first four months.
 - b. Civil supplies and POL up to the tonnages set out in para 11 of the main paper will be imported through GENOA and will require to be moved from that port to provincial capitals for further distribution.
 - c. Local Italian load carrying vehicles (estimated at 1,000 with a capacity of 2 tons each) found in NW ITALY when we take over the area, and local horse-drawn transport will be sufficient for:
 - (1) Internal distribution of supplies within provincial capitals.
 - (2) Distribution of supplies from provincial capitals to outlying districts.
 - (3) Collection and distribution of indigenous supplies.
 - d. Civil load carrying transport will be worked on a two shift basis, i.e. will average 150 miles per day per vehicle.

SUMMARY OF LOAD CARRYING TRANSPORT REQUIREMENTS

2. CIVIL	Requirements	
	Load in tons per day	
For movement from ports to provincial capitals		
if occupation takes place in winter		4,700

Additional requirements if occupation takes place in

part to provincial capitals for further distribution.

2. Local Italian load carrying vehicles (estimated at 1,500 with a capacity of 2 tons each) found in the ITALY when we take over the area, and local horse-drawn transport will be sufficient for -

- (1) Internal distribution of supplies within provincial capitals.
 - (2) Distribution of supplies from provincial capitals to outlying districts.
 - (3) Collection and distribution of indigenous supplies.
3. Civil load carrying transport will be worked on a two shift basis, i.e. will average 150 miles per day per vehicle.

ESTIMATE OF LOAD CARRYING TRANSPORT REQUIREMENTS

2. CIVIL

2. Requirements

Lift in tons
per day

Per movement from ports to provincial capitals
if occupation takes place in winter

4,700

Additional requirements if occupation takes place in

Spring

5,000

Per distribution of imported and indigenous supplies

4231

between provincial capitals and outlying districts

2,000

11,700

3. Lift likely to be available

Serviceable Italian vehicles likely to be found in

the ITALY after German withdrawal (based on AF estimate)

2,000

1,700 ± 1½ ton trucks

due into theatre from AF by March

2,500

4,500

4. Present estimated deficiency

7,200

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APPENDIX 'B' (Contd.)

This is equivalent of about 1,200 x 3 ton trucks if worked on a two shift basis or 2,400 x 3 ton trucks if worked on a one shift basis (20 GT Coys on a one shift basis).

3. MILITARY

For movement of military maintenance tonnage (from to of main port) from the ports to the areas where the troops are likely to be located, additional to normal formation second-line transport

= 4 GT Coys

4. PORT CLEARANCE AND LOCAL DETAILS

Port clearance of military tonnage

= 2 GT Coys

Port clearance of civil tonnage apart from coal

if worked on a two shift basis

300 x 3 ton trucks

if worked on a one shift basis

600 x 3 ton trucks

(5 GT Coys on a one shift basis).

Local military details

= 2 GT Coys

TOTAL

= 4 GT Coys and

if worked on a two shift basis

300 x 3 ton trucks

if worked on a one shift basis

600 x 3 ton trucks

(9 GT Coys on a

one shift basis).

5. AGGREGATE OF CIVIL AND MILITARY REQUIREMENTS

After allowing for the anticipated availabilities, the aggregate lift required for minimum military and civil purposes amounts to 1,500 x 3 ton trucks for civil requirements if worked on a two shift basis or twice this number if worked on a

Part clearance of military towards	= 2 GT Coys
Part clearance of civil towards apart from coal	
if worked on a two shift basis	300 x 3 ton trucks
if worked on a one shift basis	600 x 3 ton trucks
	(5 GT Coys on a one shift basis).
Local military details	= 2 GT Coys
	= 4 GT Coys and
if worked on a two shift basis	300 x 3 ton trucks
if worked on a one shift basis	600 x 3 ton trucks
	(3 GT Coys on a
	one shift basis).
TOTAL	

5. AGGREGATE OF CIVIL AND MILITARY REQUIREMENTS

After allowing for the anticipated availability, the aggregate lift required for minimum military and civil purposes amounts to 1,500 x 3 ton trucks for civil requirements, if worked on a two shift basis, or twice this number, if worked on a one shift basis, and 6 GT Coys for military requirements (equivalent of 33 GT Coys on a one shift basis).

6. LIMITATIONS AFFECTING ESTIMATE OF TRANSPORT REQUIREMENTS SET OUT IN PARAG 2 - 5 ABOVE

4230

a. The 1,700 x 1 1/2 ton vehicles due in Italy by March for AC may be required for the area of Italy now occupied, where there is already a shortage of transport, or for the area in AC Italy which may have been liberated by the time the AC Italy commitment has arisen.

b. There is considerable difficulty in finding and training Italian drivers for trucks supplied to AC. A minimum of two drivers per truck will be required for each vehicle being worked on a two shift basis. It will probably be necessary

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APPENDIX B' (Contd)

and economical in the long run for the military to assist in the training of

drivers.

d. Italian vehicles left behind by the Germans in NW ITALY as they withdrew are likely to be in indifferent condition, particularly as regards tyres, and lacking in spares.

e. In addition to land carrying vehicles, smaller vehicles will be required for supervising the distribution of supplies. These should be provided from those found locally in NW ITALY.

f. The FIAT plant of PIERRE S.S. is being rehabilitated by AD for the manufacture of tyres but is unlikely to become fully effective before March 1945 ~~as~~ raw materials which have been requisitioned are unlikely to arrive in ITALY before that time.

In view of the demand, which is certain to materialise, for tyres for vehicles found in NW ITALY, the output of this plant is likely to be of great importance and all possible sources of supply of materials should be explored with a view to making materials available before March 1945 in order that production at the plant can begin as soon as possible.

g. No allowance has been made for transport required for the distribution of industrial materials.

7. CONCLUSIONS

A. Owing to the overall shortage of transport, civilian vehicles and trucks supplied to AD for the distribution of civil requirements should be operated on a two shift basis.

B. The lift required for military maintenance can be met from military sources,

ture of types but is unlikely to become fully effective before March 1945. As new materials which have been requisitioned are unlikely to arrive in Italy before that time.

In view of the demand which is certain to materialize for types for vehicles found in NW Italy, the output of this plant is likely to be of great importance and all possible sources of supply of materials should be explored with a view to making materials available before March 1945 in order that production at the plant can begin as soon as possible.

f. No allowance has been made for transport required for the distribution of industrial materials.

7. CONCLUSIONS

a. Owing to the overall shortage of transport, civilian vehicles and trucks supplied to AC for the distribution of civil requirements should be operated on a two shift basis.

b. The lift required for military maintenance can be met from military sources, but, after allowing for present estimate of availability of indigenous vehicles and planned imports for AC account, it is anticipated that there will be a deficiency of 1,500 x 3 ton trucks in respect of civil transport needed, to distribute the civil requirements. 4200

c. AC should ensure that the Italian Government takes all action possible to meet this deficiency from Italian resources. In view, however, of the magnitude of the civil requirement in NW Italy, it is considered that AC should be asked to provide as soon as possible a minimum of a further 1,500 x 3 ton trucks and six months maintenance for these vehicles. AC should also be asked to allocate the necessary additional shipping to enable these vehicles to be imported without prejudice to presently scheduled imports.

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APPENDIX 'C' (Contd.)

5. Immediate action is required to ensure that trained Italian drivers are available to take over those trucks when they arrive. Military assistance is likely to be required to enable this to be achieved.

6. That an investigation be made by AF into the possibility of making use of Italian motor repair facilities for:-

- (a) reconditioning vehicles which have been commandeered for military use
- (11) providing workshop facilities for the maintenance of vehicles engaged on the distribution of civil supplies.

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REMARKS: ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 11/10/00 BY SP-000000000000

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IN GENERAL:

The duty of agricultural extension is that of communicating and supporting the best available agricultural knowledge, and all the "know-how" that can be applied to the production of agricultural products or to the improvement of agricultural methods.

11. Agricultural extension is a service which provides information and technical assistance to farmers and rural communities. It is a service which is provided by the government or by private organizations. It is a service which is provided by the government or by private organizations. It is a service which is provided by the government or by private organizations.

12. The purpose of this document is to provide information on the subject of agricultural extension.

13. The document is organized into four main sections: (a) General information, (b) The role of agricultural extension, (c) The methods of agricultural extension, and (d) The results of agricultural extension.

14. The document is intended for use by agricultural extension workers, government officials, and the general public.

15. The document is organized into four main sections: (a) General information, (b) The role of agricultural extension, (c) The methods of agricultural extension, and (d) The results of agricultural extension.

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20. The document is intended for use by agricultural extension workers, government officials, and the general public.

21. The document is organized into four main sections: (a) General information, (b) The role of agricultural extension, (c) The methods of agricultural extension, and (d) The results of agricultural extension.

22. The document is intended for use by agricultural extension workers, government officials, and the general public.

23. The document is organized into four main sections: (a) General information, (b) The role of agricultural extension, (c) The methods of agricultural extension, and (d) The results of agricultural extension.

24. The document is intended for use by agricultural extension workers, government officials, and the general public.

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- a) To conduct with a view to the future of industry sub-commission, aiming to the finding of factors which prevent industry and enterprise growth and to their elimination.
- b) Assisting in other matters in connection with the above.
- c) To conduct also special studies and missions, demanding knowledge and investigation projects to be realized immediately.
- d) Assisting in preparing the working of companies.
- e) In conjunction with the President and Investment Agent, attending Provincial and International exhibitions as soon as possible.

13. Director - Administrative officers will:

- a) For the Captain of the House is to conduct the Provincial Commission, (for each country, etc. have also and jurisdiction over fishing, from the organization and high capacity. There is a Captain of the House or a Delegation of 3, higher or lower fishing village).
- b) Apply the procedure of fishing vessels on pages 20 to 30 in the organization of Italian Agriculture.
- c) Carry out, through the Provincial Commission, to the questions in the following items:
 - (1) Questionnaire per 1. Provincial (Form 1) 10/1/51.
 - (2) Questionnaire per 2. Provincial Commission (Form 2) 10/1/51.
 - (3) Questionnaire per 3. Provincial Commission (Form 3) 10/1/51.
 - (4) Questionnaire per 4. Provincial Commission (Form 4) 10/1/51.
 - (5) Questionnaire per 5. Provincial Commission (Form 5) 10/1/51.
 - (6) Questionnaire per 6. Provincial Commission (Form 6) 10/1/51.
 - (7) Questionnaire per 7. Provincial Commission (Form 7) 10/1/51.
 - (8) Questionnaire per 8. Provincial Commission (Form 8) 10/1/51.
 - (9) Questionnaire per 9. Provincial Commission (Form 9) 10/1/51.
 - (10) Questionnaire per 10. Provincial Commission (Form 10) 10/1/51.
 - (11) Questionnaire per 11. Provincial Commission (Form 11) 10/1/51.
 - (12) Questionnaire per 12. Provincial Commission (Form 12) 10/1/51.
 - (13) Questionnaire per 13. Provincial Commission (Form 13) 10/1/51.
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 - (56) Questionnaire per 56. Provincial Commission (Form 56) 10/1/51.
 - (57) Questionnaire per 57. Provincial Commission (Form 57) 10/1/51.
 - (58) Questionnaire per 58. Provincial Commission (Form 58) 10/1/51.
 - (59) Questionnaire per 59. Provincial Commission (Form 59) 10/1/51.
 - (60) Questionnaire per 60. Provincial Commission (Form 60) 10/1/51.
 - (61) Questionnaire per 61. Provincial Commission (Form 61) 10/1/51.
 - (62) Questionnaire per 62. Provincial Commission (Form 62) 10/1/51.
 - (63) Questionnaire per 63. Provincial Commission (Form 63) 10/1/51.
 - (64) Questionnaire per 64. Provincial Commission (Form 64) 10/1/51.
 - (65) Questionnaire per 65. Provincial Commission (Form 65) 10/1/51.
 - (66) Questionnaire per 66. Provincial Commission (Form 66) 10/1/51.
 - (67) Questionnaire per 67. Provincial Commission (Form 67) 10/1/51.
 - (68) Questionnaire per 68. Provincial Commission (Form 68) 10/1/51.
 - (69) Questionnaire per 69. Provincial Commission (Form 69) 10/1/51.
 - (70) Questionnaire per 70. Provincial Commission (Form 70) 10/1/51.
 - (71) Questionnaire per 71. Provincial Commission (Form 71) 10/1/51.
 - (72) Questionnaire per 72. Provincial Commission (Form 72) 10/1/51.
 - (73) Questionnaire per 73. Provincial Commission (Form 73) 10/1/51.
 - (74) Questionnaire per 74. Provincial Commission (Form 74) 10/1/51.
 - (75) Questionnaire per 75. Provincial Commission (Form 75) 10/1/51.
 - (76) Questionnaire per 76. Provincial Commission (Form 76) 10/1/51.
 - (77) Questionnaire per 77. Provincial Commission (Form 77) 10/1/51.
 - (78) Questionnaire per 78. Provincial Commission (Form 78) 10/1/51.
 - (79) Questionnaire per 79. Provincial Commission (Form 79) 10/1/51.
 - (80) Questionnaire per 80. Provincial Commission (Form 80) 10/1/51.
 - (81) Questionnaire per 81. Provincial Commission (Form 81) 10/1/51.
 - (82) Questionnaire per 82. Provincial Commission (Form 82) 10/1/51.
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 - (87) Questionnaire per 87. Provincial Commission (Form 87) 10/1/51.
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 - (92) Questionnaire per 92. Provincial Commission (Form 92) 10/1/51.
 - (93) Questionnaire per 93. Provincial Commission (Form 93) 10/1/51.
 - (94) Questionnaire per 94. Provincial Commission (Form 94) 10/1/51.
 - (95) Questionnaire per 95. Provincial Commission (Form 95) 10/1/51.
 - (96) Questionnaire per 96. Provincial Commission (Form 96) 10/1/51.
 - (97) Questionnaire per 97. Provincial Commission (Form 97) 10/1/51.
 - (98) Questionnaire per 98. Provincial Commission (Form 98) 10/1/51.
 - (99) Questionnaire per 99. Provincial Commission (Form 99) 10/1/51.
 - (100) Questionnaire per 100. Provincial Commission (Form 100) 10/1/51.
- d) Make recommendations for the use of the above to the Commission.

14. Director - Administrative officers will:

- a) Obtain a list of all actions of Provincial Commission on the 1st and 15th of each month and to the Provincial Commission for any changes.
- b) Appoint and keep for the Provincial Commission (Provincial) and Italian Commission.

1) Apply the procedure of selective cutting on areas 20 to 30 km from the location of Indian hunting area.

2) Government, through the Provincial Commissioner to the questions on the following items:

- (1) Questionnaire for 1. Questionnaire (Form A) 10/1/51.
- (2) Questionnaire for all State-owned land (Form B) 10/1/51.
- (3) Questionnaire for 1. Questionnaire 10/1/51 in Data Questionnaire all additional part 1. Form (Form C) 10/1/51.
- (4) With appropriate plans for native land on which to make questionnaires.

14. Forestry, Applied and Utilization.

- a) Obtain a list of all members of Royal Forest Corps on duty and submit it to the 10/1/51 (in accordance with recommendations for any change).
- b) Appoint a sub-committee for Royal Forest Corps (Provincial) and Local Councils.

c) Forestry Provincial (Group) Committee of Royal Forest Corps the
(1) Obtain statistics of members of provincial and sub-provincial level.

(2) Prepare a statement of production and distribution of fuelwood and charcoal.

d) Obtain from the Provincial Officer suitable requirements for fuelwood and charcoal, and submit it to the 10/1/51 as Provincial Royal Forest Corps for inclusion in the annual plan for production.

e) Forestry Provincial (Group) Committee of Royal Forest Corps the

- (1) Obtain information requested in several questionnaires submitted in this.

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- 7 -

- c) Determine local availability in terms of stocks, production, currencies and transportation and costs.
- d) Determine national import requirements from other parts of Italy and from abroad.

INDUSTRY

18. Emergency

- a) For emergency items of high industrial priority as dictated by the immediate civil needs for food, clothing and shelter. The following industries are of first priority:

Food processing
Textile industry
Building materials (bricks, tiles, asbestos
sheet, glass, marble, etc.)

With the exception of building materials, the fuel and power requirements of these industries are relatively small, and they have the advantage of fairly high labor productivity.

- b) Power production in heavy duty hydraulic, heavy industrial and in power generating plants in the production of power generation. It will be essential to plan for interconnection of plants within the country, to build necessary to add the public supply and to build an efficient in their kind of generating the energy and to maintain a reserve.

- c) The steel industry in Italy is first importance in transportation, repair, in the construction and in the use of high priority, but are dependent on steel in export trade. Consequently, their production must be maintained. It will be essential to plan for interconnection of plants within the country, to build necessary to add the public supply and to build an efficient in their kind of generating the energy and to maintain a reserve.

- d) In Italy the Coordination Committee has been set up under the 1958, priority to control the utilization of industrial plants in the North of Italy. Its formation is calculated to add to the more efficient allocation of resources, and to the maintenance of the industrial order.

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19. An
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20. Labor

- a) The ...
- b) ...
- c) ...

21. Regional and national labor unions will be established and arrangements made for a variety of activities. The purpose of these activities will be to assist workers, particularly in the areas of production, education, and the provision of services, and to assist in the development of a new type of labor movement.

22. Labor offshoots will:

a) Develop a new type of labor movement, particularly in the areas of production, education, and the provision of services, and to assist in the development of a new type of labor movement.

b) Develop a new type of labor movement, particularly in the areas of production, education, and the provision of services, and to assist in the development of a new type of labor movement.

c) Establish a new type of labor movement, particularly in the areas of production, education, and the provision of services, and to assist in the development of a new type of labor movement.

d) Establish a new type of labor movement, particularly in the areas of production, education, and the provision of services, and to assist in the development of a new type of labor movement.

(24) Labor unions (state and non-state) are to be organized by order of the government.

(25) Labor unions are to be organized by order of the government.

APPENDIX

26. Following:

a) Labor unions are to be organized in the regions of production, education, and the provision of services, and to assist in the development of a new type of labor movement.

1) The following information is being furnished to the recipient of this document for his information only. It is not to be used for any other purpose without the express written consent of the originator.

- 2) The following information is being furnished to the recipient of this document for his information only. It is not to be used for any other purpose without the express written consent of the originator.
- 3) The following information is being furnished to the recipient of this document for his information only. It is not to be used for any other purpose without the express written consent of the originator.

ADMINISTRATIVE

24. Background

a) The following information is being furnished to the recipient of this document for his information only. It is not to be used for any other purpose without the express written consent of the originator.

b) The following information is being furnished to the recipient of this document for his information only. It is not to be used for any other purpose without the express written consent of the originator.

c) The following information is being furnished to the recipient of this document for his information only. It is not to be used for any other purpose without the express written consent of the originator.

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definite action being taken to identify all for a considerable period. It has been suggested that identification should be given priority. In this connection, it will be necessary to rely on the information available from the Italian National Service.

24. Italy

It is considered that the only person who could be used with confidence in the identification of the subject is the Italian National Service. It is possible that a similar may be required to identify the subject and his family. It is possible that a similar may be required to identify the subject and his family. It is possible that a similar may be required to identify the subject and his family.

25. Italy

It is considered that the only person who could be used with confidence in the identification of the subject is the Italian National Service. It is possible that a similar may be required to identify the subject and his family. It is possible that a similar may be required to identify the subject and his family.

Plants	10,000
Animals	8,000
Buildings	15,000

Estimated Total 33,000

26. Italy

It is considered that the only person who could be used with confidence in the identification of the subject is the Italian National Service. It is possible that a similar may be required to identify the subject and his family. It is possible that a similar may be required to identify the subject and his family.

Declassified E.O. 12356 Section 3.3/NND No. 785017

30. In the event of a full-scale attack, a complete and accurate record of all activities should be maintained. This record should include the names of all personnel, the dates and times of all activities, and the results of all activities. This record should be maintained in a secure and accessible location.

31. The results of all activities should be reported to the appropriate authorities in a timely and accurate manner. This report should include the names of all personnel, the dates and times of all activities, and the results of all activities. This report should be maintained in a secure and accessible location.

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II. RESEARCH AND DEVELOPMENT

- 1. Research and Development
- 2. Research and Development
- 3. Research and Development
- 4. Research and Development
- 5. Research and Development
- 6. Research and Development
- 7. Research and Development
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- 12. Research and Development

III. RESEARCH AND DEVELOPMENT

- 1. Research and Development
- 2. Research and Development
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IV. RESEARCH AND DEVELOPMENT

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- 12. Research and Development

V. RESEARCH AND DEVELOPMENT

- 1. Research and Development
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- 12. Research and Development

VI. RESEARCH AND DEVELOPMENT

- 1. Research and Development
- 2. Research and Development
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REPUBLICAN ARMY COMMISSION

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CIVIL AFFAIRS SECTION

17/7/45

15 APRIL 45

Subject: Italian - North Italy.

TO : Gen Distribution

1 - REVIEW OF RESULTS FROM STATE OF NORTH ITALY AND P. NORTH
ITALY

1. Situation will play an even more important role in the North than in areas already liberated. A quick and effective operation may be decisive in securing a peaceful administration.

At the same time, this does not mean that there will be wholesale massacres. Any plan for such would not only compromise the administration but might cause grave injustices. It is believed from reliable sources that the Judges of Florence, Lombardy and Veneto have refused to take the oath of allegiance to the Fascist Government (available).

2. Situation will therefore be conducted on the following plans:
a) The first entry operation will be carried out in accordance with Executive Order 67 (of which a revised edition has been issued). This will be followed by the setting up of Italian Provincial Administration. In provinces not yet liberated as of this date, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100, 105, 110, 115, 120, 125, 130, 135, 140, 145, 150, 155, 160, 165, 170, 175, 180, 185, 190, 195, 200, 205, 210, 215, 220, 225, 230, 235, 240, 245, 250, 255, 260, 265, 270, 275, 280, 285, 290, 295, 300, 305, 310, 315, 320, 325, 330, 335, 340, 345, 350, 355, 360, 365, 370, 375, 380, 385, 390, 395, 400, 405, 410, 415, 420, 425, 430, 435, 440, 445, 450, 455, 460, 465, 470, 475, 480, 485, 490, 495, 500, 505, 510, 515, 520, 525, 530, 535, 540, 545, 550, 555, 560, 565, 570, 575, 580, 585, 590, 595, 600, 605, 610, 615, 620, 625, 630, 635, 640, 645, 650, 655, 660, 665, 670, 675, 680, 685, 690, 695, 700, 705, 710, 715, 720, 725, 730, 735, 740, 745, 750, 755, 760, 765, 770, 775, 780, 785, 790, 795, 800, 805, 810, 815, 820, 825, 830, 835, 840, 845, 850, 855, 860, 865, 870, 875, 880, 885, 890, 895, 900, 905, 910, 915, 920, 925, 930, 935, 940, 945, 950, 955, 960, 965, 970, 975, 980, 985, 990, 995, 1000, 1005, 1010, 1015, 1020, 1025, 1030, 1035, 1040, 1045, 1050, 1055, 1060, 1065, 1070, 1075, 1080, 1085, 1090, 1095, 1100, 1105, 1110, 1115, 1120, 1125, 1130, 1135, 1140, 1145, 1150, 1155, 1160, 1165, 1170, 1175, 1180, 1185, 1190, 1195, 1200, 1205, 1210, 1215, 1220, 1225, 1230, 1235, 1240, 1245, 1250, 1255, 1260, 1265, 1270, 1275, 1280, 1285, 1290, 1295, 1300, 1305, 1310, 1315, 1320, 1325, 1330, 1335, 1340, 1345, 1350, 1355, 1360, 1365, 1370, 1375, 1380, 1385, 1390, 1395, 1400, 1405, 1410, 1415, 1420, 1425, 1430, 1435, 1440, 1445, 1450, 1455, 1460, 1465, 1470, 1475, 1480, 1485, 1490, 1495, 1500, 1505, 1510, 1515, 1520, 1525, 1530, 1535, 1540, 1545, 1550, 1555, 1560, 1565, 1570, 1575, 1580, 1585, 1590, 1595, 1600, 1605, 1610, 1615, 1620, 1625, 1630, 1635, 1640, 1645, 1650, 1655, 1660, 1665, 1670, 1675, 1680, 1685, 1690, 1695, 1700, 1705, 1710, 1715, 1720, 1725, 1730, 1735, 1740, 1745, 1750, 1755, 1760, 1765, 1770, 1775, 1780, 1785, 1790, 1795, 1800, 1805, 1810, 1815, 1820, 1825, 1830, 1835, 1840, 1845, 1850, 1855, 1860, 1865, 1870, 1875, 1880, 1885, 1890, 1895, 1900, 1905, 1910, 1915, 1920, 1925, 1930, 1935, 1940, 1945, 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995, 2000, 2005, 2010, 2015, 2020, 2025, 2030, 2035, 2040, 2045, 2050, 2055, 2060, 2065, 2070, 2075, 2080, 2085, 2090, 2095, 2100, 2105, 2110, 2115, 2120, 2125, 2130, 2135, 2140, 2145, 2150, 2155, 2160, 2165, 2170, 2175, 2180, 2185, 2190, 2195, 2200, 2205, 2210, 2215, 2220, 2225, 2230, 2235, 2240, 2245, 2250, 2255, 2260, 2265, 2270, 2275, 2280, 2285, 2290, 2295, 2300, 2305, 2310, 2315, 2320, 2325, 2330, 2335, 2340, 2345, 2350, 2355, 2360, 2365, 2370, 2375, 2380, 2385, 2390, 2395, 2400, 2405, 2410, 2415, 2420, 2425, 2430, 2435, 2440, 2445, 2450, 2455, 2460, 2465, 2470, 2475, 2480, 2485, 2490, 2495, 2500, 2505, 2510, 2515, 2520, 2525, 2530, 2535, 2540, 2545, 2550, 2555, 2560, 2565, 2570, 2575, 2580, 2585, 2590, 2595, 2600, 2605, 2610, 2615, 2620, 2625, 2630, 2635, 2640, 2645, 2650, 2655, 2660, 2665, 2670, 2675, 2680, 2685, 2690, 2695, 2700, 2705, 2710, 2715, 2720, 2725, 2730, 2735, 2740, 2745, 2750, 2755, 2760, 2765, 2770, 2775, 2780, 2785, 2790, 2795, 2800, 2805, 2810, 2815, 2820, 2825, 2830, 2835, 2840, 2845, 2850, 2855, 2860, 2865, 2870, 2875, 2880, 2885, 2890, 2895, 2900, 2905, 2910, 2915, 2920, 2925, 2930, 2935, 2940, 2945, 2950, 2955, 2960, 2965, 2970, 2975, 2980, 2985, 2990, 2995, 3000, 3005, 3010, 3015, 3020, 3025, 3030, 3035, 3040, 3045, 3050, 3055, 3060, 3065, 3070, 3075, 3080, 3085, 3090, 3095, 3100, 3105, 3110, 3115, 3120, 3125, 3130, 3135, 3140, 3145, 3150, 3155, 3160, 3165, 3170, 3175, 3180, 3185, 3190, 3195, 3200, 3205, 3210, 3215, 3220, 3225, 3230, 3235, 3240, 3245, 3250, 3255, 3260, 3265, 3270, 3275, 3280, 3285, 3290, 3295, 3300, 3305, 3310, 3315, 3320, 3325, 3330, 3335, 3340, 3345, 3350, 3355, 3360, 3365, 3370, 3375, 3380, 3385, 3390, 3395, 3400, 3405, 3410, 3415, 3420, 3425, 3430, 3435, 3440, 3445, 3450, 3455, 3460, 3465, 3470, 3475, 3480, 3485, 3490, 3495, 3500, 3505, 3510, 3515, 3520, 3525, 3530, 3535, 3540, 3545, 3550, 3555, 3560, 3565, 3570, 3575, 3580, 3585, 3590, 3595, 3600, 3605, 3610, 3615, 3620, 3625, 3630, 3635, 3640, 3645, 3650, 3655, 3660, 3665, 3670, 3675, 3680, 3685, 3690, 3695, 3700, 3705, 3710, 3715, 3720, 3725, 3730, 3735, 3740, 3745, 3750, 3755, 3760, 3765, 3770, 3775, 3780, 3785, 3790, 3795, 3800, 3805, 3810, 3815, 3820, 3825, 3830, 3835, 3840, 3845, 3850, 3855, 3860, 3865, 3870, 3875, 3880, 3885, 3890, 3895, 3900, 3905, 3910, 3915, 3920, 3925, 3930, 3935, 3940, 3945, 3950, 3955, 3960, 3965, 3970, 3975, 3980, 3985, 3990, 3995, 4000, 4005, 4010, 4015, 4020, 4025, 4030, 4035, 4040, 4045, 4050, 4055, 4060, 4065, 4070, 4075, 4080, 4085, 4090, 4095, 4100, 4105, 4110, 4115, 4120, 4125, 4130, 4135, 4140, 4145, 4150, 4155, 4160, 4165, 4170, 4175, 4180, 4185, 4190, 4195, 4200, 4205, 4210, 4215, 4220, 4225, 4230, 4235, 4240, 4245, 4250, 4255, 4260, 4265, 4270, 4275, 4280, 4285, 4290, 4295, 4300, 4305, 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9290, 9295, 9300, 9305, 9310, 9315, 9320, 9325, 9330, 9335, 9340, 9345, 9350, 9355, 9360, 9365, 9370, 9375, 9380, 9385, 9390, 9395, 9400, 9405, 9410, 9415, 9420, 9425, 9430, 9435, 9440, 9445, 9450, 9455, 9460, 9465, 9470, 9475, 9480, 9485, 9490, 9495, 9500, 9505, 9510, 9515, 9520, 9525, 9530, 9535, 9540, 9545, 9550, 9555, 9560, 9565, 9570, 9575, 9580, 9585, 9590, 9595, 9600, 9605, 9610, 9615, 9620, 9625, 9630, 9635, 9640, 9645, 9650, 9655, 9660, 9665, 9670, 9675, 9680, 9685, 9690, 9695, 9700, 9705, 9710, 9715, 9720, 9725, 9730, 9735, 9740, 9745, 9750, 9755, 9760, 9765, 9770, 9775, 9780, 9785, 9790, 9795, 9800, 9805, 9810, 9815, 9820, 9825, 9830, 9835, 9840, 9845, 9850, 9855, 9860, 9865, 9870, 9875, 9880, 9885, 9890, 9895,

Declassified E.O. 12356 Section 3.3/NND No. 785017

1. Commission will play an even more important role in the south than in those already liberated. A quick and effective operation may be decisive in founding a peaceful administration.

2. The aim is to, this time, to show that there will be no compromise. Any plan for such work will not only disorganize the administration but might also have immediate effects. It is believed from reliable sources that the danger of a complete, total and final liberation is not a matter of time but of degree. Liberation and freedom will be achieved in the form of a liberation to the final (national) liberation.

3. Operation will therefore be conducted on the following lines:
 (a) On first entry operation will be carried out in accordance with specific instructions (if such a revised edition has been issued). This will be followed by the setting up of a local provincial operation Commission as at the time of 22.55. In addition not yet liberated as of this date, 22.55, may be carried out any time after entry at the discretion of the 22.55, or the 22.55, or the National Commission, without reference to headquarters, all to be decided. This liberation may be delegated to Provincial Commissioners.

However, as the National Order, the 22.55, and the time limits, it should not be stated until possible evidence is in on the Commission have in fact been rejected.

Supplies of 22.55, together with administrative instructions and books printed in Italian for the use of the Italian Commission, have been distributed.

4. According to 22.55, 22.55, it is to be made. It is to be made to the Commission, the National and Provincial for the 22.55, rather than suspension of operations, especially (especially). 22.55 of 22.55 will be distributed as soon as possible, and the operation of 22.55 will not be held up by an arrival of action of 22.55.

5. The foregoing will be followed up by the implementation under the usual procedure of 22.55 and from 22.55, 22.55, in the territory.

When these instructions are implemented it is the duty of the Government to appoint the Commission in each province to collect evidence, make investigations on behalf of the High Commissioner, and set up Provincial Commissions. Every situation should be given to the National Commission.

However, it is not necessary to suspend the Commission set up under (a) 22.55 until the Government Commissions are actually appointed and ready to commence work.

6. It may well be that the 22.55 and the National will themselves have carried out an operation of the Commission before the arrival of the National and have placed them around in the sides of those dismissed. This will remove the task of a situation that each order.

2 - LOCATION OF BUSINESS OFFICES -

STATEMENT OF T. SCOTT BENTLEY, JR. ON 03/16/2015

If both is found to be the case it will be advisable to remove these people from office. There would be no objection to the same individuals being appointed by AAS if considered suitable but it must be fully realized by the Italians that AAS is the appointing authority, and not I.I. or any other body.

In other cases it may be found that there has been a such operation and the present officials have not been filled. In this case, personnel will be recruited locally, or replacements must be requested from Headquarters Allied Commission. The former is to be preferred, as the number of minor officials who can be supplied by the Italian Government is not large, and some delay in their arrival is to be anticipated. If an acute shortage of personnel makes it absolutely necessary, minor officials may have to be temporarily relinquished although they have previously been removed. Opportunity should be taken of securing the local population of an immediate investigation of any persons thus relinquished in accordance with the procedure outlined in para 2 above.

B - OPERATION OF BUSINESS CONCERNS :-

Paragraph 1.1 above does not deal with the operation of business concerns which are not strictly of para-statal.

In the case of business concerns which:-

- a) owing to their importance it is desired to operate but have ceased to operate or operate effectively as the Fascist authorities have closed or are operating under Fascist control and it is desired to continue operation can remove the Fascist element;
- b) have become ineffective as the Fascist heads have fled and the management has been liquidated in the hands of the workers.

It should be made of the power to appoint a Receiver and Manager (see Directive 22/4187/L dated 17 March 1943).

C - OPERATION OF LOCAL COURTS AND MILITARY COURTS :-

It is not legal for AAS to act as a local Allied Courts to deal with Fascist criminals or collaborators with the regular Republican Government or Courts. AAS Courts are confined to trying offenders against personnel, towns and General, Regional, or Provincial Security of, in exceptional circumstances (see Article 14 of Directive for Instructions for Allied Military Courts), offenders against Italian law.

Officers are also reminded that AAS Courts may not try enemy prisoners of war or war criminals.

On the other hand, it may be considered that local AAS may have an on local but illegal Courts to try such criminals and collaborators. It will be the duty of AAS to do all in their power to suppress these Courts and, to assist in this difficult but essential duty, the following plan has

8 - STRENGTH OF BUSINESS INTERESTS

Paragraph 10 of the above does not deal with the operation of business units, and which are not state, or state-related.

4. The above of business and its which:-

- a) being to their operations is to be used to operate and have access to
- b) operate or operate effectively in the business units have fled, or
- c) are operating under financial pressure and it is required to continue operation and the business, the financial unit
- d) new business is effective at the business units have fled and the business unit has been transferred to the hands of the business.
- e) no should be made of the form to appoint a Receiver and Manager (see directive 2/2/02/1 dated 17 March 1985).

9 - REPRESENTATION OF THE STATE

It is not legal for any to act in a legal manner. Courts to deal with business interests or other interests with the business interests government or business. All Courts are confined to trying offences against the business unit and business, financial, or financial interest or, in exceptional circumstances (see Article 14 of the Constitution) the instructions for all the Courts), offences against financial law.

Officers are also reminded that all Courts are not to try any prisoners of war or war criminals.

On the other hand, it may be indicated that local courts may have set up local but illegal Courts to try individuals and collaborators. It will be the duty of any to act in a legal manner to suppress these Courts and, on that in this situation, the essential duty, the following plan has been agreed with the financial government.

- c) A business will accept to manage all financial law the setting up of Special Regular Courts to deal with those who collaborated with the German state of Germany 1943.

Briefly, the system of this business is that, in each financial unit, will select and select from among civil servants, from which the President of the business will select a panel of 50 names. From this panel a key business will be selected by the President of the business for the trial of these offenders. This panel, which will provide for every week procedure, will be provided in a special issue of the financial Gazette and will be its own representative by all implementing the business in all territory. The business will on any implementation immediately. If a President has been appointed it will be implemented in the normal way by naming the Official Gazette to do. If there is no, a court, 50000 a Regional Commission are advised to issue a short order allowing the business into operation.

Special duties to the Court officers and the right to be a
voter, information.

It may be of interest to note that this letter is based on the one
one reporting to Franco where it has proved to be a considerable
success.

b) The Italian Government have already published letters (no 65 of
1905-65) - telling up special Military Courts to deal with both
military and civilian offenders expeditiously. This decree will be
implemented in 1906 territory in accordance with the usual procedure.

Provided that any alleged courts from their activities on the entry
of the Allies, it is not imperative that the persons constituting such
courts should be apprehended. It is a matter for discretion in each case,
e.g. on the one hand members of the DM may have constituted a Court in
good faith under a mistaken view of their rights, on the other hand a
fugitive of revenge and murder may have been set up under the guise of a
Court of Justice.

1 - IMPRISONMENT OF PRISONERS AND REHABILITATION:-

As formerly, this will continue to be a normal function of the CIC
and only under the powers conferred on them in Art. 10 of Executive Memo-
randum 67 will DM officers arrest and intern fascists who are not charged
with a specific offence.

It may be emphasized that there is a large number of cases there will have
been unobtainable arrests and intern movements by Parliament and of DM before
the arrival of the Allies. Indeed prison congestion becomes intolerable
it will probably be in the best interests of all concerned to leave such
persons in prison until a more settled state is reached and their individual
cases can be investigated by the appropriate authority. In retaining such
prisoners, DM officers must be satisfied that (a) the prison officials are
provide an effective guard, and (b) the prisoners are being properly
cared for and fed, and are not the subject of mistreatment by prison guards,
Partisans or others.

BY ORDER OF THE CHIEF COMMISSIONER:

G. R. W. W. W.

G. R. W. W. W.,
22 A. Section

REMARKS:-

IC: Debris - 1906 Reg.

W. Sec

Art 10/C

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5. DIFFERENTIATION OF PRISONERS AND PRISONERS:

5. as formerly, this will continue to be a major function of RSC/SFO and only under the most exceptional circumstances will it be of Executive Command of all staff officers and intern residents who are not charged with a specific function.

10. It may be anticipated that in a large number of cases there will have been wholesale transfers and imprisonment by Partisans and of 2.3 before the arrival of the Allies. Unless prison congestion becomes intolerable it will probably be in the best interests of all concerned to leave such persons in prison until: more settled state is reached and their individual cases can be investigated by the appropriate authority. In retaining such prisoners, staff officers must be satisfied that (a) the prison officials can provide an effective guard, and (b) the prisoners are being properly cared for and fed, and are not the subject of mistreatment by prison guards, Partisans or others.

OF DETAILS OF THE CHIEF COMMISSIONER:

G. R. Wright

J. A. LEITCH, Esq.,
V. C. Section

DISSEMINATION:

HC Gibraltar, Region
HC Portugal, Region
HC Spain, Region
HC Algeria, Region
HC Morocco, Region
HC Tunisia, Region
HC Libya, Region
HC Egypt, Region
HC Syria, Region
HC Iraq, Region
HC Persia, Region
HC India, Region
HC China, Region
HC Japan, Region
HC Korea, Region
HC Manchuria, Region
HC Mongolia, Region
HC Tibet, Region
HC Szechwan, Region
HC Yunnan, Region
HC Guizhou, Region
HC Hunan, Region
HC Hubei, Region
HC Anhui, Region
HC Jiangsu, Region
HC Zhejiang, Region
HC Jiangxi, Region
HC Henan, Region
HC Shandong, Region
HC Shaanxi, Region
HC Shanxi, Region
HC Gansu, Region
HC Ningxia, Region
HC Qinghai, Region
HC Xinjiang, Region
HC Inner Mongolia, Region
HC Outer Mongolia, Region
HC Tibet, Region
HC Szechwan, Region
HC Yunnan, Region
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HC Qinghai, Region
HC Xinjiang, Region
HC Inner Mongolia, Region
HC Outer Mongolia, Region
HC Tibet, Region

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24/4

RECOMMENDATION FOR THE SUBCOMMISSION

ITALIAN COURTS

1 The situation of Allied Military Courts raises problems similar to those already encountered in newly occupied territory, although these problems are likely to be intensified by the relatively small number of legal officers available for these areas. These problems will not, however, be alleviated by any wider delegation of powers either for the purpose of reviewing of court cases or for the constitution or convening of courts.

2 Regional panels for General Courts will be appointed. S.3.3.1. No. 2 District should be requested to make available officers to sit on General Courts, and also on Superior Courts where the local legal officer is not authorized to sit alone as a Superior Court Judge.

ITALIAN COURTS

3 For the reconstitution of the Italian Civil Courts a small reserve of judges is held by the Ministry of Grace and Justice. At present this reserve consists of some 30 judges and does not include any personnel of grade 3 and very few of grade 4. The existing shortage of judges in Southern Italy, the demands of operation and the number of judicial personnel themselves subject to operation proceedings make it impossible now to allocate a greater number of judges for the northern areas.

4 This is it is possible that the German situation in Germany operated Italy very well. It is almost certain that there will be heavy calls on judicial personnel for operation in the new areas.

5 It will be necessary to ensure that personnel are provided for the subordinate courts as soon as possible. It will depend upon the number of officials found in the area how soon it will be possible to open the Superior Courts.

6 In any case it will be necessary for the local AGs to make temporary appointments of judicial personnel locally available to fill major judicial functions. These appointments by AGs will, in view of communication difficulties, have to be treated as the rule rather than the exception but they should be reported to Legal Sub-Commission for ratification in the usual way.

7 In addition to the normal courts a Military Tribunal is being set up in this area. It may be desirable for this Tribunal to sit in 2 sections, one in L'Aquila and the other in Pescara.

...authorized to sit alone as a Superior Court Judge.

ITALIAN COURTS

For the reorganization of the Italian Civil Courts a small number of judges is being sent by the Ministry of Grace and Justice. At present this number consists of some 30 judges and does not include any personnel of grade 3 and very few of grade 4. The existing shortage of judges in Southern Italy, the demands of operations and the number of judicial personnel themselves subject to operation proceedings make it impossible now to allocate a greater number of judges for two northern areas.

It is possible that the operational situation is presently aggravated Italy may even. It is almost certain that there will be heavy calls on judicial personnel for operation in the new areas.

It will be necessary to ensure that personnel are provided for the subordinate courts as soon as possible. It will depend upon the number of officials found in the area how soon it will be possible to open the Superior Courts.

In any case it will be necessary for the local RGS to make temporary replacements of judicial personnel locally available to fill most of the vacancies. These appointments by RGS will, in view of communication difficulties, have to be treated as the rule rather than the exception but they should be reported to Local Sub-Commission for certification of the final way.

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In addition to the normal courts a Military Tribunal is being set up in this area. It may be desirable for this Tribunal to sit in 2 locations, one in Lombardy and the other in Piemonte.

It will be necessary to ensure close liaison in the work of the ASG Courts, the Italian Civil Courts and the Military Tribunal to ensure that prompt disposition is made of the urgent cases. It may be necessary for ASG Courts, at least in the early stages, to handle cases which would normally be left for the Italian Courts.

SPECIAL COURTS

Special Courts will be set up for the trial of Marxist personnel who are charged with Fascist crimes under UCL 179. A decree is under consideration by the Italian Government at the present time and first details are not, therefore, available. It is, however, anticipated that they will be created Special Courts of Justice and they will be provided with two judicial officials and a panel of four lay judges. They would have all the powers of a Court of Appeals. It will, of course, be necessary for the judicial officials for these courts to be found from the judicial personnel available and special attention will have to be given to this problem on the maintenance of law and order will depend upon the early creation of these courts.

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1997-1998, 1999-2000, 2001-2002, 2003-2004, 2005-2006, 2007-2008, 2009-2010, 2011-2012, 2013-2014, 2015-2016, 2017-2018, 2019-2020, 2021-2022, 2023-2024, 2025-2026, 2027-2028, 2029-2030, 2031-2032, 2033-2034, 2035-2036, 2037-2038, 2039-2040, 2041-2042, 2043-2044, 2045-2046, 2047-2048, 2049-2050, 2051-2052, 2053-2054, 2055-2056, 2057-2058, 2059-2060, 2061-2062, 2063-2064, 2065-2066, 2067-2068, 2069-2070, 2071-2072, 2073-2074, 2075-2076, 2077-2078, 2079-2080, 2081-2082, 2083-2084, 2085-2086, 2087-2088, 2089-2090, 2091-2092, 2093-2094, 2095-2096, 2097-2098, 2099-2100, 2101-2102, 2103-2104, 2105-2106, 2107-2108, 2109-2110, 2111-2112, 2113-2114, 2115-2116, 2117-2118, 2119-2120, 2121-2122, 2123-2124, 2125-2126, 2127-2128, 2129-2130, 2131-2132, 2133-2134, 2135-2136, 2137-2138, 2139-2140, 2141-2142, 2143-2144, 2145-2146, 2147-2148, 2149-2150, 2151-2152, 2153-2154, 2155-2156, 2157-2158, 2159-2160, 2161-2162, 2163-2164, 2165-2166, 2167-2168, 2169-2170, 2171-2172, 2173-2174, 2175-2176, 2177-2178, 2179-2180, 2181-2182, 2183-2184, 2185-2186, 2187-2188, 2189-2190, 2191-2192, 2193-2194, 2195-2196, 2197-2198, 2199-2200, 2201-2202, 2203-2204, 2205-2206, 2207-2208, 2209-2210, 2211-2212, 2213-2214, 2215-2216, 2217-2218, 2219-2220, 2221-2222, 2223-2224, 2225-2226, 2227-2228, 2229-2230, 2231-2232, 2233-2234, 2235-2236, 2237-2238, 2239-2240, 2241-2242, 2243-2244, 2245-2246, 2247-2248, 2249-2250, 2251-2252, 2253-2254, 2255-2256, 2257-2258, 2259-2260, 2261-2262, 2263-2264, 2265-2266, 2267-2268, 2269-2270, 2271-2272, 2273-2274, 2275-2276, 2277-2278, 2279-2280, 2281-2282, 2283-2284, 2285-2286, 2287-2288, 2289-2290, 2291-2292, 2293-2294, 2295-2296, 2297-2298, 2299-2300, 2301-2302, 2303-2304, 2305-2306, 2307-2308, 2309-2310, 2311-2312, 2313-2314, 2315-2316, 2317-2318, 2319-2320, 2321-2322, 2323-2324, 2325-2326, 2327-2328, 2329-2330, 2331-2332, 2333-2334, 2335-2336, 2337-2338, 2339-2340, 2341-2342, 2343-2344, 2345-2346, 2347-2348, 2349-2350, 2351-2352, 2353-2354, 2355-2356, 2357-2358, 2359-2360, 2361-2362, 2363-2364, 2365-2366, 2367-2368, 2369-2370, 2371-2372, 2373-2374, 2375-2376, 2377-2378, 2379-2380, 2381-2382, 2383-2384, 2385-2386, 2387-2388, 2389-2390, 2391-2392, 2393-2394, 2395-2396, 2397-2398, 2399-2400, 2401-2402, 2403-2404, 2405-2406, 2407-2408, 2409-2410, 2411-2412, 2413-2414, 2415-2416, 2417-2418, 2419-2420, 2421-2422, 2423-2424, 2425-2426, 2427-2428, 2429-2430, 2431-2432, 2433-2434, 2435-2436, 2437-2438, 2439-2440, 2441-2442, 2443-2444, 2445-2446, 2447-2448, 2449-2450, 2451-2452, 2453-2454, 2455-2456, 2457-2458, 2459-2460, 2461-2462, 2463-2464, 2465-2466, 2467-2468, 2469-2470, 2471-2472, 2473-2474, 2475-2476, 2477-2478, 2479-2480, 2481-2482, 2483-2484, 2485-2486, 2487-2488, 2489-2490, 2491-2492, 2493-2494, 2495-2496, 2497-2498, 2499-2500, 2501-2502, 2503-2504, 2505-2506, 2507-2508, 2509-2510, 2511-2512, 2513-2514, 2515-2516, 2517-2518, 2519-2520, 2521-2522, 2523-2524, 2525-2526, 2527-2528, 2529-2530, 2531-2532, 2533-2534, 2535-2536, 2537-2538, 2539-2540, 2541-2542, 2543-2544, 2545-2546, 2547-2548, 2549-2550, 2551-2552, 2553-2554, 2555-2556, 2557-2558, 2559-2560, 2561-2562, 2563-2564, 2565-2566, 2567-2568, 2569-2570, 2571-2572, 2573-2574, 2575-2576, 2577-2578, 2579-2580, 2581-2582, 2583-2584, 2585-2586, 2587-2588, 2589-2590, 2591-2592, 2593-2594, 2595-2596, 2597-2598, 2599-2600, 2601-2602, 2603-2604, 2605-2606, 2607-2608, 2609-2610, 2611-2612, 2613-2614, 2615-2616, 2617-2618, 2619-2620, 2621-2622, 2623-2624, 2625-2626, 2627-2628, 2629-2630, 2631-2632, 2633-2634, 2635-2636, 2637-2638, 2639-2640, 2641-2642, 2643-2644, 2645-2646, 2647-2648, 2649-2650, 2651-2652, 2653-2654, 2655-2656, 2657-2658, 2659-2660, 2661-2662, 2663-2664, 2665-2666, 2667-2668, 2669-2670, 2671-2672, 2673-2674, 2675-2676, 2677-2678, 2679-2680, 2681-2682, 2683-2684, 2685-2686, 2687-2688, 2689-2690, 2691-2692, 2693-2694, 2695-2696, 2697-2698, 2699-2700, 2701-2702, 2703-2704, 2705-2706, 2707-2708, 2709-2710, 2711-2712, 2713-2714, 2715-2716, 2717-2718, 2719-2720, 2721-2722, 2723-2724, 2725-2726, 2727-2728, 2729-2730, 2731-2732, 2733-2734, 2735-2736, 2737-2738, 2739-2740, 27

5072-5073

Figure 1. The effect of the concentration of the polymer on the gelation time of the polymer solution.

immediately it is known that officials are to go forward, the District Office of AC will be contacted and the date of departure of the vehicle on which the official is to travel will be fixed (such date of departure cannot be under 48 hours).

(b) The off-label will be conveyed by IC vehicle to recipient, which will

POOL OF OFFICIALS

- (a) The agreed policy clearly is that an HQ is assigned when vacancies occur in Prefecture ranks, to fill them by the appointment of a suitable person from the Prefecture service. There is no limitation on the number of officials who may be appointed to fill such vacancies. The sub-committee will send to the HQ of the Prefecture a list of officials who have been designated for this purpose in collaboration with the Italian Government. Such pool also contains Vice Prefects to enter for vacancies in that rank.
- (b) Certain subordination will be obtained by the Prefect from the Ministry of Interior; other minor subordination will be requested by the Prefect from local services available.

CONVEYANCE OF OFFICIALS TO THE NORTH

- A Local Government Sub-Commission will be responsible for the conveyance of officials concerned under the above plan for which the following arrangements will be made:-
- (a) Immediately it is known that officials are to go forward, the District Office of HQ will be contacted and the date of departure of the vehicle on which the official is to travel will be fixed (such date of departure cannot be under 48 hours).
- (b) The official will be conveyed by an vehicle to a garage, which will be the first stopping point, where 24/5 Army or the appropriate HQ (if under Italian), in conjunction with the Prefect, will arrange for his accommodation for the night and also the driver. The official will bring his own ration.
- (c) The official will proceed from Palermo the next day to the HQ of the region concerned. If the journey is shorter than can be completed in a day, further stopping will be arranged. The position of such additional stopping points has not yet been fixed and will not be settled until requirements, conditions, etc., are known or can be anticipated.
- (d) After arrival at Regional HQ, the HQ will assume responsibility for the conveyance of the official to the Province concerned in the transport.

SECRET E.O.

Investment have been made for an office of the Sub-Commission
to be detached from the for temporary services in forward areas, where
it will be available for advice and assistance on local government
matters. It is at present intended that he will be located as follows:

There is no permanent office with 5 Army
there is no permanent office with 14th AGF

Detached from Army or Navy to Stations as and when required. (a)
All present normal income in both the major categories of my
own time to time to working. One of the purposes of this arrangement
is to enable to assist the Ministry of the Air to be kept fully
informed of and in touch with conditions affecting the administration
in forward areas. It will thus be required to maintain similar liaison
with the by personal attendance as and when required.

APPENDIX A

To: 75/15/11/11 dated

WATER SUPPLY PLAN - PUBLIC HEALTH SUB-COMMISSION

MEDICAL SUPPLIES

- 1 Regional Public Health Officers will be furnished with the last known names of the Medical Personnel.
- 2 Information as to the location of and damage to as well as the names of the superintendents of the various hospitals in each Region are being required by the Regional Public Health Officers.
- 3 A specially trained typhus control team is to be in readiness should there be an outbreak of this disease.
- 4 In cases of serious epidemic such as typhoid, plans are made to involve fully staffed staff from other Regions to the area affected, as needed.
- 5 Information as to investigation and probable sanitary needs are being acquired by Regional Sanitation Officers.
- 6 In general Public Health problems cannot be anticipated and must be dealt with on the spot by the trained personnel who have planned in previous for emergencies that might arise in this area.

WATER SUPPLY

- 7 The Industry Sub-Commission is now producing chlorine in Hume at the rate of 14 tons per day.
- 8 Applications for the release of chlorine for water sanitation purposes should be made direct to the Industry Sub-Commission.

MEDICAL SUPPLIES

- 9 There will be on hand at all times at least two months' medical supplies in the event that the supplies requisitioned for this area do not arrive. These supplies will be drawn from the MRO stockpile in Hume.
- 10 When this area is first occupied all supplies will be handled by AM in the same manner as at present and in accordance with Executive Memorandum No. 36 and its amendments.
- 11 The medical depot not being carried in stores will be closed at the time when the depot is requisitioned and will be available at Gonaive. The depot will be requisitioned at Gonaive.

Page 12

- 4 In case of serious epidemic such as typhoid, plans are made to immediately shift staff from other Regions to the area affected, as needed.
- 5 Information as to distribution and probable sanitary needs are being required by Regional Sanitation Officers.
- 6 In general Public Health problems caused by anticipated and actual typhoid with on the spot by the trained personnel who have planned in advance for emergencies that might arise in this area.

WATER SUPPLY

- 7 The Industry Sub-Commission is now producing estimates in time at the rate of 10 tons per day.
- 8 Applications for the release of equipment for water sanitation purposes should be made direct to the Industry Sub-Commission.

MEDICAL SUPPLIES

- 9 There will be on hand at all times at least two contract medical supplies in the event that the supplies requisitioned for this area do not arrive. These supplies will be drawn from the 100 stockpile in the plan.
- 10 When these supplies are first supplied all supplies will be handled by AMT in the same manner as at present and in accordance with Executive Memorandum No. 38 and its amendments.
- 11 The medical supplies not being received in Florence will be closed at the time when military warehouse system will be available at Rome. The supplies required will be between 20/25,000 square feet.
- 12 All medical supplies are requisitioned and initially delivered on a population basis. Using the regular formula, 100,000 and 200,000 population will require about 25 tons of supplies per month and therefore approximately 100 tons per year. Initial shipments have been made to the Italian Region and with their experience, supplies are being requisitioned by them in accordance with their needs.
- 13 Senior Public Health Officers of the Army areas will give assistance every possible assistance in establishing a distribution system which will be put into effect as the areas are released to the Regions, when it will then be the responsibility of the Regional Public Health Officers of the Regions to assist in the efficient distribution of medical supplies.

VETERINARY

14 Veterinary problems are expected in livestock about three-fold upon liberation of Northeast Italy. In approximately half of all Italian livestock and located in this area before 1945 it is assumed that approximately the same ratio will be found there upon its liberation. At least one of the livestock as recorded by the 1945 census is expected to be found.

15 There are expected to be 2,000 Italian veterinarians in the area and a list of all known veterinarians is being furnished to the Regional Public Health Officers.

16 The livestock population is estimated for veterinary purposes to be about 5 million and the animal disease problems certain to appear include swine erysipelas, anthrax, foot-and-mouth disease, avian cholera, blackhead, and leishmaniasis. A backlog of veterinary biologics has been built up to take care of anticipated needs. A six month supply of killed Veterinary medical supplies for this area is expected to arrive in March.

17 Veterinary laboratories are expected to be found in Milan, Bergamo, Padova and Torino and immediately upon will be taken to activate those laboratories as soon as possible.

WELFARE

18 It is anticipated that there will be some need in North East Italy then in areas that have up to now been liberated for the reasons that the climate is colder, thus requiring more food and clothing; average living conditions have been better; a greater percentage of the population depends upon industries which is anticipated will be inactive for a time. Plans of the Welfare Branch are based on large scale distribution and finding for of the people in the need.

19 The 2,000,000 pounds of clothing being shipped by American Relief for Italy, Inc., will be reorganized at GENOVA to be later distributed to North East Italy. The representation of this organization were dispatched to Italy to coordinate these plans. The fifty trucks shipped by American Relief for Italy, Inc., are available to make the distribution of this clothing.

20 Regional Welfare Officer, Piemonte Region, has obtained some clothing and blankets in Milan and the Public Health Sub-Commission will secure transportation for this material.

17. Veterinary laboratories are expected to be found in Milan, Bergamo, PAVIA and TORINO and immediate efforts will be taken to activate these laboratories as soon as possible.
- WELFARE
18. It is anticipated that there will be more need in North West Italy than in areas that have up to now been liberated for the reasons that the climate is colder, there is ailing very food and clothing, average living conditions have been better, a greater percentage of the population depends upon industries which it is anticipated will be inactive for a time. Plans of the Welfare Project are based on large scale distribution and feeding of the people in this need.
19. The 2,225,000 pounds of clothing being shipped by American Relief for Italy, Inc., will be re-bagged at TORINO to be later distributed to North West Italy. Two representative of this organization were dispatched to TORINO to complete these plans. The fifty trucks shipped by American Relief for Italy, Inc., are available to make the distribution of this clothing.
20. Regional Welfare Officer, Piemonte Region, has obtained some clothing and blankets in MILANO and the Public Health Sub-Commission will secure transportation for this material.
21. The American Red Cross, under the direction of the Senior Public Health Officers will continue to distribute their clothing which is presently at LEGNANO and where there is no sufficient supply for the MILAN and TORINO areas. 225 tons of additional clothing now in LEGNANO will be held in reserve for other areas.
22. American Red Cross clothing will meet the first and pressing needs as the different areas are liberated. American Relief for Italy, Inc., clothing will be supplied to the liberated areas after the American Red Cross distribution has been completed and after the American Red Cross moves on to new areas.
23. The supplemental feeding plans will be similar to those used in 1942. WARREN and HOBBS with public feeding stations being set up in the nearest cities to meet the immediate needs. As information reaches this office as to emergency food requirements, such information will be immediately passed to the Food Sub-Commission.

24 Immediate contact will be made with existing OWI and SOIs for the purpose of having them function under good management as soon as possible.

25 Labour, Industry and Commerce Sub-Committee will be kept informed of the numbers and location of employees as called.

26 This Sub-Committee with various elements already made will co-ordinate the work and efforts of:

(a) The American Joint Distribution Committee whose funds come from the people of Jewish faith in America.

(b) The British and American Red Cross.

(c) OWI, the Italian National Organization set up to receive and distribute clothing, food and medicines for the needy. By so doing it is hoped to eliminate as nearly as possible all duplication of effort and distribution.

27 A letter which has been prepared by the President of the Italian Red Cross and directed to Red Cross workers in this area giving these workers complete instructions for immediate activation is being held and will be immediately delivered as soon as it is received.

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ATTENTION

TO: TSP/14/CI, 1414

FROM: TSP/14/CI, 1414

INTERNAL SECURITY

The Internal Security threat will be available for Public Safety data. The three Italian Security Divisions will be fully engaged on Guard duty on behalf of the military. The Division (or Division) Division will not normally deal with the civil population but will only be called out to assist in order that all Italian resources are called.

INTERNAL SECURITY

The presentation of public order will therefore involve an Italian Police Agency, that is, on the Carabinieri, the Agency of Public Security, and the Italian Guardia. It is expected that the Agency of Public Security, and the Italian Guardia will be found almost intact, but that the Carabinieri will have been disbanded.

INTERNAL SECURITY

While the closest co-operation is likely to be received from the Agency of Public Security and the Italian Guardia, the main burden of security will rest on the Carabinieri.

The normal strength of C.R.P. in the Regions, on a 55,000 soldier basis

10000 3116
10000 3201
10000 3201

In order to police the three regions the following equipment has been
date:

REGION	STRENGTH	STRENGTH	TOTAL
REGION	580	1,536	2,116
REGION	780	1,941	2,721
REGION	1,010	2,311	3,321

The forward movement of C.R.P. will be by direction of the Army. The men to be moved are in forward areas, transport is undertaken by Army.

2/11/68

The provision of police order will therefore involve an Italian and Police Agency, that is, on the Decree of the Police of Public Security, and the Police Agency. It is expected that the Police of Public Security and the Police Agency will be found about Italy, but that the prohibition will have been discussed.

ADMINISTRATIVE

The Police Agency is likely to be received from the Police of Public Security and the Police Agency, the Police of Public Security and the Police Agency will be found about Italy, but that the prohibition will have been discussed.

The Police Agency is likely to be received from the Police of Public Security and the Police Agency, the Police of Public Security and the Police Agency will be found about Italy, but that the prohibition will have been discussed.

ADMINISTRATIVE
POLICE
POLICE
POLICE

In order to police the three regions the following equipment was used:

REGION	ARMED	ARMED	TOTAL
LOMBARDY	500	1,536	2,036
VENETIA	75	2,451	2,526
LOMBARDY	1,010	2,111	3,121

The forward movement of the Police will be by direction of the Army. The Police will be covered by the forward Army, transport is under the Police. When in the area the Police will be covered by the forward Army, transport is under the Police. The Police will be covered by the forward Army, transport is under the Police. The Police will be covered by the forward Army, transport is under the Police.

2116

ADMINISTRATIVE

There are three regions of Police Agency in the Police. The Police Agency is likely to be received from the Police of Public Security and the Police Agency, the Police of Public Security and the Police Agency will be found about Italy, but that the prohibition will have been discussed.

REGION	ARMED	ARMED	TOTAL
LOMBARDY	500	1,536	2,036
VENETIA	75	2,451	2,526
LOMBARDY	1,010	2,111	3,121

in response to the situation. This will not be assigned to each of the three divisions, but will be sent forward and used to the best advantage in accordance with the existing conditions. The special importance of the work in Liaison is well demonstrated by the Commanding General and an officer will shortly be appointed to control a Joint Liaison Group. The Chief of the Staff for Frontier Control (see para 6) will be drawn from the reinforced necessary.

5. AGENCY OF PUBLIC SECURITY

It is proposed to fill the existing organization to continue operation accordingly following their normal course.

However, it is likely that several Quarters may have died or may have been moved by necessity or the other. This leaves the alternative of either appointing a local candidate (probably already installed by the GUR) or of transferring a Quarter from a pool formed in force by the Ministry of the Interior. It is proposed that Public Security officials have been selected by the Ministry of the Interior for transfer to Northern Provinces if needed.

6. FRONTIER CONTROL

The frontiers to be considered are those of France and Switzerland.

Discussions have been held with representatives of ARMY, A.I. No. 2 District, Ministry Sub-Commission, the Ministry of the Interior, Carabinieri and Finance Guards. Before final plans can be made the outcome of discussions between ARMY and GUR are awaited.

The following principles are almost certain to be adopted:

- (a) As soon as it is decided the frontiers will be closed.
- (b) At the later stage, civilian in possession of Military Travel Authorizations or valid French Permits will be allowed to cross the frontiers.
- (c) At a very much later stage the frontiers may be opened to the conveyance of commodities in accordance with plans made by Finance Sub-Commission.
- (d) The responsibility for controlling movement across the frontiers will rest on the Italian authorities.
- (e) ARMY will be responsible for closing the control of frontiers. (Copies of this will be forwarded as soon as they are available).
- (f) The enforcement of the control will be carried out by Italian personnel - probably G.I.C.
- (g) The assistance of Italian Police will be sought to support Italian personnel in controlling frontiers.

289

The lack of Public Safety will be to provide the Italian police to
were under Allied supervision. The Soviet Secretariat will be
discredited and the place taken by Communist, Russian Guards and Agents
of Public Security. The work will be done by Russian Guards, and
it is expected that most of them will be found in their frontier posts.

No firm arrangements will be made until after plans have been
settled. For tactical purposes have been made for the following reasons
to be held in readiness.

CC.M.	100
CC.M.	600
CC.M.	200

CLYD. DISSEMINATION.

7 The likelihood of dissemination normally comes to the knowledge of
to police at an early stage. In Italy the proper source for obtaining this
information is the Qu. The report measures are then taken to support
any illegal confessions such as the unlawful posting of placards, unlawful
seizures, the holding of prohibited meetings and processions. The improper
possession of weapons, etc. This report is largely the duty of the Qu. The
the laws of their disposal the CC.M.

If these measures have not the effect of quelling incipient trouble,
then further of Police must be kept in reserve to disperse forcibly any
rioters and arrest those guilty of obstructing the peace. If necessary,
arrangements must be made for dealing out troops in aid of the civil power.

GENERAL OF PLANNING.

10 Pilotage of the

2. Public Safety
1000

7 The likelihood of concentration normally comes to the knowledge of the police at an early stage. In Italy the proper duty for obtaining this information is the Quarta. Prompt measures can then be taken to suppress any illegal manifestations such as the unlawful porting of placards, unlawful assemblies, the holding of prohibited meetings and processions, the incitement or possession of weapons, etc. This again, is largely the duty of the Quarta, the fate of their responsibility is CC. 80.

If these measures have not the effect of quelling incipient trouble, then members of Polizia must be kept on reports to disperse forcibly any rioters and should it be possible of dispersing the police. If necessary, arrangements must be made for calling out troops in aid of the civil power.

CERTIFICATE OF COMPLETION

19. Witnesses will.

*1. (Quarta) had
been applied to
disperse*

602

SECRET

on 10/10/11, dated

NOTE THE STAFF PLAN - WIDE RESERVES

OBJECT

1. To provide a series of instructions for training civilians within minefields and on centers of trained engineers of the Italian Army for use on work of mine instruction.

INTRODUCTION

2. It is understood that Military intend to clear important roads, railways and roads on L. of G. as set out in L. of Plan-111.
 AS will make the task of instructions available to each Region for the training of civilians.
 Two Companies of trained Italian Army Engineers will be made available for present work in the North. They will be under control of AS. AS will determine where they should be employed after consultation with Regional Commissioners.

Equipment, Mine Detectors, etc., will be assigned not so that in the event of an enemy occupation they will be immediately available.
 Engineers should continue one officer to supervise Mine Clearance Organization from whom the Zones will receive their instructions as to preparation of work, training, etc.

With the limited number of personnel at the disposal of AS it will be a question of priorities which can only be determined after a reconnaissance has been made by each Region. As most of the information will be obtained through Police and Technical elements and at Provincial level, it is suggested that a pre-arranged system of liaison should be prepared for distribution as an early date. Replies need not be detailed but from information it can quickly be ascertained whether the first centres should be set up.
 As priorities are most important, it is suggested that the following should be the order:-

- (a) Communications
- (b) Public Works and Utilities
- (c) Ports and Large Towns
- (d) Devastated Areas
- (e) Agricultural areas and land.

ACTION

3. To move the mine training centre at INTC (to be known as Zone Liguria) to Liguria Region.
 To move the mine training centre at PITA (to be known as Zone Piemonte) to Piemonte Region.

THESE ARE THE RESULTS OF THE RESEARCH OF THE
THESE ARE THE RESULTS OF THE RESEARCH OF THE

- (a) Contributions
- (b) Public Works and Utilities
- (c) Ports and Harbors
- (d) Overseas Areas
- (e) Agricultural Areas and Land

100

2. move the Italian into Atlantic's Companion to the North as soon as possible
no more needed more than one country.

[illegible]

³ Special Assistant, Administration, OSHA.

Figure 10

1. REQUIREMENTS - A possible source of recruitment is

The U.S. for instance have been trained and are doing the

2. ACCOMMODATION

It will be a full and responsibility to take all arrangements for the

Civilian, "recruitment" will be accommodated in or near to the

The first Discharge Company will have its HQ in a central area and the

Civilian, "recruitment" when not living at home will be housed near the

3. REQUIREMENTS

Five Descriptors (including Type) are outlined below. All will be provided by

4. REQUIREMENTS AND FUNDING

All military personnel will take with them their personal funds of

5. WATER PAYMENTS TO CITIZENS

Attached hereto at Appendix 1 is the "water" table of water paid by

4207

ANNEX 13*

DAILY WAGE RATES

paid to

Personnel of Mine Clearing Squads
employed under the Italian Govern-
ment Mine Clearing Scheme.

		L.	173	per diem
I Chief of Squad (Single)				
"	" (married)		185	
"	" with two child		187.50	
"	" " two children		189.50	
"	" " three "		191.50	
"	" " four "		195.00	
"	" " five "		200.00	
II Workmen (Single)				
"	" (married)		155	
"	" with one child		170	
"	" " two children		172	
"	" " three "		174	
"	" " four "		176.40	
"	" " five "		180.50	
"	" " "		185	

NOTES: I These wages are subject to various small weekly reductions for insurance, Old Age Pension, etc.

II In addition to the daily wage scale each workman is entitled to a bonus L. 5, L. 10, or L. 15 for every mine cleared. The bonus varies according to the nature of the ground.

NOTE: While not on, being trained they get the same rate as when on, but the training does not "pay" which

II	Women	(Single)	158
	"	(married)	170
	"	with one child	172
	"	" two children	174
	"	" three "	176.40
	"	" four "	180.50
	"	" five "	185

NOTES: I These wages are subject to various small weekly deductions for insurance, Old Age Pension, etc.

II In addition to the daily wage scale each worker is entitled to a bonus L. 5, L. 10, or L. 15 for every mine cleared. The bonus varies according to the nature of the ground.

NOTE: Widows are being trained they get the same rate as men above but including larger "money" which amounts to L. 80 in each case.

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ANEXA 102

Summary of Performance

Province of

Location and estimated density of mines
by Communes within the Province of :

.....

Item.	Commune in which mines are located.	Estimated No's. I.E. 100, 1000's	Whether in minefields or widely dispersed.	Type of trace mines. Mines Public Utilities, Roads, Bridges, Agricultural land etc.

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Agricultural
land etc.

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HEADQUARTERS ALLIED COMMISSION

23 Dec. 1944

APU 394

ARMED SERVICES SECTION

APPROPRIATION OF THE CIVIL COMMISSION IN WESTERN ITALY

PART ONE - GENERAL

OBJECT

1. To consider the civil commitment in Italy recommended in APU Log. P. 164 to be the responsibility of Allied Commission.

DEFINITION OF WESTERN ITALY

2. The definition of the area given in Log. P. 164 is the area of responsibility of No. 2 District, stated as being the Comandamenti of LIGURIA, PIEMONTE, and LOMBARDIA. This statement is not correct as for administrative purposes the area is defined as comprising:

Comandamento of LIGURIA - all provinces

Comandamento of PIEMONTE - all provinces

Comandamento of LOMBARDIA - provinces of VARESE, COMO,

MILANO, and PAVIA.

Comandamento of S. ILIA - province of PIACENZA.

3. In considering questions of transportation, in relation to supplies from local resources consideration must be given to the supply potentialities of, and the need for supplying,

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DEFINITION OF VICTORIES

2. The definition of the area given in Log. P. 104 is the area of responsibility of No. 2 District, stated as being the Compartiments of LAUREN, PIRAVITTE, and LOUARDIA. This statement is not correct and for administrative purposes the area is defined as comprising:

Compartiments of LAUREN - all provinces

Compartiments of PIRAVITTE - all provinces

Compartiments of LOUARDIA - provinces of VARESE, COHO,

PILEUS, and ELYIA.

Compartiments of E. ILIA - provinces of PIRAVITTE.

3. In considering questions of transportation in relation to supplies from local resources consideration must be given to the supply potentialities of, and the need for supplying, areas not within the boundaries defined above. However in this paper the area under consideration differs from the above definition, the provinces included are shown.

TIME

4. This paper is based upon the G-2 estimate that the earliest time the enemy may begin to withdraw is mid-December and that he is unlikely to complete his withdrawal in under a month.

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ART TWO - REQUIREMENTS & SUPPLIES

FOODSTUFFS

7. The calculation of requirements for foodstuffs to be imported into the area is based on the following scale of rations:

a) FLOUR:

200000 - 10 days' supply for towns over 50,000
at 200 grams per day per person plus
supplementary rations for these towns
for 10 days.

200000 - 200 grams per day per person plus
12-1/2% of population on supplementary
rations.

200000 - 100 grams per day per person plus
12-1/2% of population on supplement-
ary ration 200 grams.

LOVE-MOON - as for PIEDMONT

b) Fats: 100 grams per month per person plus
authorized supplementary rations.

c) Meat: 200 grams per month per person plus
authorized supplementary rations.

d) Soup: supplementary rations only.

e) Dried
Vegetables: supplementary rations only.

f) Sugar: 125 grams per month per person. 1203

LIVORNA - 200 grams per day per person plus
12-1/2% of population on supplementary
rations.

PIEMONTE - 100 grams per day per person plus
12-1/2% of population on supplement-
ary ration 200 grams.

LOMBARDIA - as for PIEMONTE.

- b) Fats: 100 grams per month per person plus
authorized supplementary rations.
- c) Meat: 200 grams per month per person plus
authorized supplementary rations.
- d) Soup: Supplementary rations only.

- e) Dried
Vegetables: Supplementary rations only.
- f) Sugar: 125 grams per month per person plus
supplementary issue.

- g) Milk: 1500 grams of powdered milk per month
for 3% of total population.

- h) Salt: 300 grams per month per person.

8. References to supplementary rations in the preceding
paragraph relate to the additional rations authorized for
special classes, e.g. hospital patients, nursing mothers,
infants, laborers employed by Allied Forces, etc.

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9. On this basis total food requirement of the administrative area for first month of occupation is tabulated below:

PROVINCES AND DEPARTMENTS	FLOUR	MEAT	DRIED VEG.	SOUP	SUGAR	FATS	MILK	SALT	TOTAL
Alessandria	1,462	110	19	49	64	52	23	147	1,946
AOSTA	716	54	19	24	32	25	32	72	954
Asti	705	33	19	24	32	25	12	71	942
Cuneo	1,794	137	49	61	80	64	29	123	2,397
Novara	1,230	53	33	42	55	44	20	124	1,697
Verona	3,807	264	102	127	167	133	59	381	5,060
Vercelli	1,111	87	11	38	70	40	18	114	1,529
PIEMONTE	10,822	778	292	363	400	333	173	1,092	14,433
Genova	1,721	105	70	87	113	91	41	261	2,309
Imperia	853	36	13	16	21	17	5	48	1,014
La Spezia	1,253	52	19	24	31	25	11	78	1,485
Savona	1,156	50	18	22	30	23	11	66	1,406
Liguria	3,924	333	120	149	197	159	71	453	5,404
Como	1,338	116	42	52	58	55	24	155	2,030
Milano	7,115	532	190	238	312	250	108	712	9,458
Pavia	1,500	112	40	50	67	53	23	150	1,995
Verona	1,232	97	13	43	57	46	20	129	1,719
Lombardia	11,446	857	307	383	504	404	175	1,146	15,222
Liguria	117	68	24	30	40	32	12	90	415
GRAND TOTAL	30,737	2,036	753	927	1,251	975	433	2,783	38,565

All figures in tons

10. It is anticipated that quantities of imported foodstuffs, as shown in the following tabulation, will be stockpiled for the NORTH by 31 Dec 44.

	LEGNORNI (MILITARY)	LANCONA	N. LIES	BRINDISI	TOT. L.S.
FLOUR	24000	9000	11000	1000	45000
SOUP	2000	1700	41000		47000
DRIED VEG.	2350	700	-		3050
					1100

Genova	4,724	197	73	87	115	91	173	4,922	11,415
Imperia	1,855	36	13	16	21	17	8	261	7,308
La Spezia	1,253	52	19	24	31	23	11	148	1,014
Savona	1,166	50	13	22	30	21	11	79	1,485
La Cernaia	1,022	111	120	129	197	156	11	66	1,406
Genoa	1,138	116	12	52	68	55	71	255	2,493
Milano	7,116	532	190	238	312	250	24	155	2,030
Pavia	1,500	112	40	50	67	53	106	712	2,458
Verona	1,252	87	15	43	57	51	23	150	1,995
Lombardia	11,445	557	107	183	504	404	30	129	1,719
Firenze	117	68	24	30	40	12	12	1146	15,222
GRAND TOTAL	30,337	2,086	713	927	1,341	975	433	2,783	38,565

All figures in tons

10. It is anticipated that quantities of imported foodstuffs, as shown in the following tabulation, will be stockpiled for the NORTH by 31 Dec 44.

	LAZIO	EMILIA	VENETIA	BRINDISI	TOTALS
FLOUR	24000	9000	11000	1000	45000
SOUP	2000	1700	#1000		4700
DRIED VEGG.	#2150	700	-		3000
MILK	450	260	500		1100
PLTS	1170	1700	2500		5300
SOLAR	1500	750	1000		3200
MEAT	1000	800	-		1800
					<u>63100</u>

(Following 1000 tons veget.bles, 100 tons soup to be used in South.)

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11. The foregoing tabulations indicate that C/JM will be able to meet the basic rations for the population of the administrative area (for the first month of occupation), from its stockpiles in LUSHORE, JANDORA, BHINDI, HARLES and PINDHARI,

a) without relying on foodstuffs which may be found in the area, and

b) PROVIDED THE REMAINING LOCAL STOCKPILES CAN BE MOVED.

INFO. AND DISCUSSION IN THE AREA.

12. The ration scales on which these calculations are based provide a diet well below subsistence level and it will, therefore, be necessary to arrange distribution of locally produced foodstuffs to augment the ration.

13. For purposes set out in Part Two - Transportation, there will probably be inadequate transportation facilities, initially to move the stockpiles into the area and, therefore, consideration must be given to making the maximum possible use of local resources of rationed foodstuffs, using the stockpiles as supplied reserves. At Appendix "A" is a study of the degree of self-sufficiency of the 12,452 in flour which shows that in the 1940-41 season (with mills under 200) the area was self-supporting in wheat and produced an exportable surplus of flour of 27,000 lb. in the year. These figures may be taken as indicative of a normal self-sufficiency in the area for all foodstuffs derived from

provide a diet well below subsistence level and it will, therefore, be necessary to arrange distribution of locally produced foodstuffs to augment the ration.

13. For reasons set out in Part Two - Transportation, there will probably be inadequate transportation facilities, initially to move the stockpiles into the area, therefore, consideration must be given to making the maximum possible use of local resources of national foodstuffs, using the stockpiles as supplementary reserves. An appendix "a" is a study of the degree of self-sufficiency of NW INDIA in flour which shows that in the 1940-41 season (with mills on average) the area was self-supporting in wheat and produced an exportable surplus of flour of 7,000 m. tons in the year. These figures may be taken as indicative of a general self-sufficiency in the area for all foodstuffs derived from agriculture.

4201

14. The extent to which the enemy will have moved the 1944/45 harvest out of the area is unpredictable. It is, therefore, possible to conclude only that, subject to the extent to which the harvest remains in the area, differential reliance can be placed on finding locally produced rationed and other foodstuffs. To that extent the ration can be supplemented in the problem of moving the stockpiles into the area will be relieved.

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MEDICAL SUPPLIES

15. The area under consideration for the distribution of medical supplies is comprised of the Compartimenti of PIEMONTE, LIGURIA, and LOMBARDIA, plus the provinces of PLACENZA and PARMA. The tonnages required to be moved into the area in the first month of liberation are tabulated below:

PIEMONTE	150 tons
LIGURIA	217 tons
LOMBARDIA	425 tons
PLACENZA & PARMA	<u>69 tons</u>
Total	841 tons

It is expected that roughly half this tonnage will be shipped from N 3125 and the remainder from FLORENCE.

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LOMBARDIA	425 tons
PLACENZA & PAVIA	<u>59 tons</u>
Total	484 tons

It is expected that roughly half this tonnage will be shipped from MILAN and the remainder from FLORENCE.

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CLOTHING

16. Yugoslavia

Clothing for winter relief will be needed in the area. Quantities required for first month of liberation are:

Compartments of PIRMONT	155 tons
Compartments of LIGHTER	68 tons
Compartments of LIGHTER	264 tons
Provinces of PIRMONT & PIRMONT	11 tons
Total	518 tons

Clothing for this commitment has been requisitioned in U.S. for delivery later. No firm delivery date is yet known.

17. Southeastern clothing

5 divided army clothing will be moved into the area for certain classes of workers employed by S.S. Tonnes for first month are as follows:

Compartments of PIRMONT	100 tons
Compartments of LIGHTER	40 tons
Compartments of LIGHTER	150 tons
Provinces of PIRMONT & PIRMONT	20 tons
Total	310 tons

Salvaged clothing is under repair and will be stockpiled in N.F.E. to meet this commitment.

PETROL, OIL & LUBRICANTS

Total 518 tons

Clothing for this commitment has been requisitioned in U.S. for delivery to Laos. No firm delivery date is yet known.

17. Survival clothing.

Survival clothing will be divided into the two for certain classes of workers employed by U.S. Companies for first month as follows:

Company estimates of requirements	100 tons
Company estimates of requirements	40 tons
Company estimates of requirements	150 tons
Provisions of P.A.M. & P.I. COMRA.	28 tons
Total	310 tons

Survival clothing is under repair and will be stockpiled in H.S. to meet this commitment.

PETROL, OIL & LUBRICANTS.

18. The following tonnage for the first month of liberation is based on figures supplied by P.A.M. Sec. 1870.

Company estimates of requirements	2,335 tons
Company estimates of requirements	1,502 tons
Company estimates of requirements	1,155 tons
Provisions of P.A.M. & P.I. COMRA	534 tons
Total	5,536 tons

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Feb. 1960. PHQ has the responsibility for delivering these quantities to the port of GENOVA. Repair of ports bulk- storage installations and the subsequent installation of pipes- lines into the area will be the responsibility of C.I.F. with military supervision and help. In the initial stages distribu- tion within the area is to be undertaken by C.I.F. using road vehicles. NO DISTRIBUTION HAS YET BEEN MADE AS TO THE PROVISION

OF THESE VEHICLES.

NEWSPRINT

19. Newsprint will be moved into the area for distribution as determined by the UN. 25. Quantities estimated as required in the first month of liberation are tabulated below:

Compartment of 1110000	100 tons
Compartment of 1110000	50 tons
Compartment of 1110000	150 tons
Provision of 1110000	10 tons
Total	310 tons

As of January 1965 amounts of newsprint will be in- creased from the present 600 tons to 1000 tons per month. The additional 400 tons per month will be stockpiled under the direction of Transportation Administration, AC.

FOR 2000

20. It is entirely so that stocks of manufactured tobacco

19. Movement will be moved into the area for distribution as determined by the JAG. Quantities estimated as required in the first month of liberation are tabulated below:

Comp. requirements of LIGURIA	100 tons
Comp. requirements of LIGURIA	50 tons
Comp. requirements of LOMBARDIA	150 tons
Provincials of LIGURIA & LOMBARDIA	10 tons
Total	310 tons

As of 1 January 1945 reports of movement will be included from the present 600 tons to 1000 tons per month. The additional 400 tons per month will be stockpiled under the direction of Transport, High School Division, JAG.

1000,000

20. It is anticipated that stocks of manufactured tobacco will be found in the locations of factories in TURIN and MILAN. Movement of the following tobacco also if new tobacco during the first month from points within the area is included:

Comp. requirements of LIGURIA	10 tons
Comp. requirements of LIGURIA	5 tons
Comp. requirements of LOMBARDIA	20 tons
Provincials of LIGURIA & LOMBARDIA	2 tons
Total	37 tons

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MACHINES

21. The following tonnages will be moved within the area during the first month: Supplies in these quantities are expected to be found stored in the area.

Compartments of PIZONTE, from TURIN	10 tons
Compartments of LIGURI, from MILAN	5 tons
Compartments of LOMBARDI, from MILAN	10 tons
Provinces of P.A.L. & P.L.CENNA, from MILAN	<u>2 tons</u>
Total	27 tons

MISCELLANEOUS NON-SUBSISTENCE MATERIALS

22. Miscellaneous supplies for emergency repair work (e.g., cement, nails, tools, etc.) will need to be moved into the area during the first month of liberation. The following are the estimated tonnages:

Compartments of PIZONTE	200 tons
Compartments of LIGURI	150 tons
Compartments of LOMBARDI	300 tons
Provinces of P.A.L. & P.L.CENNA	<u>50 tons</u>
Total	700 tons

These estimates are approximate & specific requirements are unpredictable. For this reason no stockpile has been made. Supplies will be drawn so far as possible from local resources in S. Italy but it is anticipated that it will be necessary to draw on military supplies to meet part of this

MISCELLANEOUS NON-SPECIALIZED MATERIALS

22. Miscellaneous supplies for emergency repair work (e.g., cement, steel, tools, etc.) will need to be moved into the area during the first month of liberation. The following are the estimated tonnages:

Compartments of FLEETS	200 tons
Compartments of LEXUS	150 tons
Compartments of LONG JAIL	300 tons
Provisions of FARM & PLANT	<u>50 tons</u>
Total	700 tons

These estimates are approximate as specific requirements are unpredictable. For this reason an stockpile has been made. Supplies will be drawn as far as possible from local resources in S. ITALY but it is anticipated that it will be necessary to draw on military supplies to meet part of this commitment.

EMERGENCY REPAIR EQUIPMENT

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23. In addition to the miscellaneous materials under para 22 the Public Works engineers will need equipment to enable them to start at once on an emergency program of reconstruction of electric power installations, sewage and water supply systems, highways and bridges, minor ports, and miscellaneous services.

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The following is an estimate of the minimum equipment required:

- 115 - 3-ton trucks (camps preferred)
- 68 - weapon carriers (3/4-ton)
- 25 - 2 1/2-ton trucks 6 x 6
- 20 - 5-ton trucks
- 25 - pole carriers
- 23 - jeeps
- 10 - jeep trailers
- 12 - stub rollers
- 11 - rock crushers
- 12 - tar kettles
- 8 - air compressors (220 cu.ft.)
- 6 - concrete mixers
- 10 - pumps - water - 2" and 3"
- 4 - mobile electric generators
- 3 - ballastors
- 1 - dragline crane
- 24 - floodlights
- 4 - sets underwater cutting tools
- 4 - complete sets diving equipment

None of the equipment listed above is available from AC or civilian sources.

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- 12 - steam rollers
- 11 - rock crushers
- 12 - tar kettles
- 6 - air compressors (220 cu.ft.)
- 6 - concrete mixers
- 10 - pumps - water - 2" and 3"
- 4 - mobile electric generators
- 3 - bulldozers
- 1 - dragline crane
- 24 - floodlights
- 4 - sets jackhammer cutting tools
- 4 - complete sets diving equipment

None of the equipment listed above is available from
MC or civilian sources.

COAL

24. Coal for the area will be supplied by JMW to GENOVA
or some other port. MC estimates of essential requirements
are as follows:

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Public Utilities (Gas Works & Power Stations) 70% of normal	2,920 tons per day
Estimated Civilian Needs - 350 tons per million per month	80 tons per day
Railways	200 tons per day
Military	200 tons per day
Total	3,400 tons per day

No allowance is made in these figures for industrial
uses. Probable extensive savings will make the reactivation of
cement factories a high priority necessity. The estimated need
for coal for cement manufacture is 150 tons per day.

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Concrete structures a high priority necessity. The estimated need

for coal for cement manufacture is 150 tons per day.

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COMMUNICATIONS - TRANSPORTATION

25. Transportation plans are limited by the following factors.

a) GERMANY is the only port in the area normally capable of handling the tonnage of supplies involved in heavy (normal) good communications into the area.

b) GERMANY is unlikely to be usable as a port for at least one month after occupation of the city.

c) Road and rail communications along the W coast from LIVORNO to GERMANY are vulnerable and the enemy can be counted upon to make them unusable for some weeks after liberation of the area.

26. Consideration must, therefore, be given to supplying the city from a railhead at BOLOGNA. If the extent of the enemy's withdrawal makes this possible, it will be necessary to supply the provinces of MODENA and REGGIO EMILIA since they lie between BOLOGNA and the area.

27. The movement problem is, therefore, been studied on the basis of the following assumptions:

a) Assuming GERMANY is the major supply source and that the area to be supplied comprises all of the compartments of MODENA, REGGIO EMILIA, and LONGARONE, plus the provinces of PARMA and PAVIA in the compartments of EMILIA. See Map No. 1.

b) Assuming BOLOGNA railhead as the major supply source and that the area to be supplied comprises the same area as

26. Consideration must, therefore, be given to supplying the NW from a railhead at SOLOMON. If the extent of the enemy's withdrawal makes this possible, it will be necessary to supply the province of MOENI. An AUGUSTO SMITH, since they lie between BOLOGNA and the area.

27. The movement problem is, therefore, being studied on the basis of these assumptions:

a) assuming VIKOV. is the major supply source and that the area to be supplied comprises all of the compartments of VIKOV, LUGHAL, of LOMEN, plus the provinces of LUGHAL, and LUGHAL, in the compartments of LUGHAL. See Map No. 1.

b) assuming BOLOGNA, railway, is the major supply source and that the area to be supplied comprises the same area as in (a) plus the province of AUGUSTO and MOENI. In the compartments of LUGHAL. See Map No. 2.

c) assuming BOLOGNA, railway, is the major supply source and that the area to be supplied comprises all of the compartments of LUGHAL and LUGHAL. the provinces of COMO, VIKOV, LUGHAL, and LUGHAL. In the compartments of LOMEN, and the provinces of LUGHAL, and LUGHAL. In the compartments of COMO and MOENI. See Map No. 3.

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28. The compartments of LIGREL presents special supply difficulties during the initial stages of liberation. The only road is the only railway serving the compartments follow the coast and is so vulnerable that the enemy will certainly render them unusable for some weeks after occupation.

The provinces of EMILIA, SARON, and LA FRONZA, as well as GENOVA, will, therefore, have to be supplied by sea. This will involve the clearance of ports, mines from the coastal waters.

29. At appendix "B" is shown a tabulation of the lifts and tonnage of truck loads necessary to supply NW ITALY for the first month of liberation with the basic needs detailed in LIGREL (last col), calculated first on the basis of GENOVA as source on the basis of BOLOGNA as the major supply source.

30. Assuming -

- a) no railroads to be available in the first month of occupation and all internal distribution therefore to be made by truck.
- b) that only the provinces of ALESSANDRIA, ASTI, AIN, NOVARA, TORINO, VERCELLI, COSSA, MILANO, VIG, VARESE and LIGREL are to be supplied by truck. The following tonnage of truckloads are required for the

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29. At which "g" is shown a tabulation of the lifts and ton-kilometers of truck loads necessary to supply NW Italy for the first month of liberation with the basic needs outlined in 1.217 GMT (last col), calculated, first on the basis of GENOVA as second on the basis of SOLOMON as the major supply source.

30. Assuming -

a) that always to be valid in the first month of supply from all internal distribution centers to be done by truck.

b) that only the provinces of ALESSANDRIA, ASTI, CUNEO, MONFALCONE, TORINO, VERCELLI, CUNEO, MILANO, VARESE, VARESE and A.GENOVA are to be supplied by truck. The following ton-kilometers of truck-haul are required for the first month:

	Based on GENOVA ton-kilos	Based on SOLOMON ton-kilos
Food & medical supplies	4,826,000	7,380,000
COL	812,000	1,427,000
Clothing, tobacco, newsprint etc.	191,000	351,000
TOTAL	5,829,000	9,158,000

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It is estimated that trucks operating from GENOVA will average 150 kilometers per day for 27 days per month. On this basis a 1-ton truck will lift 4,000 ton-kilometers a month on a one-way haul.

It is estimated that trucks operating from POLIGNA will average 200 kilometers per day for 27 days per month. On this basis a 3-ton truck will lift 5,000 ton-kilometers a month on a one-way haul.

31. On past experience it is anticipated that such road transport as remains in the area after the withdrawal of the enemy will be barely sufficient to take care of local movement of foodstuffs. It cannot, therefore, be counted on (and is in any case generally unsuited for) the long hauls required to bring in supplies from distant supply points.

32. On the basis of the foregoing premises it is clear that to move only medical supplies and food at the proposed ratios would into the area will require 800 x 3-ton trucks if GENOVA is the base and 900 x 3-ton trucks if POLIGNA is the base.

To move in all the essential supplies dealt with in PART ONE (lives coal) would require 470 x 3-ton trucks if GENOVA is the base and 1140 x 3-ton trucks if POLIGNA is the base.

33. By mid-January, it is estimated that AC/AMA will have available for the NV area approximately 500 vehicles with a

On past experience it is anticipated that such road transport is remaining in the area after the withdrawal of the enemy will be barely sufficient to take care of local movement of foodstuffs. It cannot, therefore, be counted on (and it in any case generally unsuitable for) the long hauls required to bring in supplies from distant supply points.

32. On the basis of the foregoing premises it is clear that to move only medical supplies and food at the proposed ration scales into the area will require 600 x 3-ton trucks if GUNOVA is the base and 920 x 3-ton trucks if DOLOONA is the base.

To move in all the essential supplies dealt with in PART ONE (less food) would require 670 x 3-ton trucks if GUNOVA is the base and 1140 x 3-ton trucks if DOLOONA is the base.

33. By mid-January, it is estimated that AC/AG will have available for the HA area approximately 500 vehicles with a

lift of 1500 tons. Some of these trucks are at present oper-

ating in army areas and assisting in the movement of civil

supplies. Provided some of these trucks can be released, these

500 trucks constitute the total number of vehicles that AC has

available not only for the movement of supplies as considered

in the foregoing, but also for the conveyance of port, railway,

and road recce. personnel. Provided that the proposed shipping

program is fulfilled, 1700 x 3-ton additional trucks should be

come available for use by AC, spread evenly through the months

of March, April, and May.

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MEANS OF MOVEMENT

34. Of the three possible means of transport, sea, road, and railway by which these supplies might be introduced, no single one is likely to suffice in the initial period.

35. SEA. a) It is assumed that GENOVA will be the first port that will be opened, unless the withdrawal of the enemy from the ITALY proceeds at such pace that is is found possible to open ports south of GENOVA before GENOVA itself is liberated.

b) The Italian Government and AC have virtually no equipment for opening blocked and damaged ports, and it is assumed that AFHQ will bring for the opening of ports by various means. It is proposed to prepare a port personnel party composed of AC representatives, Italian engineers, divers, etc., who will go into the port in the initial phase. This party, as well as containing personnel to carry out actual work, will contain personnel to organize civilian stevedores, quay labor, craft repair personnel, etc.; there should be ample personnel of this type available in GENOA.

See Appendix "C" for detailed proposals.

c) It is anticipated that considerable difficulty will be experienced in distributing essential supplies

fore GENOA. There is little...

b) The Italian Government and AS have virtually no equipment for opening blocked and damaged ports, and it is assumed that ASK will arrange for the opening of ports by survival teams. It is proposed to prepare a port personnel party composed of 10 representatives, Italian engineers, divers, etc., who will go into the port in the initial phase. This party, as well as containing personnel to carry out actual work, will contain personnel to organize civilian staydories, quay labor, craft repair personnel, etc., there should be ample personnel of this type available in GENOA. See Appendix A for detailed proposals.

c) It is anticipated that considerable difficulty will be experienced in distributing essential supplies to the population on the LIGURIAN coast by rail or road during the initial period, due to the vulnerability of both these means of communication. It is therefore recommended that supplies should be distributed by coaster and schooner in the initial phase direct from sources, but as soon as GENOA is operating efficiently and receiving shipments from other Mediterranean sources, by unresupplyment from GENOA.

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56. Italy The following points to be the road routes by which supplies could be moved into NW ITALY to fulfill the civil commitment:

- a) BOLZANO-PT. CERVO
- b) LECORNO-L. SPESIO
- c) GENOVA-LAND. LIGURIA-TURIN-MILAN
- d) SOUTHERN SWITZERLAND-ITALY
- e) SOUTHEASTERN FRANCE-ITALY

The last two routes are only practicable if port and rail or road capacity can be made available in FRANCE for the importation of supplies to NW ITALY, and in (d) if SWITZERLAND will permit the passage of stores for ITALY.

37. Provisional arrangements are in hand by Public Works & Utilities Sub-Committee, AC, to make the maximum use of local resources in the repair of roads in NW ITALY, but which roads will be repaired directly under an AC control will depend on:

- a) What roads are repaired directly by Military resources, without JC/AMF assistance.
- b) What roads are repaired directly by Military resources, for which JC/AMF assistance will be required. The program worked out by F.M. & U. Sub-Committee entails the movement into the area of approximately 2,000 tons of stores in the first

The last two cases are often practicable if port and rail or road capacity can be made available in CRATES for the importation of supplies by air only, and in (3) it is suggested that the presence of stores for fuel.

37. Provisional arrangements for aid by Public Works & Utilities Sub-Committee, (2) to make the maximum use of local resources in the repair of roads (a) if fuel, but which roads will be repaired directly under UN JC control will depend on:

a) What roads are repaired directly by Military resources, without JC/MC assistance.

b) What roads are repaired directly by Military resources, for which JC/MC assistance will be required. The program worked out by P.W. & U. Sub-Committee entitles the movement into the area of approximately 2,000 tons of stores in the first 30 days.

38. Railways. The majority of the railways in India are ⁴⁴⁵³ very vulnerable to demolition and it is assumed that little use will be obtained from the railways in the first 30 days.

39. The main railway should be fulfilled the civil commitment area:

a) BOLNISI-MILCHAMPAL-ALASSA-MERLA-YERIN.

b) GEMOAL-ALASSA-MERLA.

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- c) MILAN connection with PLACENZA-BOLOGNA line.
- d) SOUTHERN SWITZERLAND-ROME-MILAN.
- e) FRENCH BORDER-TURIN.

Have also the last two railway presump-
 or local availability of c. 1, and that transport facilities
 would be available in France for the movement of supplies into
 Italy and (d) presump-
 some of supplies.

40. C/AMB control directly as facilities for the repair,
 reconstruction, and operation of the railways. Arrangements
 are in hand with ICR to ensure personnel who will go into the
 labor to work as early as possible, to organize the recon-
 struction and operation of railways with local resources and
 personnel. In the initial stages, however, it is anticipated
 that the main work will fall on Military resources; here again
 a final plan cannot be formulated until it is known that rail-
 ways will be a military priority for repair by Military resources.

40. JG/KIS control directly as a catalyst for the repair, reconstruction and upgrading of the railway. Arrangements are in hand with ISR to a team personnel who will go into the theatre area as early as possible to organize the reconstruction and operation of railways with local resources and personnel. In the initial stages, however, it is anticipated that the main work will fall on Military resources; here again a final plan cannot be formulated until it is known what railways will be a Military priority for repair by Military resources.

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41. AC/202 has sufficient foodstuffs and has
arranged procurement of sufficient other essential supplies to
supply IV if IV for immediate requirements on liberation.
42. During the first month of liberation these supplies will
have to be loaded into the Army truck, to the extent that
highway facilities permit.
43. Trucks available to AC/202 in the period January-March
will suffice to carry 35% to 50% only (depending on source of
supply) of the barest minimum of supplies required in the area.
44. The Italian Government, working with AC/202, will be
able to find personnel, but also no equipment available for the
clearance or reconstruction of ports, highways, railways,
bridges or public utilities.

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will adhere to Army 398 to 323 only (depending on source of supply) of the highest minimum of supplies required in the area.

44. The Italian Government, working with AG/216, will be able to find personnel, but not the equipment available for the exchange or reconstruction of pipes, bridges, railways, bridges or public utilities.

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APPENDIX "A"

FOOD SUPPLIES FROM LOCAL RESOURCES

1. a) A stockpiling program for the first stages of liberation of the Northwest area designed to import flour, at the rate of 100 GMS., for Piedmonte and Lombardia, and 200 GMS. for Liguria on a uniform per capita basis.
- b) The authorized ration of 280 GMS. can be attained only by use of indigenous supplies and the differential stated is based upon the greater probability of such supplies except in Liguria.
- c) Considerable stocks of POL, coal, and miscellaneous items are available for movement into the areas, subject to various priorities.
- d) Transport and the area will depend upon highway repairs which cannot be predicted. Rail cannot be used for some time. Trucks cannot haul the amounts stockpiled, and a radical increase in the number of trucks, or decrease in the list required will be necessary to develop a coordinated plan.
- e) Civil Transport found within the area will be devoted to internal distribution of supplies.
- f) Assessing of grain will continue in the area and stocks will be found in certain areas based on observations

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status is based upon the greater probability of such supplies except in Liguria.

- c) Considerable stocks of food, coal, and miscellaneous items are available for movement into the areas, subject to various priorities.
- d) Transport into the area will depend upon highway repairs which cannot be predicted. Rail cannot be used for some time. Trucks cannot haul the amounts stockpiled, and a radical increase in the number of trucks, or decrease in the lift required will be necessary to develop a coordinated plan.
- e) Civil Transport found within the area will be devoted to internal distribution of supplies.
- f) Hoarding of grain will continue in the area and stocks will be found in certain areas based on observations made in Modena, Ancona, Pesaro, Rimini and Forlì Provinces after they were liberated.

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2. Reliance upon local supplies is deprecated, due to uncertainties involved but the inference is that they render possible the planned 100/200 tons import. Transport is to a degree, unpredictable but obviously inadequate to lift stockpiles as planned. Hence fuller consideration of local resources is proposed. Data are available which indicate that the probability of local supplies might warrant redistribution of stockpiles and consequent transport requirements, placing differential reliance on local

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supplies and wheat stockpiles as supplemental hereto. If the initial reliance upon them, for the second 100 gm., is warranted, then in view of the transport problem, the next step is differential reliance.

3. The following observations are based on data on wheat from 1937/38, 39/40, 40/41, 41/42, 42/43, and flour from 40/41; which figures were collected in connection with the marketing programs and subsequent disposition of the grain and flour. No attempt has been made to refine the data for it is intended to demonstrate only radical differences between certain provinces and zones which can logically be depended upon to remain unchanged in trade and relative magnitude during export operations.

4. There are two types of provinces, from a production standpoint in the area under consideration as follows:

1. High-producing provinces that export wheat.
 2. Low-producing or high-consuming provinces that import.
5. High-producing provinces that export wheat are indicated below, and while the exchange of types of wheat is often involved imports have been subtracted from exports and only net exports are stated.

<u>Provinces</u>	<u>Net Export in qll.</u>
Alessandria	244,000
Kosta	43,500
Asi	86,600
Chico	307,140
Vercelli	385,960

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certain provinces and zones which can logically be depended upon to remain unchanged in grain and forage quantities during current operations.

4. There are two types of provinces, from a production standpoint, in the area under consideration, as follows:
- a. High-producing provinces that export wheat.
 - b. Low-producing or high-consuming provinces that import.
5. High-producing provinces that export wheat are indicated below, and while the exchange of types of wheat is often involved imports have been subtracted from exports, and only net exports are stated.

<u>Province</u>	<u>Net Export in cwt.</u>
Alessandria	244,000
Asti	43,500
Biella	66,680
Cuneo	307,140
Verucelli	355,960
TOTAL	1,067,280
PIEMONTE	
Bergamo	86,547
Brescia	793,204
Cremone	293,926
Pavia	295,971
TOTAL	1,469,648
LOMBARDIA	
Parma	104,890
Reggio Emilia	247,406
TOTAL	352,296
EMILIA	
GRAND TOTAL - EXPORTS	2,889,224

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6. Low-producing or high-consuming provinces that always import wheat are indicated below, with data treated to show net imports only.

Province	Net Import in qm.
Modena	112,643
Torino	112,280
TOTAL	244,923
Como	187,046
Milano	409,027
Sondrio	30,853
Varese	331,378
TOTAL	958,306
LOMBARDIA	
Genoa	1,153,233
Imperia	305,301
La Spezia	20,706
Levanto	181,841
TOTAL	1,661,196
GRAND TOTAL - IMPORTS	2,566,425

7. Importing provinces not in wheat from all parts of Italy in order to effect the desired proportion of soft vs. hard types, for Northern Italy only produces soft wheat. The major part of the imports indicated in para 6 come from areas within the zone, however, and these are indicated in detail in Appendix I as a guide for the study of transportation involved. Unlike providing Rome's requirements from Macerata/Andon, 45% is obtained from adjoining provinces the rest from more distant surplus areas. If the estimated consumption during

TOTAL	LOANABLE	960,306
Guano		1,153,293
Imperial		305,301
La Spuzia		20,766
Sevens		181,841
TOTAL	EXPORTS	1,661,196
GRAND TOTAL - EXPORTS		2,066,424

7. Importing provinces obtain wheat from all parts of Italy in order to effect the desired proportion of soft wheat types for Northern Italy, only produces soft wheat. The major part of the imports indicated in para 6 come from areas within the zone, however, and these are indicated in detail in Appendix I as a guide for the study of transportation involved. Unlike providing home's requirements from Ascarate/Ancon, 499 is obtained from adjoining provinces, the rest from more distant surplus areas. If the estimated consumption during the period involved does not exceed those quantities normally contributed by the adjoining provinces during the season, considerable reliance in those sources is warranted, for the total average year's consumption in the exporting provinces has been excluded by stating net exports initially. To such extent as the normal contribution would have to be exceeded, the local requirement would have to be exported and later returned, and that should not only prove difficult but undesirable in the long run.

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6. Consideration of the record of movement of flour during the 40/41 season brings to light certain details as to milling capacity. Certain provinces produce and mill grain, others produce but cannot mill their requirements, others do not produce their requirements but mill more than that, and finally some neither produce nor mill their requirements. Three of the first category can be supplied when mills are repaired, and those of the second group can be supplied by portable mills. The third group (including Genoa) can produce imported grain, and possibly aid in supplying those in the last category. Details of imports and exports of flour are outlined in Appendix II and show a total flour export of 1,941,598 qli. and a total flour import of 1,639,470.

9. The area as a whole shows wheat exports of 2,859,224 qli., and wheat imports of 2,866,425 qli., indicating that the basic problem is internal transportation in distribution, rather than import and distribution discrepancies the usual each uses of hard and soft wheat wheat are 20 to 25 cwt. in the desired ratio of bread versus pasta. The Piemonte/Liguria/Emilia zone normally has a net exportable surplus of 1,683,995 qli., equal to the deficiency in Liguria. Such a transfer will be handicapped until rail facilities are restored, in supplementing Liguria from Livorno stockpiles is obviously essential in the meantime. However, attention focused upon the following points should eventually relieve the import problem except in Liguria, long before

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total flour exports of 1,911,598 qll. and a total flour import of 1,439,170.

9. The area as a whole shows wheat shortages of 2,885,224 qll., and wheat imports of 2,866,425 qll., indicating that the basic problem is internal transportation and distribution, rather than import and distribution. Shortages of the usual cash crops of hard red soft wheat and corn to feed the livestock of the Livorno versus Pisa, Livorno/Livorno/Emilia zone normally has a net exportable surplus of 1,683,995 qll., equal to the deficiency in Liguria. Such a transfer will be handicapped until rail facilities are restored, and supplementing Liguria from Livorno stockpiles is obviously essential in the meantime. However, attention focuses upon the following points should immediately relieve the import problem except in Liguria, long before the expiration of the 90 days period up for consideration, and possibly from the outset.

- 2. Milling capacity is of paramount importance, and highest priorities should be granted to mill repairs, with appropriate stockpiles of grain essential to support an operation thereof.
- 3. The organization and operation of internal transport

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CONCLUSION

will be a governing factor, with the emphasis on bringing the grain from warehouses into mills, and distribution of flour, to reduce the quantity moving from distant stockpiles.

10. Conclusion: Reliance upon differential utilization of local supplies, supplemented by stockpiles should permit more effective redistribution of the available transportation.

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APPENDIX "A" TABLE 1.

LOCAL SOURCE OF IMPORTS OF WHEAT

1 - 37/38
2 - 38/39

IMPORTING PROVINCE		Alessan- dria	Aosta	Asti	Cuneo	Ver- celli	Bren- cia	Cremona	Pavia	Parma	
LOMBARDIA	1		15,000			37,575	59,106	53,683			
70% of net	2					58,070					
import re-	3					115,640			17,800		
quirements	4	60				93,747	48,000	4,742			
	5					800		5,000			
PIEMONTE	1		61,539		16,128	223,504					
14% of net	2		48,581		149,782	57,658					
import re-	3		58,560			50,000					
quirements	4	5,500	17,500	427		17,500	7,400	16,030			
	5					30,000	14,573	15,000			
VENETIA	1	57,714			43,502	118,716	93,693	113,342	171,748	150	177
53% of net	2	183,987			22,780	96,444		16,101	15,100		61
import re-	3	102,769		141,602	141,035	202,113		5,000	200,272		22
quirements	4	62,631	8,723	8,000		35,000	3,054	23,000	70,082		134
	5	23,212			101,386	57,000	64,281	10,000	41,410		
EMILIA	1	8,462			81,965	22,174			18,020		
65% of net	2				118,137						
import re-	3		4,000	6,070	243,550	7,086					
quirements	4	82,987	15,000	3,000	30,502		5,000	2,000			
	5				141,220	11,510	62,200				
LA SPIRZIA	1							2,000			
12% of net	2									5,268	
import re-	3										
quirements	4									2,495	
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APPENDIX "A" TABLE 1.

LOCAL SOURCES OF IMPORTS OF WHEAT

1 - 37/38 3 - 39/40 5 - 41/42
2 - 38/39 4 - 40/41

Year	China	Ver- celia	Brah- cia	Czechos- lovakia	India	France	Pin- cote
1941		17,575	69,106	53,585			
		68,070					
		112,018			17,800		
		12,747	48,000	4,742			
		600		5,000			
1942	18,126	223,804					
	149,739	67,665					
		80,000					
1943		17,800	7,400	10,000			
		80,000	15,073	16,002			
1944	42,006	118,716	75,663	115,542	151,264	110	175,127
	32,080	46,444		16,101	13,180		69,386
1945	104,033	205,115		5,000	206,270		27,830
1946		35,000	3,000	23,000	78,080		106,300
	151,388	80,000	84,241	10,000	91,410		
1947	81,905	22,174			14,620		
	115,147						
1948	240,530	5,085					
1949	30,808		6,380	2,000			
	144,930	11,610	12,200				
				2,000			1,630
					6,366		
					2,495		3,000

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APPENDIX "A" Table 2

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Milling Capacity as Indicated by Flour Import/Export

Certain Provinces Export Both Grain and Flour:

Province	Grain Exports	Flour Exports
Alessandria	244,000 qli.	493,373 qli.
Asti	86,680 "	142,291 "
Cuneo	307,140 "	135,519 "
Cremone	293,926 "	119,639 "
Pavia	295,971 "	300,769 "
Parma	104,890 "	98,336 "
Piacenza	242,406 "	292,515 "
Total		1,582,542 "

Certain Provinces Export Grain but Must Import Flour:

Province	Grain Exports	Flour Imports
Asti	43,500 qli.	107,005 qli.
Vercelli	305,960 "	129,520 "
Bergamo	86,547 "	135,546 "
Brescia	793,204 "	225,721 "
Total		597,792 "

Certain Provinces Do Not Produce Enough Grain but Export Flour:

Province	Grain Imports	Flour Exports
Novara	112,643 qli.	43,739 qli.
Genova	1,193,788 "	276,462 "
Verona	331,378 "	8,955 "
Total		4186

Peru	104,890 "	98,336 "
PI value	247,406 "	232,515 "
		Total 1,532,442 "

Certain Provinces Export Grain but Must Import Flour

Province	Grain Exports	Flour Imports
Ayacucho	43,500 qll.	107,095 qll.
Yucay	185,960 "	129,520 "
Bergana	86,547 "	135,546 "
Brasile	793,204 "	225,721 "
	Total	597,792 "

Certain Provinces Do Not Produce Enough Grain but Export Flour

Province	Grain Imports	Flour Exports
Nuora	112,643 qll.	43,739 qll.
Guaya	1,153,288 "	276,462 "
Varosa	333,378 "	8,955 "
	Total	329,156 "

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Certain Provinces Import Both Grain and Flour:

<u>Province</u>	<u>Grain Imports</u>	<u>Flour Imports</u>
Torino	132,280 qll.	185,171 qll.
Imperia	305,301 "	39,448 "
La Spezia	20,760 "	80,510 "
Sevona	181,841 "	63,169 "
Como	187,046 "	100,378 "
Milano	409,027 "	311,928 "
Sondrio	30,853 "	60,254 "
Total		341,378 "
Total exports		331,911,598 "
Total imports		341,439,170 "

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409,027 "	311,928 "
30,853 "	<u>60,254 "</u>
Total	841,378 "
Total exports	21,911,598 "
Total imports	11,439,170 "

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TRANSPORTATION

Tabulation of lifts and ton-kilometers
for truck-teams to supply in Italy
during first month of liberation

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SECONDARY BASIS - GENOVA 10-10-50 SUPPLY DATA

	Total for all Provinces Considered		Imperia, Savona, Genova, La Spezia		Bergamo, Brescia, Cremona, Mantova, Gallarate, Pavia
	Tons	Ton-Km.	Tons	Ton-Km.	Tons
		(843,000)		(423,000)	
1. FOOD	40,481	8,810	8,243	366	5,928
2. MEDICAL SUPPLIES	541	138	217	2	190
3. P. C. L.	8,738	1,262	1,503	61	1,808
4. PUBLIC UTILITY - GENOVA CLOTHING	51	5	5	3	138
5. TOILET, SHIRT, HOSIERY, ETC.	1,361	208	360	40	240
TOTAL	50,770	10,423	11,350	412	12,417
1 and 2	41,022	8,948	8,460	378	6,118
2, 3 and 5	10,650	1,476	1,868	104	2,148
1, 2, 3 and 5	51,672	10,424	10,328	482	8,266

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SUMMARY TABLE - GERMANY 12-14-1945 SUPPLY TONS

Total for all Provinces Considered	Imperia, Savona, Genova, La Spezia		Piemonte, Alessandria, Cuneo, Novara, Torino, Vercelli, Parma		Lombardia, Aosta, Anti- Susa, Novara, Torino, Vercelli, Genova, Milano, Pavia, Varese, and Piacenza		
Tons	Tons	Less-Kos.	Tons	Less-Kos.	Tons	Less-Kos.	
(Add 777)	(Add 900)		(Add 200)		(Add 600)		
1	5,810	0,493	252	5,026	5,385	30,072	1,729
2	118	217	8	185	42	336	67
3	1,540	1,032	61	1,923	308	4,151	112
4	98	66	2	119	36	531	33
5	206	280	10	240	60	510	188
6	10,574	11,540	100	15,617	5,437	30,520	1,120
7	5,835	7,730	375	10,416	5,437	26,500	1,120
8	4,317	11,212	150	12,009	5,436	35,047	1,634
9	10,747	11,751	150	12,124	5,002	35,175	1,701

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Trucks, lifts, cranes and 7th Regiment for Northwest Italy
in first month of liberation

POSSIBLE CRITICAL SUPPLIES

ASSUMING DEMAND AS MAJOR SUPPLY SOURCE

PROVINCE	F O R W A R D				T O T A L				T O T A L				T O T A L			
	Floor	Other	Total	Med. Sup.	Crane	Total	Other	Floor	Other	Total	Med. Sup.	Crane	Floor	Other	Total	Med. Sup.
Alexandria	1442	341	1946	25	1000	1025	54	123	61	184	1	10	124	62	186	11
Asiuta	715	239	954	26	873	900	110	152	68	220	3	5	155	71	226	8
Asiut	700	212	912	20	892	912	110	80	27	107	1	1	81	28	109	2
Cairo	1701	635	2336	9	2406	2345	150	260	90	350	1	1	261	91	352	2
Matruh	1236	371	1607	36	1551	1587	110	161	33	194	1	1	162	34	196	2
Tarbia	3807	1233	5040	17	4973	4990	171	181	311	492	3	3	184	314	497	6
Verdeila	1141	799	1940	10	1930	1940	130	137	53	190	0	0	137	53	190	0
Genova	1723	505	2228	147	2081	2081	147	100	30	130	1	1	101	31	132	2
Imperia	850	100	950	24	926	926	110	100	20	120	1	1	101	21	122	2
La Spezia	1250	242	1492	25	1467	1467	110	110	20	130	1	1	111	21	132	2
La Spezia	1180	720	1900	30	1870	1870	110	100	20	120	1	1	101	21	122	2
Porto	1918	635	2553	147	2406	2406	147	100	30	130	1	1	101	31	132	2
Porto	2360	790	3150	42	3108	3108	147	100	30	130	1	1	101	31	132	2
Como	1838	212	2050	36	2014	2014	147	100	30	130	1	1	101	31	132	2
Cremona	1100	367	1467	28	1439	1439	147	100	30	130	1	1	101	31	132	2
Monza	1224	406	1630	28	1602	1602	147	100	30	130	1	1	101	31	132	2
Milano	7116	2342	9458	147	9311	9311	147	100	30	130	1	1	101	31	132	2
Pavia	1800	125	1925	32	1893	1893	147	100	30	130	1	1	101	31	132	2
Verona	149	150	299	10	289	289	147	100	30	130	1	1	101	31	132	2
Verona	1202	627	1829	50	1779	1779	147	100	30	130	1	1	101	31	132	2
Parma	130	320	450	21	429	429	147	100	30	130	1	1	101	31	132	2
Placencia	117	386	503	21	482	482	147	100	30	130	1	1	101	31	132	2

TOTAL	27631	11650	39281	103	38258	38258	3474	2425	1951	8400	8400	8400	911	315	1226	1226
Assuming Imperia, Genova and La Spezia, as well as Verona, would be serviced entirely from the sea the debarkations would be:																
TOTAL	8017	1495	9512	24	9268	9268	147	100	30	130	1	1	101	31	132	2
TOTAL	29614	13145	42759	127	41526	41526	3621	2525	1981	9240	9240	9240	1012	346	1358	1358

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Trucks, Lifts, Routes and Ton-Mileage for Northwest Italy
In First Month of Liberation

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E.O.L., CLOTHING FOR PUBLIC HEALTH AND UNDER, 5.4% OF CLOTHING,
MATCHES, NEWSPRINT, TOBACCO AND MISCELLANEOUS ITEMS

ASSUMING GENOVA, 2.4% OF ALL TON-MILEAGE

Province	Tobacco, Newsprint, Clothing (Salv.) Matches, Miscel. Tons-Kms	Public Health Under Clothing Tons-Kms	E.O.L.-Petrol, Diesel Oil, Kerosene Tons-Kms
	(Add 000)	(Add 000)	(Add 000)
Alessandria	56	21	314
Aosta	28	10	153
Asti	27	10	150
Cuneo	70	26	392
Novara	48	18	265
Torino	147	54	818
Vercelli	41	16	243
Genova	147	5	682
Imperia	27	7	181
La Spezia	39	11	236
Savona	37	10	233
Bergamo	65	27	436
Brescia	81	34	531
Como	52	22	327
Cronona	32	16	249
Mantova	32	18	275
Milano	242	102	1567
Parma	51	21	336
Reggio	15	6	100
Sondrio	46	10	290
Verona	46	18	308
Totals	1381	915	9658
	902	26	1282

Assuming Imperia, Savona, and La Spezia, as well as Genova, would
be serviced initially from the first the deductions would be:

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Aosta	26	24	26	26
Asti	20	14	20	20
Cuneo	17	13	17	17
Novara	17	13	17	17
Torino	17	13	17	17
VerCELLI	17	13	17	17
Genova	17	13	17	17
Imperia	17	13	17	17
La Spezia	17	13	17	17
Savona	17	13	17	17
Bergamo	17	13	17	17
Brescia	17	13	17	17
Como	17	13	17	17
Cremona	17	13	17	17
Lecco	17	13	17	17
Mantova	17	13	17	17
Milano	17	13	17	17
Modena	17	13	17	17
Parma	17	13	17	17
Pavia	17	13	17	17
Sondrio	17	13	17	17
Verona	17	13	17	17

TOTAL	132	108	132	132
-------	-----	-----	-----	-----

Assuming Imperial, Savona, and La Spezia, as well as Genova, would be serviced entirely from the sea, the deductions would be:

TOTAL	250	10	3	1502	4183
	113	106	89	7016	1221

Assuming Bergamo, Brescia, Cremona, Mantova, and Parma were not allocated in first month and that all of Liguria is serviced by sea, the further deductions would be:

TOTAL	289	68	26	1893	609
	83	128	63	511	812

NOTE: In first month be serviced ex-Livorno by rail to Lucca and thence by rail. Data based on distribution only to provincial capitals assuming local transport for redistribution to be assumed.

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SUMMARY BASIC - BOLIVIA AS MAJOR SUPPLY SOURCE

	Total for all Provinces Considered		Mogana, Regio Emilia		Imperia, Genova, La Spezia		Bergamo, Cremona, Sona
	Tons	Ton-Kms. (Add 0.5)	Tons	Ton-Kms. (Add 0.5)	Tons	Ton-Kms. (Add 0.5)	Tons
1. FOOD	13,491	11879	1,200	61	2,493	2,742	9,406
2. MEDICAL SUPPLIES	641	203	61	3	217	63	162
3. P. O. L.	2,430	2,169	240	27	1,508	134	1,885
4. PUBLIC HEALTH-DRUGS/ CLOTHING	112	183	38	2	60	10	101
5. TOBACCO, NEWSPRINT, ETC.	1,394	353	67	6	260	72	242
TOTAL	60,770	14,746	1,567	98	11,930	3,358	11,496
1. FOOD 2.	30,332	12,082	1,280	64	2,010	2,906	9,568
2. 2. 4. 5. 6.	58,568	11,241	1,512	91	11,712	3,239	11,183
1. 2. 3. 4. 5. 6. 7.	59,388	14,393	1,450	83	11,260	3,258	11,254

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SUMMARY BASIS - SOLOMON AS MAJOR SUPPLY SOURCE

for all more dared ton-tons. (add 000)	Modena, Reggio Emilia		Imperia, Savona, Genova, La Spezia		Bergamo, Brescia, Cremona, Mantova, Sondrio		Alessandria, Asti, Atri, Cuneo, Novara, Torino, Vercelli, Como, Milano, Pavia Verona, Parma and Piacenza	
	Tons	ton-tons. (add 000)	Tons	ton-tons. (add 000)	Tons	ton-tons. (add 000)	Tons	ton-tons. (add 000)
11875	1,204	61	3,193	2,742	4,406	1,829	31,737	7,269
203	41	3	247	63	162	32	523	111
7,184	344	27	1,508	131	1,586	325	1,908	1,427
115	58	3	68	10	101	21	387	114
253	27	5	230	72	231	19	880	237
1,748	1,843	88	11,830	3,531	11,183	7,386	39,662	8,188
1,882	1,326	64	9,710	2,805	9,668	1,901	32,339	7,330
1,241	1,912	91	11,212	3,339	11,183	2,285	36,316	8,507
1,323	1,880	83	11,250	3,268	11,254	2,307	39,702	8,921

Trade Life, Routes, 16. Distributors for Northwest Italy
to Italy, North of Libanese

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PROBABLE TOTAL SUPPLY

ASSUMING BOLIVIAN RAILROADS AS MAJOR SUPPLY SOURCE

PROVINCES	1958				1959				1960				1961				1962			
	Stock	Prod.	Transp.	Subs.	Stock	Prod.	Transp.	Subs.	Stock	Prod.	Transp.	Subs.	Stock	Prod.	Transp.	Subs.	Stock	Prod.	Transp.	Subs.
Alessandria	1383	151	1500	82	1090	147	218	71	236	218	71	236	218	71	236	71	236	218	71	236
Asolo	718	242	242	50	373	242	242	50	373	242	242	50	373	242	242	50	373	242	242	50
Avigliana	706	246	246	41	366	278	152	65	256	278	152	65	256	278	152	65	256	278	152	65
Cuneo	1751	653	2407	5	2403	177	255	487	1023	177	255	487	1023	177	255	487	1023	177	255	487
Monforte	1250	871	1250	70	1732	104	115	35	419	104	115	35	419	104	115	35	419	104	115	35
Trivero	2507	1200	2500	17	2077	250	255	113	609	250	255	113	609	250	255	113	609	250	255	113
Torino	1131	752	1483	16	1510	27	314	111	404	27	314	111	404	27	314	111	404	27	314	111
Verona	4723	366	2475	127	2410	101	1807	240	1873	101	1807	240	1873	101	1807	240	1873	101	1807	240
Imperia	550	189	3011	10	1648	105	311	53	101	105	311	53	101	105	311	53	101	105	311	53
La Spezia	1280	320	1405	31	1515	207	210	75	207	207	210	75	207	207	210	75	207	207	210	75
Genova	1196	320	1405	31	1515	207	210	75	207	207	210	75	207	207	210	75	207	207	210	75
Portofino	1918	355	2613	45	2608	102	320	143	407	102	320	143	407	102	320	143	407	102	320	143
Genova	2409	740	2115	51	1203	252	226	171	889	252	226	171	889	252	226	171	889	252	226	171
Genova	1636	112	2070	18	2082	250	351	188	312	250	351	188	312	250	351	188	312	250	351	188
Genova	1100	157	1477	35	1503	173	102	83	251	173	102	83	251	173	102	83	251	173	102	83
Genova	1274	106	1480	71	1480	105	154	51	201	105	154	51	201	105	154	51	201	105	154	51
Genova	7115	2142	4000	127	4001	212	1753	607	2230	212	1753	607	2230	212	1753	607	2230	212	1753	607
Genova	1100	106	1480	71	1480	105	154	51	201	105	154	51	201	105	154	51	201	105	154	51
Genova	419	150	204	15	402	339	154	51	201	339	154	51	201	339	154	51	201	339	154	51
Genova	1295	327	1710	30	1710	238	353	110	443	238	353	110	443	238	353	110	443	238	353	110

1960 TOTAL 37631 11200 30001 3071 20331 15000 11870 2000 15000
This plan assumes distribution through Italian and Sicilian Railroads, therefore, supplies
these two provinces should be considered. Their requirements after

Medina	175	175	603	24	257	20	7	13	26	1	17
Saggio Ballia	170	122	602	27	278	60	11	25	35	5	7
NEW TOTAL	37631	11200	30001	3071	20331	15000	11870	2000	15000	11870	2000

Assuming Imperia, Savona, La Spezia and Genoa would be serviced entirely from the
the deductions would be:

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[illegible][illegible]

NOTES:

L. Speaks might be serviced ex-diverms by rail to Laredo and thence by road. Data based on distribution only to provincial capitals assuming local transport for redistribution to communes. Data are based on revised balance figures and very slightly from data issued 18 Dec.

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REF ID: A66144

REPORT OF G.M.E.O.V.
(Submitting Italian Government with U.S.
Assistance to assist the Maximum Respon-
sibility)

A Joint Committee will be formed by the Transportation Sub-Committee to work in close liaison with AFHQ. This Committee will be prepared to move forward as soon as operations permit. It is expected that the port of Genoa will have been effectively blocked by the time it is turned over to us. Unless a safe transport route is possible to bring in the necessary mechanical equipment to repair the port for the reception of cargo vessels, it will be necessary to have landing craft of a large type which could use the beach one mile east of Genoa. A channel to the beach will have to be cleared of mines. The landing craft would bring motor transport, motor fuel, diving equipment, explosives, etc.

After discharging the original cargo, it would then be used either as a lighter for stowage priority cargo from ocean cargo vessels or used as a ferry service from L-Boat.

Experienced Italian divers for mine removal, blasting, and recovery should be available. Many divers are available in the Genoa area, as it is the home of the men of this profession. Crews will have to be recruited at once and the necessary gear arranged.

4161

15 x 2

...as a land transport route is possible to bring in the necessary mechanical equipment to operate the port for the reception of large vessels, it will be necessary to have landing craft of a large type which could use the beach one mile east of Geneva. ... channel to the town will have to be cleared of mines. The landing craft should bring motor transport, motor fuel, diving equipment, explosives, etc.

After discharging emergency cargo, it would then be used as a lighter for discharging priority cargo from ocean cargo vessels or used in a ferry service from Laghorn.

Experienced Italian divers for mine removal, blasting hulls, and recovering sunken ships are available. Many divers are available in the Genoa area, as it is the home of the men of this profession. Crews will have to be recruited at once and the necessary gear arranged.

The Italian Government is in no position to supply 4161

harbor craft. This must be arranged by the Allied Governments and the following is the minimum requirements that can be estimated at this stage.

12 mobile cranes with a capacity of 8

tons and 20 mobile cranes with a

capacity of 5 tons.

6 tugboats, 300 H.P.

20 RCAs and

60 lighters of 60 tons each.

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There are several 2 story cranes now in Rome area which should be dismantled and be made ready for future use.

We should experience no difficulty in obtaining sufficient experienced dock laborers, crane operators, etc.

Cargo working gear at the port will be an unknown quantity so it should be arranged that each ship loading for discharge at Genoa should carry the stevedore's gear used in the loading, so as to be in a position to discharge its cargo with its own gear.

If no gear is found in port, the Italian Government should be given the opportunity to purchase this ship's gear until their requirements have been accumulated.

For the immediate repair of the port and for removals of the more important obstacles, it is necessary to have the following personnel and means:

- 1) 3 Specialized Engineers of the Public Works Dept. and 3 Officers of the Naval Engineers
- 2) 6 Assistants of the Naval Engineers for Quay Works.
- 3) 3 Harbort Officer.
- 4) 10 Divers with relative equipment.
- 5) 6 Diver's Boats (Not available and therefore to be supplied by the allied authorities).
- 6) 30 (approximately) Specialized Workmen.

from Italian could be

If no gear is found in port, the Italian Government should be given the opportunity to purchase this ship's gear until their requirements have been accumulated.

For the immediate repairs of the port and for removals of the more important obstacles, it is necessary to have the following personnel and means:

- 1) 3 Specialized Engineers of the Public Works Dept. and 3 Officers of the Naval Engineers
- 2) 6 Assistants of the Naval Engineers for Quay Works.
- 3) 3 Warrant Officers.
- 4) 10 Divers with relative equipment.
- 5) 6 Diving Boats (Not available and therefore to be supplied by the allied authorities).
- 6) 30 (Approximately) Specialized Workmen.
- 7) 4 Pontoons of 60 to 100 tons (Two Italian could be taken away from U. S. Navy where they are requisitioned by the Royal Navy: The other two could be supplied by the authorities).
- 8) Pumps, compressor, motor winding sets, etc. could be supplied by Italian Navy.

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9) It is necessary for the Allied Authorities to supply all consumption materials, that is, fuel, lubricants, electricals, timber, oxygen, hydrogen, carbide, electrodes for welding, quick setting hydraulic cement, etc.

There are many competent firms of construction engineers who will be in a position to start immediately on the construction of the port provided the necessary materials are made available.

As soon as the port is capable of accepting cargo vessels, arrangements should be made for distribution of supplies around the Ligurian coast by small landing craft if obtainable or by schooners.

It has been estimated that about 8000 tons per month will have to be distributed this way. Since all the schooners available to the Schooner Control Committee are now used to their full capacity for the movement of civil supplies, additional schooner tonnage will have to be provided; this tonnage should be outside the schooner pool and control should be left to competent local authorities in the area.

The Ligurian coast ports will have to be swept clear of mines as well as the connecting lines.

The following requirements are necessary for warehouses

As soon as the port is capable of accepting cargo vessels, arrangements should be made for distribution of supplies around the Ligurian coast by small landing craft if obtainable or by schooners.

It has been estimated that about 5000 tons per month will have to be distributed this way. Since all the schooners available to the Schooner Control Committee are now used to their full capacity for the movement of civil supplies, additional schooner tonnage will have to be provided; this tonnage should be outside the schooner pool and control should be left to competent local authorities in the area.

The Ligurian coast ports will have to be swept clear of mines; as well as the connecting lines.

The following requirements are necessary for warehouses ³⁰

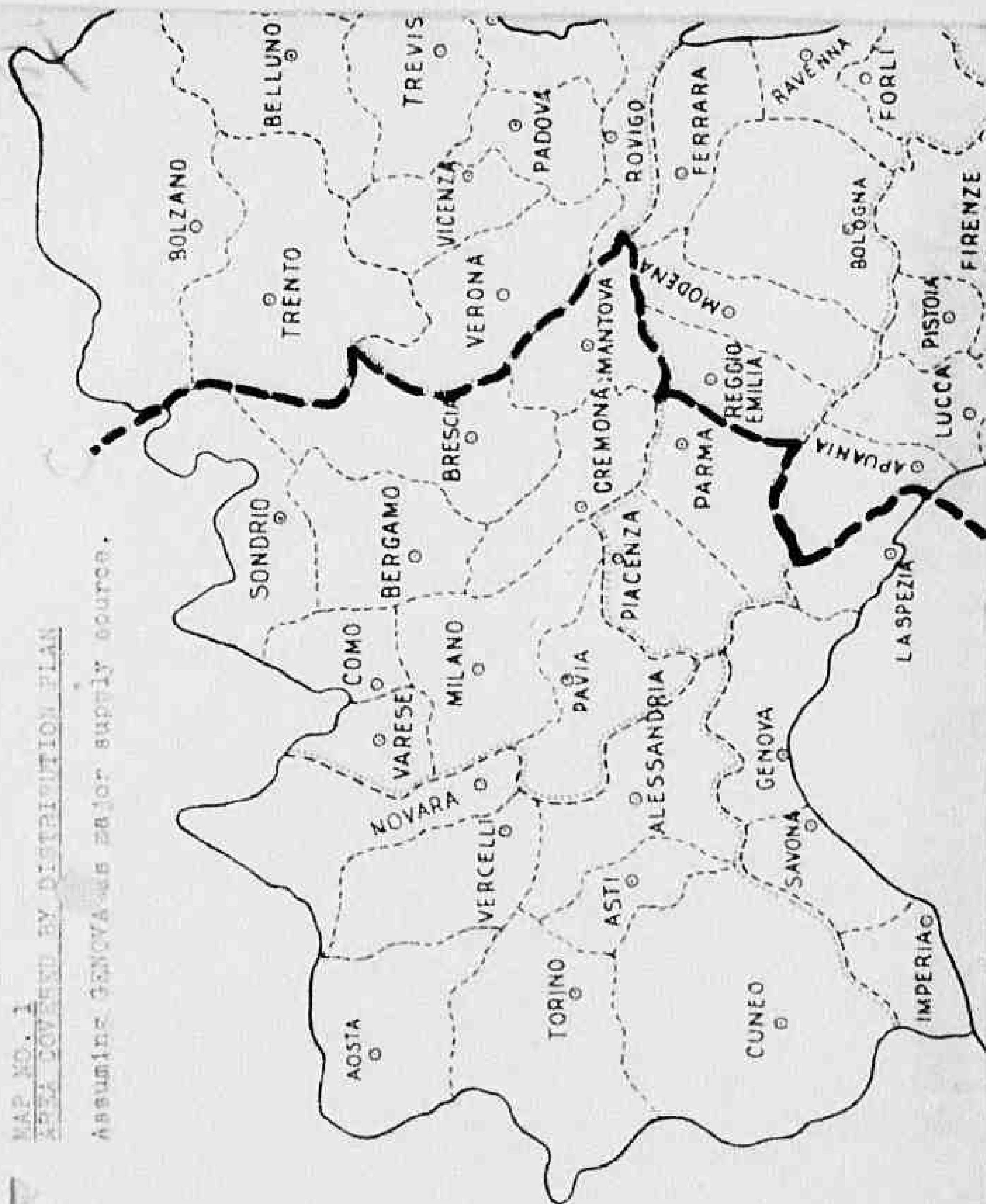
- 1) Good open storage space enclosed by fences or walls to accommodate 7500 tons (approximately 120,000 sq.ft.).
- 2) Good weather-proof inside storage space with adequate loading and unloading facilities, sufficient for 60,000 tons, (approximately 6,000,000 cubic feet).

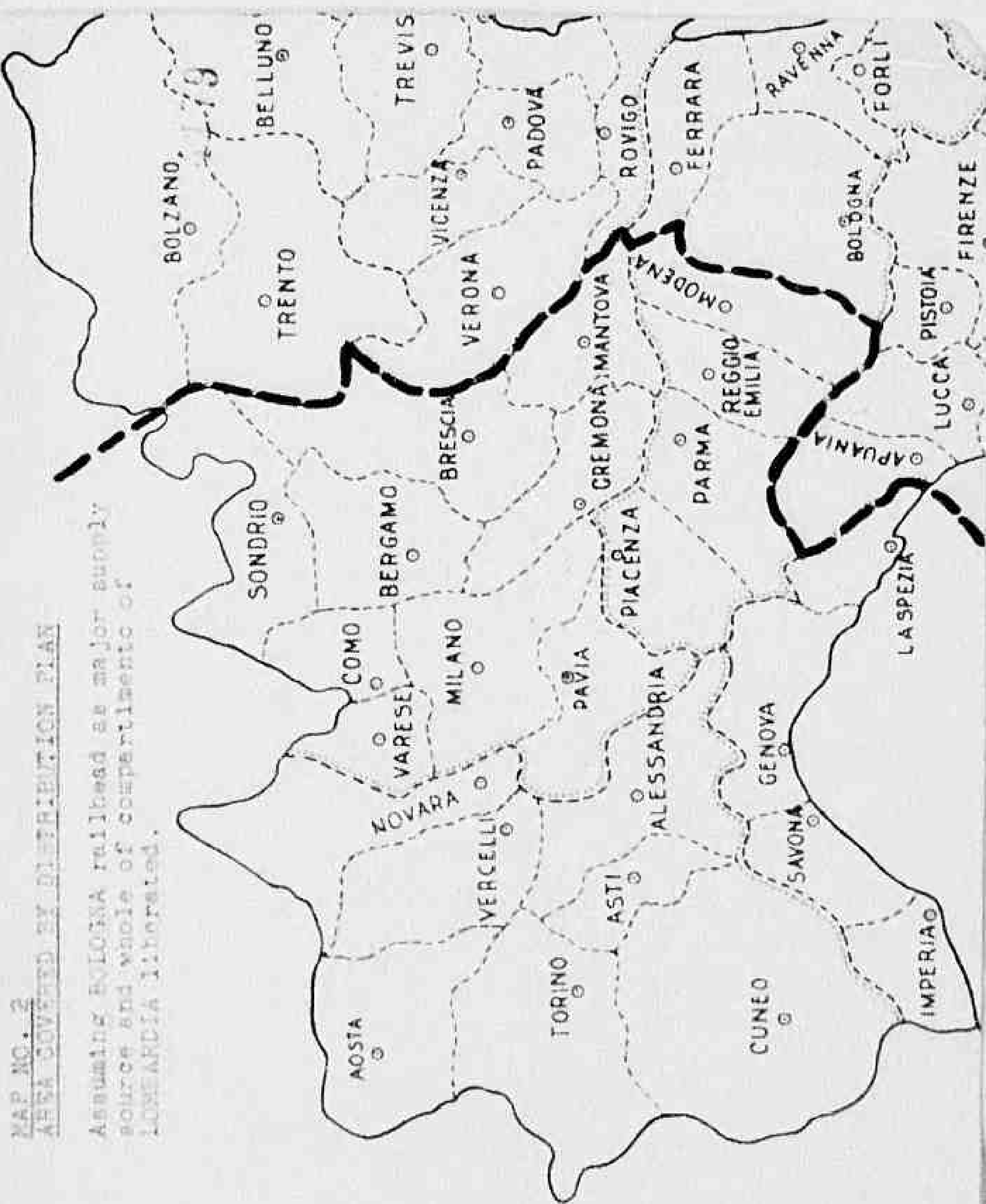
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MAP NO. 1

AREA COVERED BY DISTRIBUTION PLAN

Assuming GENOVA as major supply source.





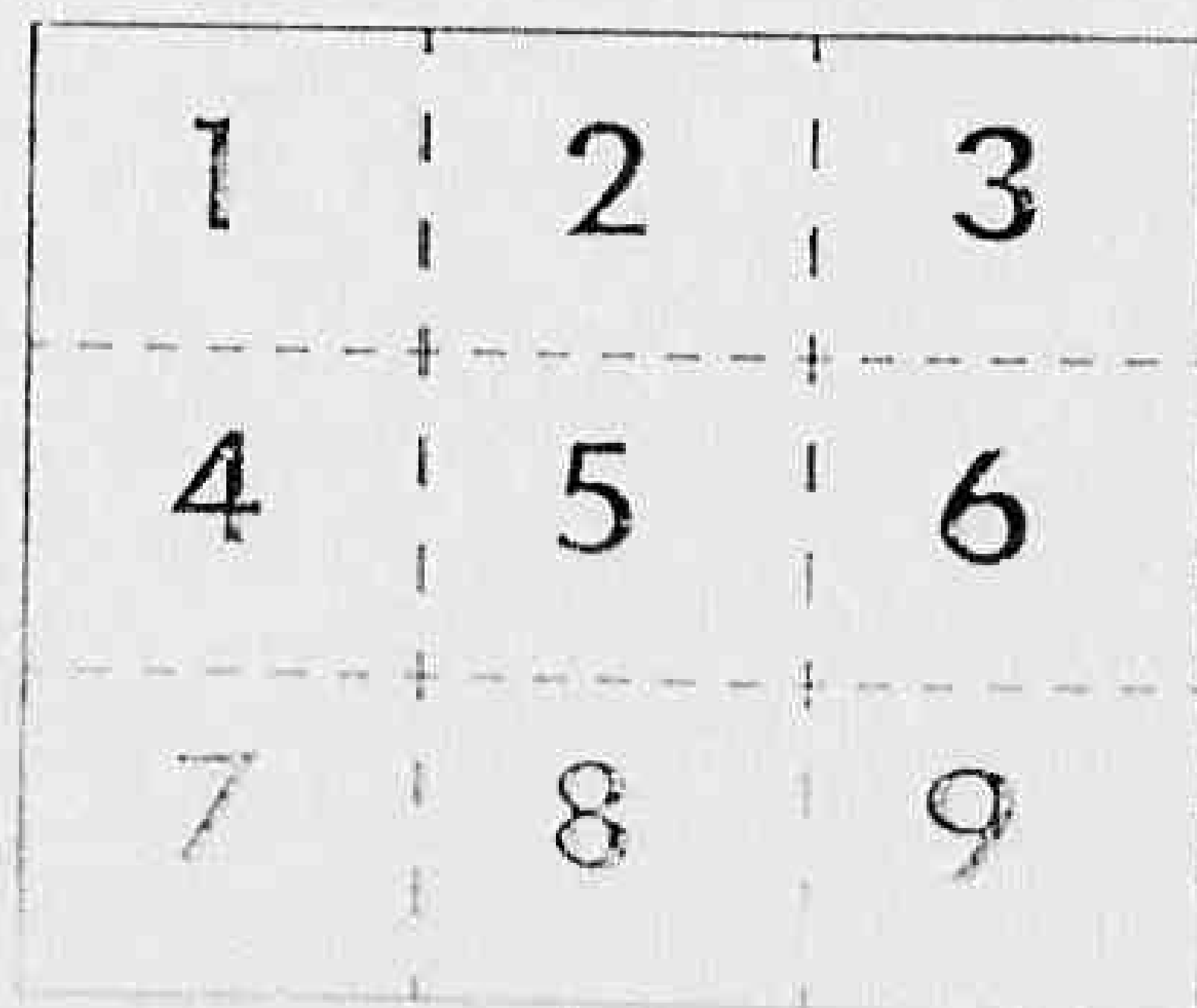
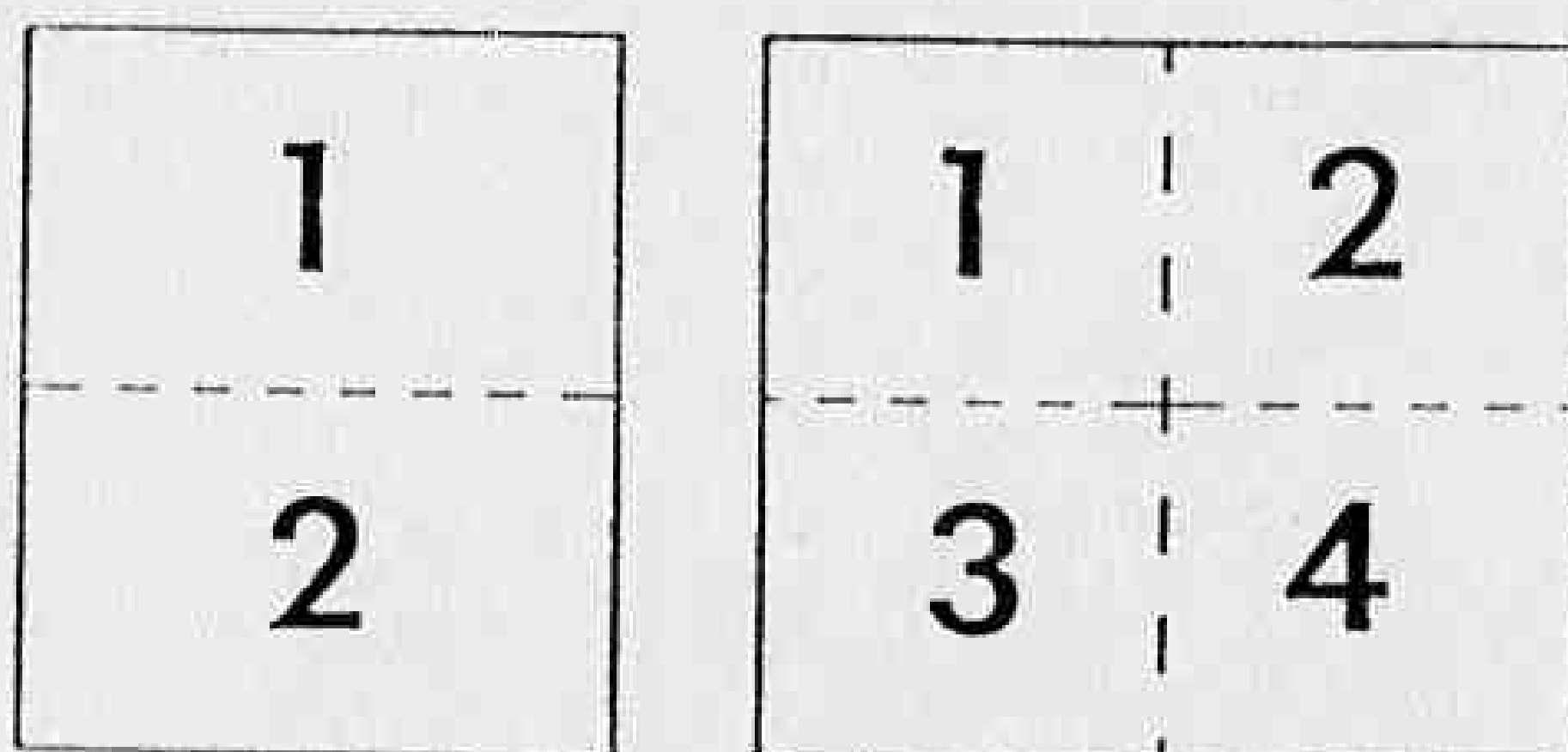
MAP NO. 3
AREA COVERED BY DISTRIBUTION PLAN

Assuming BOLOGNA railhead as major supply source and only W provinces of LOMBARDIA liberated.

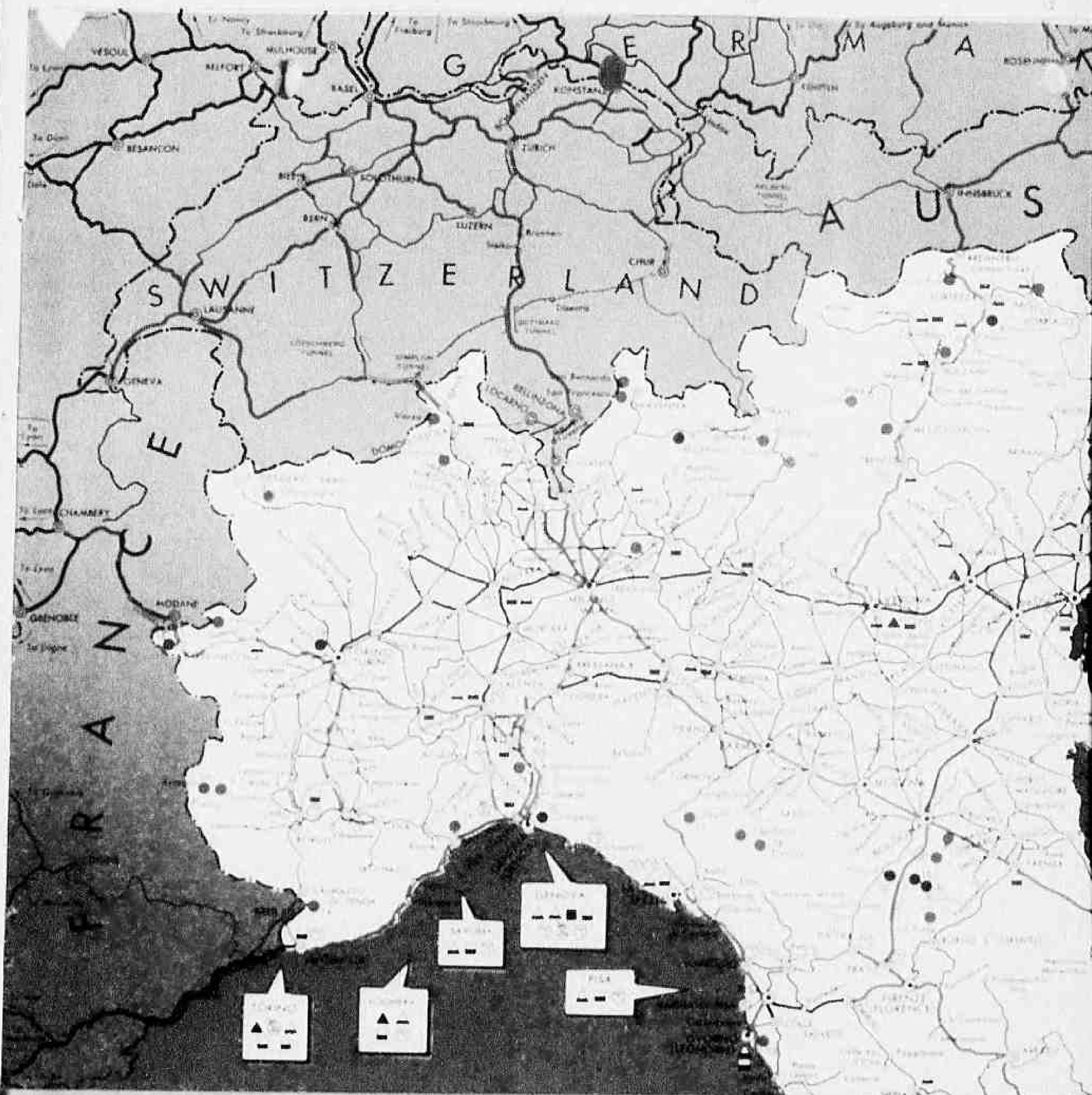


MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

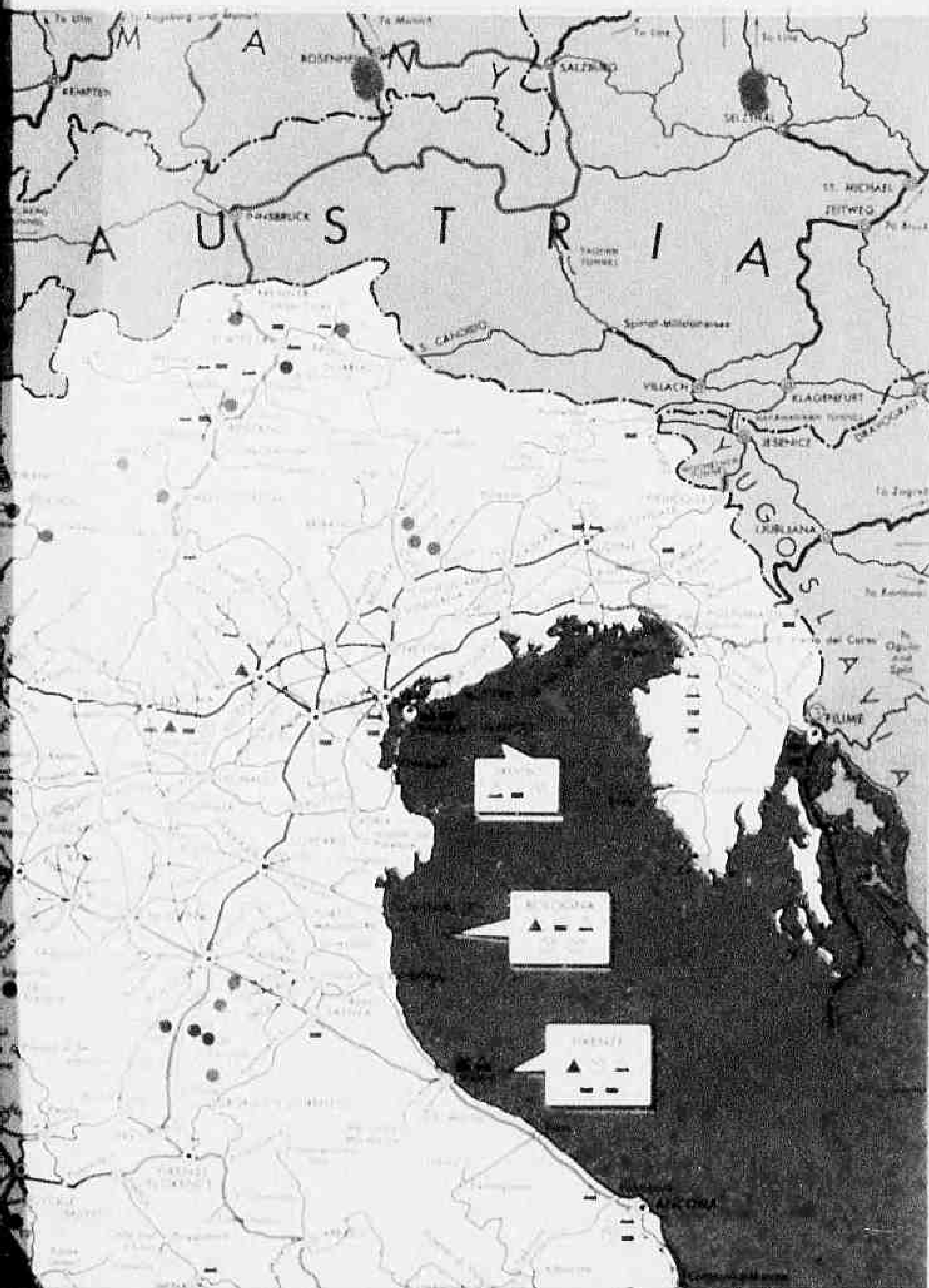
SEE DIAGRAMS BELOW.



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IT
RAIL
A
RAIL
FAC

Steam



STANDARD
STANDARD
ELECTRIC
STANDARD
STANDARD
DOUBLE
ELECTRIC
STANDARD
ELECTRIC
PROTECTED
NARROW G



STANDARD
STANDARD
NARROW G

RAILRO



MAJOR
MAJOR
RUNNING
RUNNING
CLASSIC
SWITCH

POWE



NATIONAL
PRIVATE
CAPACITY
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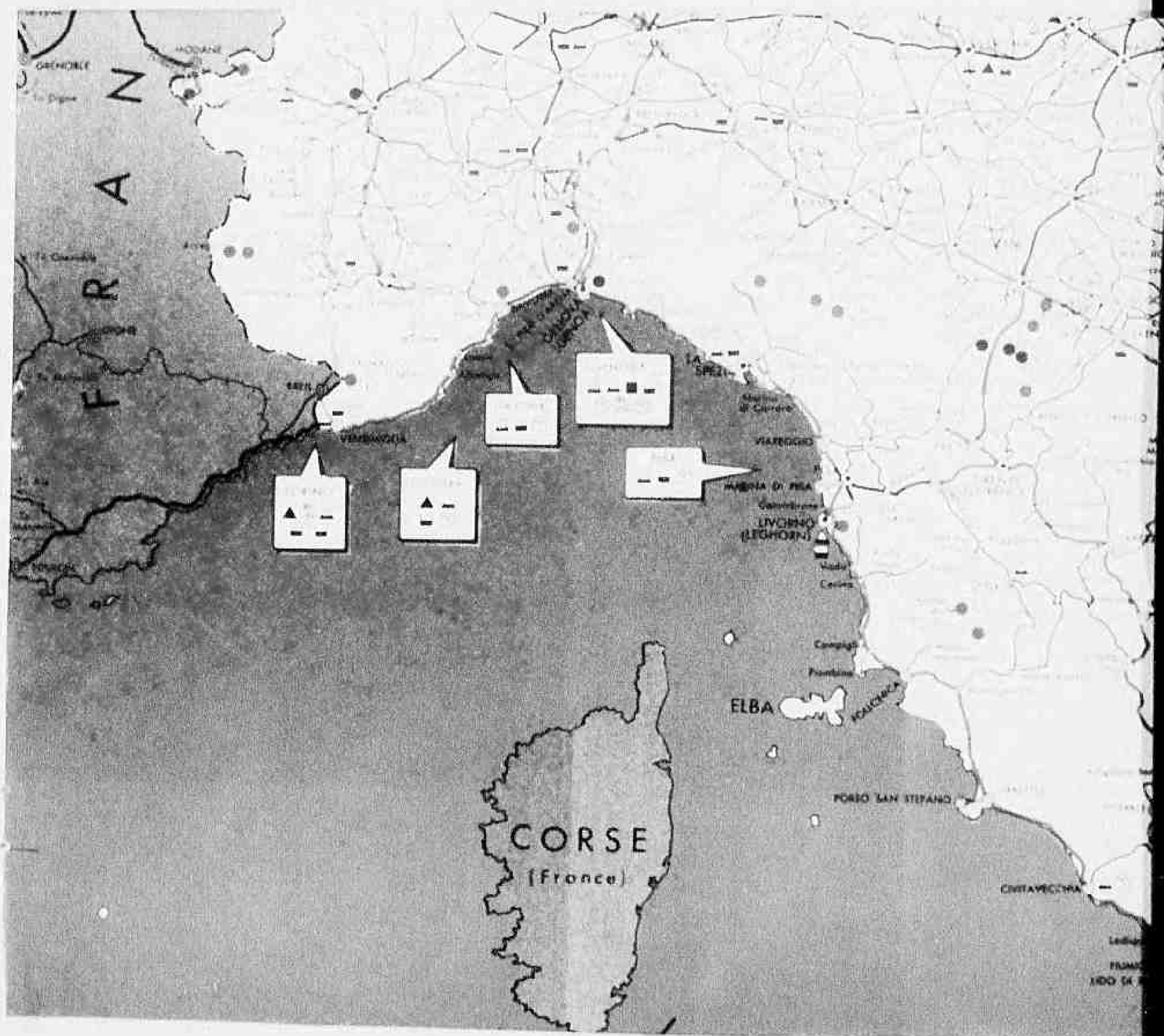
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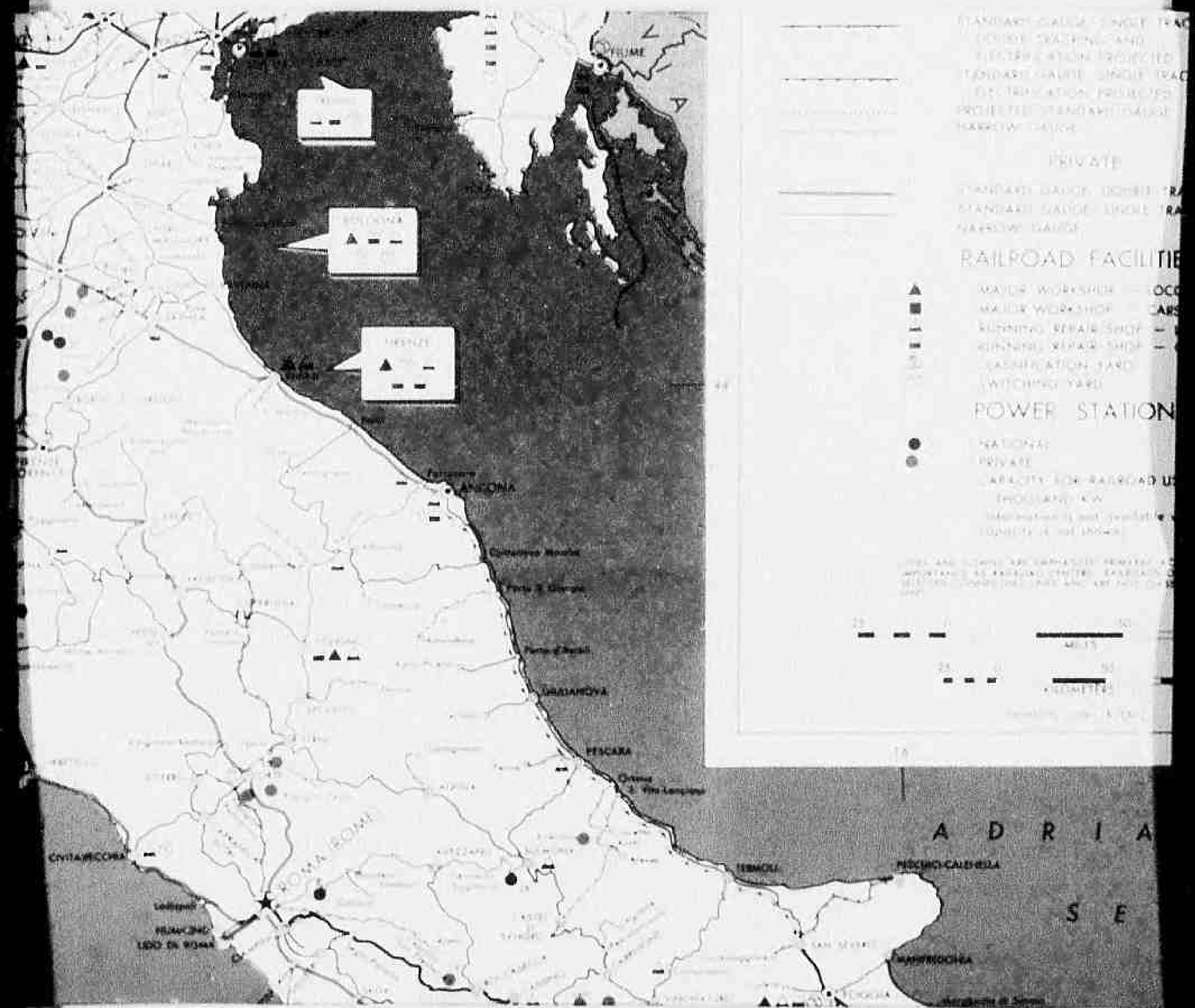


ITALY RAILROADS AND RAILROAD FACILITIES

RAILROADS		
Steam		Electric
NATIONAL		
—————	STANDARD GAUGE, DOUBLE TRACK	—————
.....	STANDARD GAUGE, DOUBLE TRACK	
—————	ELECTRIFICATION PROJECTED	
—————	STANDARD GAUGE, SINGLE TRACK	—————
—————	STANDARD GAUGE, SINGLE TRACK	
—————	DOUBLE TRACKING AND	
—————	ELECTRIFICATION PROJECTED	
—————	STANDARD GAUGE, SINGLE TRACK	
—————	ELECTRIFICATION PROJECTED	
—————	PROJECTED STANDARD GAUGE	
—————	NARROW GAUGE	
PRIVATE		
—————	STANDARD GAUGE, DOUBLE TRACK	—————
—————	STANDARD GAUGE, SINGLE TRACK	
—————	NARROW GAUGE	—————
RAILROAD FACILITIES		
▲	MAJOR WORKSHOP — LOCOMOTIVES	
■	MAJOR WORKSHOP — CARS	
◻	RUNNING REPAIR SHOP — LOCOMOTIVES	
◻	RUNNING REPAIR SHOP — CARS	
◻	CLASSIFICATION YARD	
◻	SWITCHING YARD	
POWER STATIONS		
●	NATIONAL	
●	PRIVATE	
●	CAPACITY FOR RAILROAD USE IN	
●	THOUSAND KW	
●	(Information is not available where	
●	capacity is not shown)	

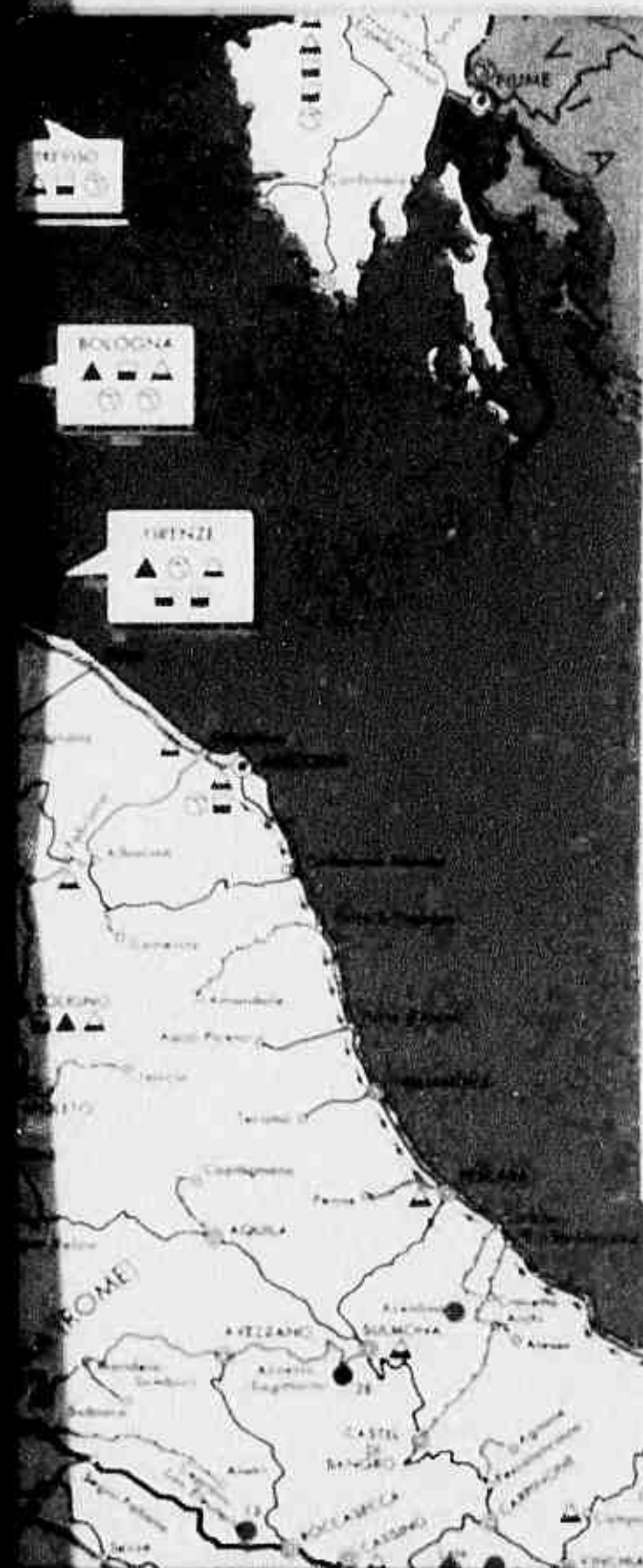


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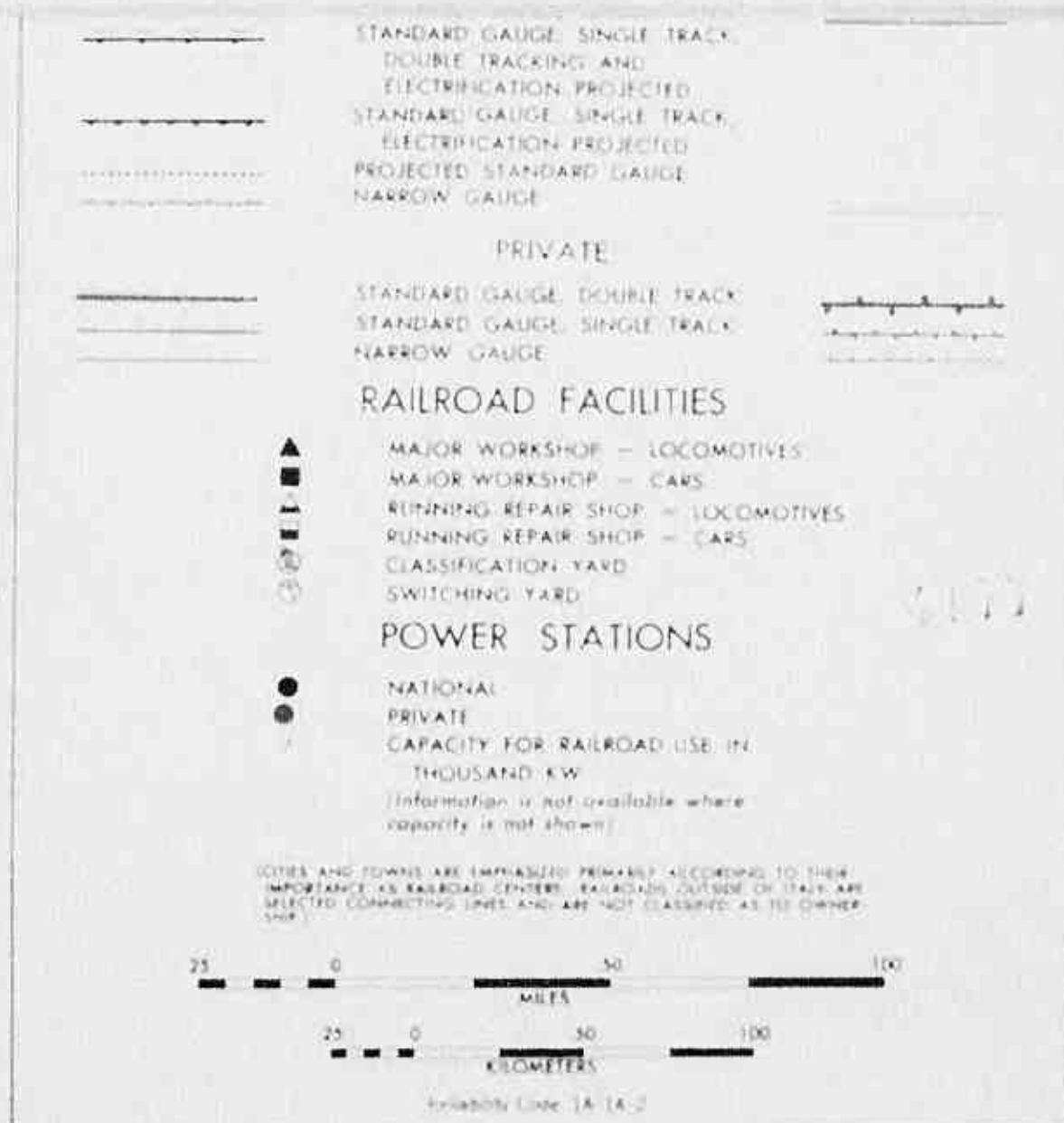


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