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AFHQ

ADMINISTRATIVE INSTRUCTIONS
(ADVANCE ADMINISTRATION ECHELON)

Aug - Dec 1943

MOST SECRET.

HQ. Adv Adm'n Echelon.
A.F.H.Q.
C.M.F.
1005 Q.
24 Oct 43.

Copy No. 44

A.F.H.Q. Adv Adm Echelon.
Adm Instruction No. 1.

ORGANISATION OF A.F.H.Q. Adv. Adm. Echelon.

- 1. A.F.H.Q. Adv. Adm. Echelon has been set up by AFHQ with effect from 24 Oct. 43. It opens at the offices of the TYRRHENIAN SHIPPING CO., RIGNI SIVIGIANO, RIVIERA DI CHIARA, NAPLES, at 0800 hrs on that date.
- 2. No. 2 District (Fortbase) ceases to exist from 0800 hrs., 24 Oct 43. Its functions of general administration are taken over by AFHQ Adv Adm Echelon. Its functions of local administration are taken over by the new HQ No. 2 District. More precise definitions of this division of functions is given in subsequent paragraphs of this instruction.
- 3. The short title and telegraphic address of AFHQ Adv Adm Echelon will be IFAH30.
- 4. The head of AFHQ Adv Adm Echelon is entitled Deputy Chief Administrative Officer (short title D/C.A.O.).

FUNCTIONS OF AFHQ ADV ADM ECHELON.

- 5. The functions of AFHQ Adv Adm Echelon are:
 - (a) to co-ordinate on the Mainland of ITALY all matters of general administration, including through investigation, use of ports, acceptance of shipping, and evacuation of tonnage

of the TYRRHENIAN SHIPPING CO.; RIONI SIVIGNANO, RIVIERA DI CHIARA, NALES, at 0800 hrs on that date.

2. No.2 District (Portbase) ceases to exist from 0800 hrs., 24 Oct 43. Its functions of general administration are taken over by AFHQ Adv Adm Echelon. Its functions of local administration are taken over by the new HQ No.2 District. More precise definitions of this division of functions is given in subsequent paragraphs of this instruction.

3. The short title and telegraphic address of AFHQ Adv Adm Echelon will be PLAMSO.

4. The head of AFHQ Adv Adm Echelon is entitled Deputy Chief Administrative Officer (short title D/C.A.O.).

FUNCTIONS OF AFHQ ADV ADM ECHOLON.

5. The functions of AFHQ Adv Adm Echelon are:-

- (a) to co-ordinate on the Mainland of ITALY all matters of General Administration, including through movement, use of ports, acceptance of shipping, and allocation of tonnage between all Allied and Air Forces. For these purposes, in accordance with the policies provided by AFHQ, it will act in the name of, and with the authority of, AFHQ.

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- (b) On its British side, to control and direct all British general administrative matters on the mainland of ITALY. For these purposes Heads of British Services at A.F.H.Q. will deal direct on Service matters with their deputies at FLAKBO.
- (c) In dealing with the ITALIAN GOVERNMENT, to represent A.F.H.Q. on military administrative matters.
- (d) To make the necessary administrative arrangements to support the operations of 15 Army Group and N.A.A.F. respectively, or, where adequate arrangements cannot be made, to inform A.F.H.Q. and the appropriate Commanders accordingly.

SPECIAL FUNCTIONS OF D/C.A.O.

6. The D/C.A.O., in addition to his duties as head of FLAKBO, will also act as personal administrative adviser to the C.-in-C., 15 Army Group.
7. The D/C.A.O. will maintain at H.Q., 15 Army Group a liaison post, comprising such U.S. and British representatives as are mutually agreed with C.-in-C., 15 Army Group, as being adequate for this purpose. This liaison post will also function as a direct link with H.Q., T.A.F. Signals intended for it will be addressed to 15 Army Group, the first words of the text being "For ADM-INREP".

RELATIONSHIP WITH H.Q., 15 ARMY GROUP.

6. It follows from paras. 6 and 7 above that the relationship between A.F.H.Q. Adv. Adm. Echelon and H.Q., 15 Army Group must be very close, and will in many respects resemble that obtaining between the operational and administrative portions of a single

- (d) To make the necessary administrative arrangements to support the operations of 15 Army Group and N.A.A.F. respectively, or, where adequate arrangements cannot be made, to inform A.F.H.Q. and the appropriate Commanders accordingly.

SPECIAL FUNCTIONS OF D/C.A.O.

6. The D/C.A.O., in addition to his duties as head of FLABCO, will also act as personal administrative adviser to the C.-in-C., 15 Army Group.

7. The D/C.A.O. will maintain at H.Q., 15 Army Group a liaison post, comprising such U.S. and British representatives as are mutually agreed with C.-in-C., 15 Army Group, as being adequate for this purpose. This liaison post will also function as a direct link with H.Q., T.A.F. Signals intended for it will be addressed to 15 Army Group, the first words of the text being "For AD. INREP".

RELATIONSHIP WITH H.Q., 15 ARMY GROUP.

6. It follows from paras. 6 and 7 above that the relationship between A.F.H.Q. Adv. Adm. Echelon and H.Q., 15 Army Group must be very close, and will in many respects resemble that obtaining between the operational and administrative portions of a single headquarters. In particular :-

- (a) All G(SD) - G-3 Org work (including allotment of priorities for shipment into ITALY of personnel and vehs., transfers and moves of units between Armies and Districts, controlled stores, Orders of Battle, will be the responsibility of H.Q., 15 Army Gp. The movements of adm units required by A.F.H.Q. Adv. Adm. Echelon will be ordered on their behalf by H.Q., 15 Army Gp. A section of G(SD) - G-3 Org, 15 Army Gp. will be located at A.F.H.Q. Adv. Adm. Echelon.

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Sheet 3.

(b) Chief Engineer, 15 Army Gp has been appointed Deputy for Chief Engineer, A.F.H.Q. for the Mainland of ITALY. D.D.of W., A.F.D.C. Adv. Adm. Echelon will be in the same relationship to Chief Engineer, 15 Army Gp. as that normally obtaining between a Director of Works and a Chief Engineer on the same establishment. A copy of the detailed instructions issued by A.F.H.Q. on this subject is attached at appendix "A".

(c) The Chief Signal Officer, 15 Army Gp. has been appointed a Deputy for the Chief Signal Officer, A.F.H.Q. for the Mainland of ITALY. His advice on signal matters will be available to the D/C.A.O. A C.S.O. for the lines of communication is being appointed by C.S.O., 15 Army Gp: he will have his office with that of A.F.H.Q. Adv. Adm. Echelon.

PROCEDURE FOR MAINTENANCE.

9. On 24 Oct. '43, the following procedure for maintenance will become operative (as prescribed for Phase II of A.F.H.Q. Adv. Memos No.60 and 65 - not circulated to all recipients of this instruction) :-

10. A.F.H.Q. Adv. Adm. Echelon will submit to A.F.H.Q. demands for successive periods of ten days. These demands are required to reach A.F.H.Q. thirty days before the beginning of each ten day period. The demands will cover all requirements for all forces and for civil purposes. They will show bulk tonnages, by commodities, and will indicate priorities to be applied in the event of unavoidable shut-outs.

11. Meetings will be held at A.F.H.Q. Adv. Adm. Echelon at 1100 hrs. every ten days to settle the allocation of tonnages for the ten day period thirty days ahead. These meetings will be attended by representatives of the following: who are...

PROCEDURE FOR MAINTENANCE.

9. On 24 Oct. '43, the following procedure for maintenance will become operative (as prescribed for Phase II of A.F.H.Q. Adm. Memos No. 60 and 63 - not circulated to all recipients of this instruction) :-

10. A.F.H.Q. Adv. Adm. Echelon will submit to A.F.H.Q. demands for successive periods of ten days. These demands are required to reach A.F.H.Q. thirty days before the beginning of each ten day period. The demands will cover all requirements for all forces and for civil purposes. They will show bulk tonnages, by commodities, and will indicate priorities to be applied in the event of unavoidable shut-outs.

11. Meetings will be held at A.F.H.Q. Adv. Adm. Echelon at 1100 hrs. every ten days to settle the allocation of tonnages for the ten day period thirty days ahead. These meetings will be attended by representatives of the following, who are responsible for stating the requirements shown against them :-

<u>Reps. of</u>	<u>Responsible for requirements of</u>
Br. Services, A.F.H.Q. Adv. Adm. Echelon.	British troops under cmd of 15 Army Gp. and No. 2 District.
U.S. Base Section, NAPLES.	U.S. ground and Naval forces.
XII A.F.S.C.	Special Air Force supplies.

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Sheet 4.

Chief Civil Affairs Officer, 15 Army Gp.

All Civil requirements.

FOWIT.

Naval stores for FOWIT and FOTA.

12. As regards tonnages for Air Forces, items commencing to the ground and air forces of the two nations will be demanded by the U.S. Base Section and by the appropriate Br. Service of A.F.H.Q. Adv. Adm. Echelon for U.S. and British Air Forces respectively. As an exception to this, bids for these items for Air Forces maintained from the Eastern ports will be submitted by XII A.F.S.C.

13. FIFTH and EIGHTH ARMIES are invited to send reps to attend these meetings.

14. The first of the meetings referred to in para. 11 above will be held on 31 Oct. 143, to cover the period 3 - 12 Dec. 143.

15. Having received their tonnage allocation at the above meetings, the various bidding agencies will immediately submit their breakdowns as follows :-

Agency.	Breakdowns by
Br. Services A.F.H.Q. Adv. Adm. Ech.	Br. Services, A.F.H.Q.
U.S. Base Section.	S.O.S. NATOUSA.
XII A.F.S.C.	{ E.C., A.S.C., NORTH AFRICA, S.O.S. NATOUSA (for common items for Air Forces maintained from Eastern ports).
C.C.A.O., 15 Army Gp.	A.G.S., A.F.H.Q.

In submitting their breakdowns, the various agencies will inform their respective supplying authority as to the tonnage allotted there and the

10. send reps to attend these meetings.

- 14. The first of the meetings referred to in para. 11 above will be held on 31 Oct. '43, to cover the period 3 - 12 Dec. '43.
- 15. Having received their tonnage allocation at the above meetings, the various bidding agencies will immediately submit their breakdowns as follows :-

<u>AGENCY.</u>	<u>Breakdowns to</u>
Br. Services A.F.H.Q. Adv. Adm. Ech.	Br. Services, A.F.H.Q.
U.S. Base Section.	S.O.S. NAICUSA.
XII A.F.S.C.	(H.Q., A.S.C., NORTH AFRICA. S.O.S. NAICUSA (for common items for Air Forces maintained from Eastern ports).
G.C.A.O., 15 Army Gp.	M.G.S., A.F.H.Q.

In submitting their breakdowns, the various agencies will inform their respective supplying authority as to the tonnage allotted them and the desirable distribution of their requirements at each port.

16. The system for submitting requirements for Petroleum products (Class III U.S. supplies) and Coal differs somewhat from the above, and is dealt with separately in paras. 25 - 32 below.

FORWARD PACK DEMANDS.

17. This H.Q. will notify all concerned from time to time of the daily tonnage available to them at Railheads.

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Sheet 5.

18. Demands by Armies and Air Service Commands for tonnages (within the limitation imposed under para. 17 above) to be delivered to Railheads will be submitted to this H.Q. for successive ten day periods. They will show bulk tonnages by commodities, and the Railhead or group of Railheads at which they are to be delivered. Demands must reach this H.Q. ten days before the first day of the period covered. The first demands will cover the period 1 - 9 Nov: these will be due at H.Q. FORTRBASE on 21 Oct. '43.
19. Demands for U.S. tonnage supplies on behalf of FIFTH ARMY and common user items for Air Forces based on NATIES will be submitted by U.S. Base Section.
20. Simultaneously, with the submission of their bulk rail tonnage demands, Armies will submit through Service channels to this H.Q. a detailed breakdown of their requirements for British supplies of all natures. A copy of these detailed demands will be sent to the actual supplying agency (Base Provision Officer, CHASC Patrol, etc) as notified to each Army, through Service channels, from time to time. In emergency, armies are authorized to communicate direct to such supplying agency any alteration required in their pack, provided that a copy of all such communications must invariably be sent to this H.Q.
21. In the case of Ordnance Stores (Er.) all demands, other than those for controlled stores, will be submitted by formations on the Ordnance Depot(s) on which the formation is based. Special instructions will be issued by this H.Q. from time to time concerning the issue of stores in short supply whose issue must be restricted. Demands for controlled stores will be submitted through Staff channels direct to G(SD), 15 Army GP.

22. Until communications are working well between EIGHTH ARMY, this H.Q. and supplying agencies, the liaison post at H.Q. 15 Army GP., above, will be strengthened.

20. Simultaneously, with the submission of their bulk rail tonnage demands, Armies will submit through Service channels to this H.Q. a detailed breakdown of their requirements for British supplies of all nature. A copy of these detailed demands will be sent to the actual supplying agency (Base Provision Officer, CRASC Patrol, etc) as notified to each Army, through Service channels, from time to time. In emergency, Armies are authorized to communicate direct to such supplying agency any alteration required in their pack, provided that a copy of all such communications must invariably be sent to this H.Q.

21. In the case of Ordnance Stores (Br.) all demands, other than those for controlled stores, will be submitted by formations on the Ordnance Depot(s) on which the formation is based. Special instructions will be issued by this H.Q. from time to time concerning the issue of stores in short supply whose issue must be restricted. Demands for controlled stores will be submitted through Staff channels direct to G(SD), 15 Army Gp.

22. Until communications are working well between EIGHTH ARMY, this H.Q. and supplying agencies, the liaison post at H.Q. 15 Army Gp., referred to in para. 7 above, will be strengthened by the addition of certain officers of Q(Maint) and of the principal supplying Services. Copies of pack demands will be sent by EIGHTH ARMY to this liaison post. This liaison post is not the executive organ for fulfilling EIGHTH ARMY demands, but will have power to intervene at its discretion on behalf of this H.Q. in order to effect any adjustments or clear any difficulties which may be communicated to it by Rear H.Q., EIGHTH ARMY.

23. U.S. Base Section and XII A.F.S.C. handle their own indentants.

24. Mov. & Tr. (Transportation) will supply railway wagons for loading, on request by depots, within the limit of the allocation made in the rail tonnage demand programmes (para. 16).

Cont/....Sheet 5.....

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Sheet 6.

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PETROLEUM COMMITTEE.

26. Under A.F.H.Q. instruction POL products (Class III) are to be regarded as a common pool for use of British and U.S. forces in ITALY.

26. A Committee will be formed at A.F.H.Q. Adv. Adm. Echelon to co-ordinate the demand, importation and distribution of all petroleum products in ITALY. The composition of this Committee will be as follows:-

- Rep of D.D.S.T., A.F.H.Q. Adv. Adm. Ech. - (Chairman)
- " " Petroleum Service, U.S. Base Section.
- " " A-4, XII A.F.S.C.
- " " Royal Navy.

D.D.W. (or rep) will be called in by the Committee where the repair or development of bulk installations and pipelines are being discussed.

27. The Secretary of the Committee will be an officer specially detailed for the task from Q - G-4, A.F.H.Q., Adv. Adm. Echelon. This officer will issue the instructions necessary to give effect to the decisions of the Committee, signing "Secretary, Petroleum Committee, for D/C.A.C."

28. The functions of the Committee will be to :-

- (a) Co-ordinate all demands for petroleum products, and submit a joint demand on A.F.H.Q.
- (b) Co-ordinate proposals for development of bulk petroleum storage and pipelines, and submit their suggestions to D/C.A.C.
- (c) Control, through Movements (Transportation), the movement of tankers to and between

Royal Navy.

D.D.W. (or rep) will be called in by the Committee where the repair or development of bulk installations and pipelines are being discussed.

27. The Secretary of the Committee will be an officer specially detailed for the task from Q-4, A.F.H.G., Adv. Adm. Echelon. This officer will issue the instructions necessary to give effect to the decisions of the Committee, signing "Secretary, Petroleum Committee, for D/C.A.C."

28. The functions of the Committee will be to :-

- (a) Co-ordinate all demands for petroleum products, and submit a joint demand on A.F.H.G.
- (b) Co-ordinate proposals for development of bulk petroleum storage and pipelines, and submit their suggestions to D/C.A.C.
- (c) Control, through movements (Transportation), the movement of tankers to and between ports on the Italian mainland.
- (d) Be the channel of communication on the subjects mentioned in (a), (b) and (c) above with G-4 (Pet) Section and D.S.T., A.F.H.G.
- (e) Make adjustments of petroleum product stocks, within the territory by ordering any necessary transfer of stocks between Armies and Districts.

29. Ref. para. 28(a), above, the Petroleum Committee will hold a meeting at 1030 hrs. before each periodical tonnage meeting to receive and collate demands for shipment of petroleum products. Subsequent to the tonnage meeting, the Committee will make a demand in detail on A.F.H.G. for all petroleum requirements for all purposes. Demands for POL will not, therefore, be submitted by U.S. Base Section on NATOUSA, nor by XII A.F.S.C. on A.S.C., NORTH AFRICA.

Cont/.....Sheet7..

Sheet 7.

30. The above organisation is provisional and may be amended in the light of experience.

COAL.

31. Coal, like RCL, is to be regarded as common pool stock.

32. A special section of Q - G-4 will be established at A.F.H.Q. Adv. Adm. Ech. to handle all demands for coal and to make arrangements for its storage and distribution. British and U.S. interests will both be represented in this section. Its composition will be published later. All demands for coal made at tonnage meetings will be co-ordinated by this section (G-4 - Coal), which will transmit them in detail to G-4 - Coal, A.F.H.Q. No demands for coal will be placed on A.F.H.Q. or MATCUSA by any other agency.

LINES OF COMMUNICATION (COMMUNICATION ZONE).

33. The boundary between the Army Areas (Combat Zones) and L.of C. Area (Communication Zone) will be laid down by A.F.H.Q. and communicated to Armies and Districts by H.Q., 15 Army Gr.

34. This H.Q. is responsible for co-ordination of the control of the L.of C. (C.Z.) area. It will issue such instructions as are necessary for this purpose to Districts and U.S. Base Sections (or C.G.). Communication Zone, when appointed. In particular, it will co-ordinate :-

- Railway repair, development and operation.
- Road construction and repair.
- Traffic control and through movement.

35. The area of the L.of C. (C.Z.) will be divided into areas under U.S. and British control respectively. These are defined in paras. 36(b) and 40(b).

coal made at tonnage meetings will be co-ordinated by this section (G-4 - Coal), which will transmit them in detail to G-4 - Coal, A.F.H.Q. No demands for coal will be placed on A.F.H.Q. or NATOUSA by any other agency.

LINES OF COMMUNICATION (COMMUNICATION ZONE).

33. The boundary between the Army Areas (Combat Zones) and L.of C. Area (Communication Zone) will be laid down by A.F.H.Q., and communicated to Armies and Districts by H.Q., 15 Army Gp.

34. This H.Q. is responsible for co-ordination of the control of the L.of C. (C.Z.) area. It will issue such instructions as are necessary for this purpose to Districts and U.S. Base Sections (or C.G., Communication Zone, when appointed). In particular, it will co-ordinate :-

Railway repair, development and operation.
Road construction and repair.
Traffic control and through movement.

35. The area of the L.of C. (C.Z.) will be divided into areas under U.S. and British control respectively. These are defined in paras. 36(b) and 40(b).

FORMATION OF H.Q., No. 2 DISTRICT.

36. (a) H.Q., No. 2 District, under Major-General Dowler, will open at BARI at 0500 hrs. on 24 Oct. 43.

(b) H.Q., No. 2 District is charged with local adm in the area in rear of EIGHTH ARMY rear boundary, its boundary on the WEST being the inter-Army boundary to its junction with the Province of LUCANIA, on the SOUTH it will include the Provinces of LUCANIA and CALABRIA.

Cont/.....Sheet 8...

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Sheet 3.

57. The following are the main duties involved in the exercise of local adm. as given in F.S.R. (British) Vol. I, Sec. II, as applied to present conditions in Southern Italy :-

- (a) Discipline of all British Army troops, of Allied troops in co-operation with Allied Authorities, of R.A.M. and R.A.F. personnel in co-operation with the authorities of R.A.M. and R.A.F.
- (b) Provision of water, light, power and similar essential services.
- (c) Provision of rations, petrol and other supplies to troops for whose maintenance the District (or area) is responsible.
- (d) Welfare, including the organization of clubs, rest camps, sports, cinemas, etc.
- (e) Sanitation and hygiene.
- (f) Maintenance of standing camps and their custody when unoccupied.
- (g) Fire protection.
- (h) Subject to instructions from A.F.M. G., Adv. Adm. Ect., all local movement of personnel, animals and stores, by rail or road.
- (i) Traffic control.
- (k) Preventative measures against theft, looting and damage to civilian property.
- (l) Relations with local Italian military and civil authorities (see para. 61).

- (d) Welfare, including the organization of clubs, rest camps, sports, cinemas, etc.
- (e) Sanitation and hygiene.
- (f) Maintenance of standing camps and their custody when unoccupied.
- (g) Fire protection.
- (h) Subject to instructions from A.F.H.Q., Adv. Adm. Ech., all local movement of personnel, animals and stores, by rail or road.
- (j) Traffic control.
- (k) Preventative measures against theft, looting and damage to civilian property.
- (l) Relations with local Italian military and civil authorities (see para. 51).
- (m) Allocation of the local pool of labour and transport.
- (n) Organisation and control of transit camps and P.W. cages, subject to direction from A.F.H.Q. Adv. Adm. Ech.

39. H.Q., No. 2 District will not be concerned with the actual operation of advanced Base Depots, Workshops, Reinforcement Depots, General Hospitals, Bulk Petrol Installations and similar general administrative installations, except in the application to them of the responsibilities of local administration outlined in para. 37 above.

Cont/.....Sheet 9....

Sheet 9.

39. (a) On 24 Oct., all units under No. 2 District (FORTBASE) will pass under command of No. 2 District. Sub Areas will deal with No. 2 District for all purposes. Any returns of stocks, etc. at present being rendered by Sub Areas direct to EIGHTH ARMY will cease.

(b) All units on the Order of Battle of 37 and 34 Sub Areas will also pass under command No. 2 District. These Sub Areas will forward to H.Q., No. 2 District, copy to this H.Q., a copy of their Order of Battle. Separate instructions will be issued defining the relationship between these Sub Areas, No. 2 District and G.S., Peninsular Base Section. Meanwhile they will be under No. 2 District for all Personal Service and M.S. matters only, and will deal direct with this H.Q. on other matters.

FORMATION OF PENINSULAR BASE SECTION.

40. (a) Peninsular Base Section, under Brig.-Gen. Pence, will be formed, with H.Q. at NAPLES, on 24 Oct. 43.

(b) Peninsular Base Section is responsible for local administration in the area WEST of the inter-Army boundary, as far South as the Southern boundary of CAMFWIA.

(c) Separate instructions on the organization of the Peninsular Base Section will be issued.

CHANNELS OF COMMUNICATION.

41. (a) Operational matters are not the concern

Sub Areas, No. 2 District and G.C., Peninsular Base Section. Meanwhile they will be under No. 2 District for all Personal Services and M.S. matters only, and will deal direct with this H.Q. on other matters.

FORMATION OF PENINSULAR BASE SECTION.

- 40. (a) Peninsular Base Section, under Brigs.-Gen. Pence, will be formed, with H.Q. at MAPIDS, on 24 Oct. 143.
- (b) Peninsular Base Section is responsible for local administration in the area WEST of the inter-Army boundary, as far South as the Southern boundary of CEFANIA.
- (c) Separate instructions on the organization of the Peninsular Base Section will be issued.

CHANNELS OF COMMUNICATION.

- 41. (a) Operational matters are not the concern of this H.Q. Districts, as well as Armies, will deal direct with H.Q., 15 Army Gp. on operational matters.
- (b) As there is no British Service representation at H.Q., FIFTH ARMY, British Services, 10 Corps, will deal direct on Service matters with Services at this H.Q.
- 42. Para. 41(a) applies also to G(SD) - G-3 Org. matters, except that the transfer of admin units between Armies and Districts requires the prior approval of this H.Q. The situation in this respect does not differ from that which would obtain if this H.Q. were the administrative portion of 10 Army Gp Staff.

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(a) (b) (c)

Sheet 10,

43. On matters of British administration, Armies will deal with this H.C. only. On the following subjects, exceptionally, Armies will deal direct with A.F.H.Q. :-

Chaplains Service.
Fire Fighting Service.
Personal Service matters (see Appx. "B").
M.S. matters (see Appx. "C").

44. American administration will follow normal American channels and procedure. Until the headquarters of a Commanding General, C.Z., is set up, the U.S. Base Section will exercise its normal functions under American procedure.

45. Within the scope of its functions, as laid down in para. 5 above, this H.C. will issue instructions on administrative matters affecting both U.S. and British forces on behalf of A.F.H.Q., and will require to be kept fully informed on matters of both U.S. and British administration to the extent that they may affect operations.

PORT OF NAPLES AND SUBSIDIARY PORTS.

46. In accordance with instructions previously issued by A.F.H.Q., and in fulfillment of its functions as laid down in para. 5(a) above, A.F.H.Q. Adv. Adm. Echelon will, on 24 Oct. 1943, take over from C.C. FIFTH ARMY, responsibility for the control of the port of NAPLES and of smaller ports in the NAPLES area.

47. Port Control Committees already set up will continue to function in accordance with present procedure.

48. Separate instructions will be issued to those concerned regarding the procedure under which the control of port operation will be exercised.

49. The boundaries of the area to be taken over from C.C. FIFTH ARMY will be issued by H.C.

down in para. 5 above, that H.Q. will issue instructions on administrative matters affecting both U.S. and British forces on behalf of A.F.H.Q., and will require to be kept fully informed on matters of both U.S. and British administration to the extent that they may affect operations.

PORT OF NAPLES AND SUBSIDIARY PORTS.

46. In accordance with instructions previously issued by A.F.H.Q., and in fulfillment of its functions as laid down in para. 15(a) above, A.F.H.Q. Adv. Adm. Section will, on 24 Oct. 45, take over from C.G., Fifth Army, responsibility for the control of the port of NAPLES and of smaller ports in the NAPLES area.

47. Port Control Committees already set up will continue to function in accordance with present procedure.

48. Separate instructions will be issued to those concerned regarding the procedure under which the control of port operation will be exercised.

49. The boundaries of the area to be taken over from C.G., Fifth Army will be issued by H.Q., 15 Army Group. Separate instructions for the organization of administration within this area will be issued, but the transportation area at each port will be administered by the Port Commandant, in accordance with directions issued by this H.Q.

DEALINGS WITH ITALIAN AUTHORITIES.

50. Districts will receive from H.Q., 15 Army Gp, any instructions regarding the movement or operational employment of Italian troops placed under their command. Administrative questions regarding their rationing, equipment, etc. will be referred to this H.Q.

Cont/.....Sheet 11....

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Sheet 11.

51. Policy on administrative matters concerning the Italian civil population and Government will be laid down by this H.Q., in conformity with instructions received from A.F.H.Q. Within this policy, G.C.S., No. 2 District will deal with the Allied Commission for matters concerning that portion of ITALY which has reverted to the rule of the Government of ITALY. For the remainder of occupied ITALY, G.C.S., No. 2 District and C.G., U.S. Base Section will deal direct with H.Q., AMGOT Region II, POTENZA, or with the AMGOT local officials, but they will refer all matters of policy to this H.Q.

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52. ACK.

H.H. Johnston

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Major-General,
D/C.A.O.,
A.F.H.Q. Adv. Adm Echelon.

SHR/emb.

Issued from H.Q. No. 2 District (FORTBASE) at
1800 A.m.s., 31 Oct. '43.

DISTRIBUTION :- See Sheet 12.
(Appendices to follow).

Sheet 12.

DISTRIBUTION:-

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Z. WILHELM

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4/8 23
10 November 1943

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AFRO DIV. AM. DIVISION AM. INVESTIGATION NO. 6

LEADERSHIP OF ITALIAN CIVILIAN PROPAGANDA ORGANIZATIONS

1. Propaganda Section, advised of Intelligence Section, AFRO Div. (containing) of the world-wide office for contact with Italian Civilian Petroleum Industry.
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A.T.M. O. ADV. ADM. NCH. ADMINISTRATIVE INSTRUCTION No 7.
ISSUED BY AIR.

REV. 2/103.
A Dec 45.

Reference AFHQ letter AG 509-4 207-444, subject "Air priorities Board", dated 26 August 1943. Memorandums 90-1, 90-2, 90-3, 90-4, 90-5 and 90-6, Air Priorities Board, AFHQ, subject: "Priorities for Air Transportation".

1. The above mentioned directive and memorandums are attached hereto for your information and guidance in securing air transportation and obtaining priority for same.
2. This instruction deals only with air movements in rear of operational areas, a separate instruction which covers deliveries by parachute or otherwise into operational areas will be issued.
3. Headquarters of units requiring air passage for personnel and/or air freight will submit their demands to their nearest Air Servicing Agency. Those servicing agencies for ground and Naval forces are listed in para 6. Facilities for all shipments required to be moved via air transport within or out of this theater will be obtained through the servicing agencies listed herein in accordance with AFHQ instructions.
4. The Air Servicing Agencies for this area are:

NAVAL.

AFHQ, c/o USAF Det.
Box 2, c/o AFHQ.
1000 1st St., Manila.
Lt. Nichols, Tel - Room 167.

All Ground Forces
U.S. Naval Forces
Philippine Naval Forces
All Allied Agencies.

ARMY.

AFHQ, c/o AFHQ.
1000 1st St., Manila.
Lt. Nichols, Tel - Room 167.

AIR.

No 2 District,
15 Army Group,
103 Div - c/o AFHQ and
74 Sub-0000

Freight will submit their demands to their nearest Air Screening Agency. These screening agencies for Ground and Navy forces are listed in para 4. Priorities for all shipments required to be moved via air transport within or out of this theater will be obtained through the screening agencies listed herein in accordance with AFHQ instructions.

4. The Air Screening Agencies for this area are:

AFHQ.

AFHQ, 407 Adu Sch.

Box 2 at COT APO, Navy Adu Sch, Division de Guisasa, Tel - Manila 197.

All Ground Forces
U.S. Navy Forces
British Naval Forces
All civilian agencies.

Insular Base Section, 2/5 AFHQ
No 7 Base Victoria,
Tel. - 14339

INOCIA.

8th Army and 86 Area.

Box. Near 86th Army.

UKIA.

No 2 District,
15 Army Group,
103 Sub-area and
74 Sub-area.

REV. 2455 ITOBY.

AFRANA.

No 4 and 6 Sub-area

Nav. Base.

5. Other screening agencies not listed above will be established by the local Air and Navy headquarters for their areas as soon as possible in accordance with para 3a (2) of the AFHQ letter subject: "Air Prioritized Board".

...../Sheet 2.

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6. Central Base Headquarters requiring regular air freight services will submit their demands to AFHQ, Air Base Ech. who (in the case of movement on North Africa) will make the necessary arrangements with AFHQ.

Cases such a service has been set up, details of the load will be arranged directly between U.S. Base Sections, or British Services, and commander with the local air authorities.

7. All demands for Emergency Services for delivery of Stores by transport aircraft will be made to AFHQ, Air Base Ech., who will apply to AFHQ, copy to U.S. Base Ech. when all further arrangements with Mediterranean Air Command, Le Meria, keeping this H.Q. informed of action it is taking.

8. The forms of application for an Air Priority Passengers and Freight, and for the mailing forward of freight to Italy, are attached hereto as appendix "A", "B" and "C" respectively.

9. Current schedules are attached as appendix "D".

Richard P. ...

Deputy Chief Administrative Officer.

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(Equals British Secret)

ALLIED FORCE HEADQUARTERS
APO 512

26 August 1943

AG 590.1 GCT-AGM

SUBJECT: Air Priorities Board.

TO : AGM (Concerned).

The letters this headquarters, AG 590/394 GCT-AGM, subject as above, dated 29 April and 2 July 1943, and letter this headquarters, file and subject as above, dated 8 May 1943, are rescinded and the following substituted:

1. In order that the best use may be made by the Commander-in-Chief, Allied Force, of air transportation available in this theater, and Air Priorities Board is established:

a. The Air Priorities Board consists of the following officers:

- (1) Chairman: Commanding General, Mediterranean Air Transport Service.
- (2) British Navy: An officer detailed by Commander-in-Chief, Mediterranean.
- (3) U.S. Navy: An officer detailed by Commander-in-Chief, Mediterranean.
- (4) Ground Forces: An officer detailed by G-3, this headquarters.
- (5) Executive Officer: An officer detailed by the Commander-in-Chief, Allied Force. (This officer to be one specially trained as an Air Priorities Control administrator by the G-3, this headquarters.)

by letters this headquarters, AG 590/394 GCT-AGM, subject as above, dated 29 April and 2 July 1943, and letter this headquarters, file and sub-ject as above, dated 8 May 1943, are rescinded and the following substituted text:

7. In order that the best use may be made by the Commander-in-Chief, Allied Force, of air transportation available in this theater, and Air Priorities Board is established:

a. The Air Priorities Board consists of the following officers:

(1) Chairman: Commanding General, Mediterranean Air Transport Service.

(2) British Navy: An officer detailed by Commander-in-Chief, Mediterranean.

(3) U.S. Navy: An officer detailed by Commander-in-Chief, Mediterranean.

(4) Ground Forces: An officer detailed by G-3, this headquarters.

(5) Executive Officer: An officer detailed by the Commander-in-Chief, Allied Force. (This officer to be one specially trained as an Air Priorities Control Officer who can act as the full time administrative member of the board).

b. The duties of the Air Priorities Board are:

(1) To establish priorities for air transportation of all personnel and freight to be moved by air transport within the theater.

(2) To assign the priorities required by this headquarters for personnel and cargo moving into or out of the theater by air transport, and notify the appropriate authority at the point of origin.

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AG 509-1 GWT-ACH, 26 Aug 43 (Cont'd)

(3) To issue all necessary instructions with respect to the methods of securing, and the proper use of, air priorities.

c. Basic policy under which the Air Priorities Board will function:

- (1) Priority will be granted only when the movement of the passengers or cargo is necessary to the prosecution of the war, and when the need is so urgent that transportation by air is essential. The word "cargo" includes mail.
- (2) Priorities for air transportation are granted for the purpose of accomplishing, within established time limits, a mission essential to the war effort. A priority will not be granted for a specific flight, or on a certain air carrier, unless essential to the accomplishment of the mission.
- (3) Transportation of passengers or cargo for which priority has been granted will be in accordance with the rules and regulations of the carrier concerned.

3. Method of Handling Requests for Priority:

a. Air Screening Agencies:

(a) In order to insure that requests are only submitted to the Air Priorities Board and its representatives if they are of an urgent nature, each of the three Services, Ground, Air, and Navy, (U.S. and A.N.) at this headquarters as well as in the field, will set up their own Air Screening Agencies whose responsibility it will be to screen all demands originating in their services. Only when these Screening Agencies are convinced that air transport is required will requests be submitted to the Air Priorities Board. G-4 (Mov & In) is designated as the air screening agency for ground forces of this headquarters. All person-

mission essential to the war effort. If priority will not be granted for a specific flight, or on a certain air carrier, unless essential to the accomplishment of the mission.

- (3) Transportation of passengers or cargo for which priority has been granted will be in accordance with the rules and regulations of the three services.

3. Method of Handling Requests for Priority:

a. Air Screening Agencies:

- (1) In order to insure that requests are only submitted to the Air Priorities Board and its representatives if they are of an urgent nature, each of the three Services, Ground, Air, and Navy, (U.S. and A.N.) at their headquarters as well as in the field, will set up their own Air Screening Agencies whose responsibility it will be to screen all demands originating in their services. Only when these Screening Agencies are convinced that air transport is required will requests be submitted to the Air Priorities Board. C-4 (Mov & In) is designated as the air screening agency for ground forces of this headquarters. All personnel must have competent written orders authorizing or directing travel by air before priority can be granted.

- (2) Applications for Air Transportation of personnel and cargo from U.S., U.K., Middle East, etc., to this theater will be placed before the head of the section concerned for approval and submission to his Air Screening Agency.

b. Routing of Requests.

- (1) All requests for shipment by air of personnel and cargo, originating within any of the three services, will be submitted in writing, with copy of travel orders for personnel,

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65 539-3 GCP-AGM, 26 Aug 43 (cont'd)

by the sponsoring officer to the Air Screening Agency provided for in a. above, Requests from Civil Affairs, Consular personnel and all similar civilian agencies attached to this headquarters will be presented to their Screening Agency, which is G-4 (Mov & In). If approved, the Screening Agency will present the request to the Board for final action. In emergency cases, requests may, with the approval of the Deputy Chief of Staff, this headquarters, be submitted to the Air Transportation Offices direct. The Air Transportation Offices will either fulfill the demand or present it to the Air Priorities Board for immediate consideration.

- (2) Requests originating outside of the three services and departments attached to this headquarters (indicated in sub-paragraph (1) above) as, for example, from the French Forces or officers of other allied nations, will be submitted to the Liaison Section, this headquarters, for certification and priority recommendations on grounds of military or governmental necessity. When the request is approved, the Liaison Section will present it to the Air Priorities Board for action.

c. Routing of Requests in the Field.

- (1) At certain airfields within this theater, the Air Priorities Board will place trained priorities officers whose responsibility it will be to represent the Board in the capacity of Air Priorities Control Officers. At all other airfields along the routes of scheduled flights, the Air Transportation Officer will act as the official representative of the Board.
- (2) All requests for air shipment of personnel and cargo originating in the field will be routed through the appropriate local Air Screening Agencies, in conformity with the procedure specified in paragraph 2 a. and b. above. It is the responsibility of each service to establish its own Air Screening Agency in the field, to screen demands originating in that service prior to their submission to

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consideration.

(2) Requests originating outside of the three services and departments attached to this headquarters (indicated in sub-paragraph (1) above) as, for example, from the French Forces or officers of other allied nations, will be submitted to the Liaison Section, this headquarters, for certification and priority recommendations on grounds of military or governmental necessity. When the request is approved, the Liaison Section will present it to the Air Priorities Board for action.

c. Routing of Requests in the Field.

(1) At certain airfields within this theater, the Air Priorities Board will place trained priorities officers whose responsibility it will be to represent the Board in the capacity of Air Priorities Control Officers. At all other airfields along the routes of scheduled flights, the Air Transportation Officer will act as the official representative of the Board.

(2) All requests for air shipment of personnel and cargo originating in the field will be routed through the appropriate local Air Screening Agencies, in conformity with the procedure specified in paragraph 2 a. and b. above. It is the responsibility of each service to establish its own Air Screening Agency in the field, to screen demands originating in that service prior to their submission to the board or its representatives. The representative of the Air Priorities Board at each airfield will establish priorities required for passengers or cargo to satisfactorily complete war missions.

d. Responsibilities of Interested Services.

a. The Mediterranean Air Command will be responsible for the

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AG 507-1 OCT-AGE, 26 Aug 43 (Cont'd)

efficient functioning of the Air and Air Priorities organization referred to in this memorandum.

b. The Naval, Ground, Air Force, and Liaison Section Air Screening Agencies will be responsible for presenting to the Board the requests for air movements which are authorized and for maintaining the urgency agreed to within their respective sections.

c. In the event of disagreement among the members of the Air Priorities Board as to the relative priorities of demands submitted, members in the minority may request the Chairman to place these cases before the Chief of Staff, (through this headquarters, for decision.

By command of General EISENHOWER:

s/ T. J. Davis,
t/ T. J. DAVIS,
Brigadier General, USA,
Adjutant General.

ties Board as to the relative priorities of demands on the Chief of minority may report to the Chairman to place these cases before the Staff, (through this headquarters, for decision.

By command of General EISENHOWER:

s/ T. J. Davis,
t/ I. J. DAVIS,
Brigadier General, USA,
Adjutant General.

REPRODUCED BY
AFSA, ADV. ADM. ECR.
13 November 1963

Ms. 1000. 1000

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(English British Security)

AIR PRIORITY BOARD
ALLIED FORCE HEADQUARTERS
AFG 512

17 August 1943

MEMORANDUM:

NO. 90-1:

SUBJECT: Priorities for Air Transportation.
(Supersedes Instruction No. 1, dated 30 April 1943)

TO : All concerned.

1. Pursuant to authority contained in AFHQ letter, File AG 509-1 GCT-AGH, subject: "Air Priorities Board," dated 20 August 1943, air transportation priorities will henceforth be established within this Theatre under the control of an Air Priorities Board as outlined herein.

2. Air Priorities Board:

a. The Air Priorities Board is located in the Air Transportation Office at 32 Rue D'Isly. Trained representatives of this Board will be designated at appropriate locations in the Theatre. At all other airports along the routes of scheduled flights the Air Transportation Officer will act as the official representative of the Board.

b. It is requested that each Air Screening Agency in the Field, established in accordance with par. 3 a, reference letter, contact the Air Priorities Board and its nearest official representative immediately it is requested in order to obtain such information as will prepare the Agency to properly evaluate requests for air transportation.

3. Basic Policies:

a. Priority will be granted only when the movement of the passenger or cargo is necessary to the prosecution of the war, and when the mission of the passenger or the need for the cargo is of such urgency that transportation by air is necessary. The word "cargo" as used herein includes mail.

b. Priorities for air transportation are granted

August 1943, air transportation priorities were established within this Theatre under the control of an Air Priorities Board as outlined herein.

2. Air Priorities Board:

a. The Air Priorities Board is located in the Air Transportation Office at 32 Rue D'Isly. Trained representatives of this Board will be designated at appropriate locations in the Theatre. At all other airports along the routes of scheduled flights the Air Transportation Officer will act as the official representative of the Board.

b. It is requested that every Air Screening Agency in the Field, established in accordance with par. 3 of reference letter, contact the Air Priorities Board and its nearest official representative immediately it is in a position to properly evaluate such information as will prepare it to submit requests for air transportation.

3. Basic Policies:

a. Priority will be granted only when the movement of the passenger or cargo is necessary to the prosecution of the war, and when the mission of the passenger or the need for the cargo is of such urgency that transportation by air is necessary. The word "cargo" as used herein includes mail.

b. Priorities for air transportation are equated for the purpose of accomplishing, within established time limits, a mission essential to the war effort. Priority will not be granted for a specific flight or on a specific carrier, unless essential to the accomplishment of the mission.

c. Transportation of passengers or cargo for which priority has been established will be in accordance with the rules and regulations of the carrier concerned.

d. After a priority has been established and space confirmed to the passenger, the same priority will not be honored for a subsequent flight unless the original reservation is cancelled at least three hours prior to the scheduled departure of the original flight.

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Memorandum No. 90-1, Priorities for Air Transportation (continued).

4. Classification.

Priority classifications will indicate precedence for movement in accordance with relative importance to the prosecution of the war. These classifications by number, will be made only by the Air Priorities Board and its designated representatives.

Class I -- Includes only passengers or cargo, the movement of which is required by an emergency so acute that precedence should be given over all other traffic, and which should under no circumstances be delayed enroute for other passengers or cargo. This classification will only be granted when the urgency is such that a delay in transportation will seriously and directly impair the war effort. (NOTE: To assure the transportation of extremely urgent passengers or cargo, Class I will be assigned only to those passengers or cargo which must not be delayed by the accumulation of other passengers or cargo. The use of this classification will, therefore, be highly restrictive.)

Class II -- Will include only passengers or cargo, the transportation of which by air is absolutely necessary to the accomplishment of a mission essential to the prosecution of the war, and which is of an extremely urgent nature.

Class III -- Will include only passengers or cargo, the transportation of which by air is vital to the war effort but not of an extremely urgent nature.

Class IV -- Will include passengers or cargo, the transportation of which is of sufficient importance to the war effort to justify transportation by air, but not as urgent as those in higher classification.

5. Who may grant Air Priority:

The Air Priorities Board and its official representatives is the only agency within MATCUSA authorized to establish priorities for air transportation of passengers and cargo.

6. Application for Priority:

delayed enroute for other passengers or cargo. This classification will only be granted when the urgency is such that a delay in transportation will seriously and directly impair the war effort. (NOTE: To assure the transportation of extremely urgent passengers or cargo, Class I will be assigned only to those passengers and equipments which must not be delayed by the accumulation of other passengers or cargo. The use of this classification will, therefore, be highly restricted.)

Class II -- Will include only passengers or cargo, the transportation of which by air is absolutely necessary to the accomplishment of a mission essential to the prosecution of the war, and which is of an extremely urgent nature.

Class III -- Will include only passengers or cargo, the transportation of which by air is vital to the war effort but not of an extremely urgent nature.

Class IV -- Will include passengers or cargo, the transportation of which is of sufficient importance to the war effort to justify transportation by air, but not as urgent as those in higher classification.

5. Who may grant Air Priority:

The Air Priorities Board and its official representatives is the only agency within MATOUCKA authorized to establish priorities for air transportation of passengers and cargo.

6. Application for Priority:

a. Intra-Theatre: Activities desiring air transportation priority for passengers or cargo will make application to the proper Ground, Air or Naval Air Screening Agency in the interest of which the priority is desired. In the case of a civilian, the Governmental Department or Agency concerned will make the application. If, in the opinion of the Air Screening Agency the urgency of the mission is such as to require transportation by air, the application will be forwarded to the Air Priorities Board in the Air Transportation Office, or its nearest authorized representative, taking care to secure all necessary information to expedite its handling. All requests for air transportation should be made at least 24 hours in advance.

Memorandum No. 90-1, Priorities for Air Transportation (continued)

b. Outside Theatre: Persons desiring to request air transportation for passengers or cargo to and from points outside the Theater will route requests through the proper Air Screening Agency which will in turn present such requests to the Air Priorities Board. Requests for air transportation from points outside the Theater will not be made without the approval of the Air Priorities Board.

c. In making requests for priorities, the following information will be furnished in writing:

FOR PASSENGERS:

1. Passenger's name and title.
2. Passenger's affiliation (Unit) and local contact.
3. Points of origin and destination.
4. Latest arrival necessary for accomplishment of the mission.
5. Information to justify need for priority in accordance with this directive and reference letter.
6. Governmental department or agency in the interest of which the travel is to be performed.

FOR CARGO:

1. Consignor and Consignee.
2. Point of origin and destination.
3. Individual through whom shipment may be located.
4. Number of pieces, weight, and dimensions.
5. Time shipment must arrive at destination.
6. Information to justify need for priority in accordance with this directive and reference letter.
7. Governmental department or agency in the interest of which shipment is to be made.

7. Identification of Priority:

a. At the time priority is established by the Air Priorities Board, passengers and cargo will be assigned a priority classification:

Priority Classification (Priority) will be assigned in which: A-C

- 5. Information to justify need for priority in accordance with this directive and reference letter.
- 6. Governmental department or agency in the interest of which the travel is to be performed.

FOR C. ISO:

- 1. Consigner and Consignee.
- 2. Point of origin and destination.
- 3. Individual through whom shipment may be located.
- 4. Number of pieces, weight, and dimensions.
- 5. Time shipment must arrive at destination.
- 6. Information to justify need for priority in accordance with this directive and reference letter.
- 7. Governmental department or agency in the interest of which shipment is to be made.

7. Identification of Priority:

a. At the time priority is established by the Air Priorities Board, passengers and cargo will be assigned a priority classification number, prefixed by the letters "APR". (Example: APR-3-ALG, in which ALG is the code designation meaning priority originated in Algiers). The priority classification (APR-3-ALG) will be noted on the order or ticket furnished to the passenger as evidence of his right to air transportation.

b. In the case of cargo, the priority identification number must be clearly marked on each package. It will be marked in a uniform manner wherever the address appears, and will immediately follow the portion of the address showing the consignee.

CLASS

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Memorandum 90-1, Priorities for Air Transportation (cont.)

3. Method of Procuring Air Transportation:

Arrangements for air transportation will be made as outlined in r.p. 3, reference is made to this directive.

3. No air transportation will be granted to Military, Naval, Air Force or Civilian personnel unless the individual concerned has competent written orders substantiating travel by air. (French personnel must have written orders from French commanders and approval from their Air Screening Agency before they are air transportation.)

/s/ Robert Nathan,
Commanding Officer,
Brigadier General, USAF,
C-47.

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REMOVED BY
ADM. ADV. DIV. ICA.
13 NOVEMBER 1943.

W. WAYNE W. GIBBS

AIR PRIORITIES BOARD
 ALLIED FORCE HEADQUARTERS
 AFO 512

30 August 1943.

MEMORANDUM:

NO. 90-2:

SUBJECT: Priorities for Air Transportation.
 (Supersedes Instruction No. 2 same subject, dated 15 May, 1943)

TO : All Concerned.

1. Pursuant to authority contained in AFM, letter file AG 509-1 GCT-AG, subject "Air Priorities Board," dated 26 August 1943, trained representatives of the Air Priorities Board will be designated at appropriate locations in this theater. At all other airports along the routes of scheduled flights, the Air Transportation Officer will serve as the official representative of the Board. All other official representatives of the Board are authorized to establish facilities for air transportation on scheduled flights from their stations to points within the Theater.
2. The Air Transportation Officers and/or Priority Officers at the various stations will receive requests for air priority from the Air Screening Agency and will forward sponsoring the mission, and not from individuals, except in cases of emergency. After it has been determined by the Air Screening Agency that the urgency of the mission of the passengers or cargo justifies the request, the Air Transportation Officer or Priority Officer will assign the priority required to satisfactorily complete the War mission. The Priority Officer or Air Transportation Officer's decisions are to be considered final and changes in priority are to be made only on direct authorization from the Chairman, Air Priorities Board or his representatives.
3. Priority Officers and Air Transportation Officers are authorized to establish all classes of priorities and to perform any other functions incident to the administration of air priority procedures in accordance with instructions issued. The use of Class I and II priorities will be highly restricted, and a written record will be kept by each Priority Officer or Air Transportation Officer of all priorities granted in these two classes. No aircraft is to be permitted on scheduled aircraft within this Theater, unless it is necessary to the prosecution of the War effort and individuals are authorized or directing travel by

1. Pursuant to authority contained in AFHQ letter file AG 509-1 GCT-AG, subject "Air Priorities Board," dated 26 August 1943, trained representatives of the air priorities Board will be designated at appropriate locations in this theater. At all other airports along the routes of scheduled flights, the Air Transportation Officer will serve as the official representative of the Board. The official representatives of the Board are authorized to establish policies for air transportation on scheduled flights from their stations to points within the Theater.

2. The Air Transportation Officers and/or Priority Officers at the various stations will receive requests for Air Priority from the Air Sponsoring agencies. The field sponsoring the mission, and not from individuals, except in cases of emergency, after it has been determined by the Air Sponsoring Agency that the urgency of the mission of the passengers or cargo justifies such a case, the Air Transportation Officer or Priority Officer will advise the agency as to the action required to satisfactorily complete the War mission. The Priority Officer or Air Transportation Officer's decisions are to be considered final and changes in priority are to be made only on direct authorization from the Chairman, Air Priorities Board or his representatives.

3. Priority Officers and Air Transportation Officers are authorized to establish all classes of priorities and to perform any other functions incident to the administration of air priority procedures in accordance with instructions issued. The use of Class I and II priorities will be highly restricted, and a written record will be kept by each Priority Officer or Air Transportation Officer of all priorities granted in those two classes. No aircraft is to be permitted on scheduled aircraft within this Theater, unless it is necessary to the prosecution of the War effort and individuals must present competent written orders authorizing or directing travel by air. A priority classification, (i.e., 1, 2, 3, or 4), must be assigned to all cargo and passengers moving by scheduled flights within this Theater.

4. Priorities for travel and/or shipments by air to or from points outside this theater will only be established by the Air Priorities Board, and a few specially designated air arrivals in the field. Requests for air priorities generally will not be granted for such movements by the Air Transportation Officer, but should be presented to the Board in writing by the sponsoring agency with a brief statement regarding the urgency of the mission. When the application is approved by the Board, interested agencies

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will be advised, and should immediately book their reservations with the Air Transportation Office. Reservations for air travel will be made by the individual concerned, and will not be made by the Air Priorities Board.

5. Priority Officers or Air Transportation Officers are not to remove through cargo or passengers from aircraft in order to accommodate local cargo and passengers of the same priority classification.

CAPTION:

a. In case of actual emergency, the Priority Officer, or if no Priority Officer, the Air Transportation Officer, can give written authorization to remove through cargo and passengers. This written authorization with a letter of explanation covering the particular situation must be forwarded immediately to the Air Priorities Board. Reservations for off-loaded cargo or passengers should be requested at once from the nearest Space Control point.

6. Priority Officers and Air Transportation Officers representing the Air Priorities Board must view objectively and judge entirely without bias the air transportation requirements of the War Department, Navy Department, and all other agencies of the Allied Nations.

/s/ Robert Auchen,
ROBERT KAUCH,
Brigadier General, U.S. Army
Chairman.

REPRODUCED BY
AFHQ ADM. ADM. ECN.
18 November 1943.

Major Wayne D. ...

letter of explanation covering
must be forwarded immediately to the Air Priorities
Board. Reservations for off-loaded cargo or passengers
should be requested at once from the nearest Space Con-
trol Point.

6. Priority Officers and Air Transportation Officers representing
the Air Priorities Board must view objectively and judge entirely without
bias the air transportation requirements of the War Department, Navy De-
partment, and all other agencies of the Allied Nations.

/s/ Robert Kauch,
ROBERT KAUCH,
Brigadier General, U.S. Army
Chairman.

REPRODUCED BY
AFHQ ADV. ADM. ECh.
18 November 1943.

Maj. Wayne D. ...

AIR PRIORITIES BOARD
 ALLIED FORCE HEADQUARTERS
 AFO 512

27 September 1943

MEMORANDUM:

NO 9C-3:

SUBJECT : Priorities for Air Transportation -- Air Mail.
 (Supersedes Instructions No. 3, dated 17 June 1943)

TO : all Concerned.

1. Pursuant to authority contained in A.F.H.Q. letter, file AG 509-1 GCI-ACH, subject: "Air Priorities Board, " dated 26 August 1943, the following policies become effective with the issuance of this memorandum.

2. Priority for Official War Department Air Mail.

a. All official War Department essential air mail will be erated Class One priority on all scheduled flights operating within this Theater. The official War Department essential air mail, when properly pouched and labelled will not be off-loaded by any station at any time, except by the specific direction of the Air Priorities Board, A.F.H.Q.

b. The above regulation applies to that official War Department air mail in the care of the Army Courier Service, the Air Dispatch Letter Service Couriers, and pouches of Official War Department essential air mail loaded on scheduled flights without an accompanying officer. Every effort will be made by all Air Transportation Officers within this Theater to see that this official mail is placed on the first departing scheduled flight to its destination, and its delivery to the proper authorities expedited in every possible way.

3. Priority for Troops Letter Mail

a. In order that a reasonable amount of first class letter mail might be expeditiously delivered to its destination, Air priority Class Two is hereby established for the transportation of five hundred (500) pounds of first class letter mail on each regular scheduled flight operating within this Theater.

b. It is the responsibility of the various Postal authorities (British, American and French) to see that a proportionate amount of their

TO : All Concerned.

1. Pursuant to authority contained in A.F.H.Q. letter, file AG 509-1 GCI-AGM, subject: "Air Priorities Board, " dated 26 August 1947, the following policies become effective with the issuance of this memorandum.

2. Priority for Official War Department Air Mail.

a. All official War Department essential air mail will be granted Class One priority on all scheduled flights operating within this Theater. The official War Department essential air mail, when properly pouched and labelled will not be off-loaded by any station at any time, except by the specific direction of the Air Priorities Board, A.F.H.Q.

b. The above regulation applies to that official War Department air mail in the care of the Army Courier Service, the Air Dispatch Letter Service Couriers, and pouches of official War Department essential air mail loaded on scheduled flights without an accompanying officer. Every effort will be made by all Air Transportation Officers within this Theater to see that this official mail is placed on the first departing scheduled flight to its destination, and its delivery to the proper authorities expedited in every possible way.

3. Priority for Troops Letter Mail

a. In order that a reasonable amount of first class letter mail might be expeditiously delivered to its destination, Air Priority Class Two, as herein established for the transportation of five hundred (500) pounds of first class letter mail on each regular scheduled flight operating within this Theater.

b. It is the responsibility of the various Postal authorities (British, American and French) to see that a proportionate amount of their first class letter mail is included in this five hundred pound Class Two priority assignment for each departing flight.

c. It is further understood that the Postal authorities will be responsible for seeing that all enroute stations are permitted to utilize a proportionate amount of this letter mail poundage. Troops letter mail over and above the five hundred pound allotment will only be carried on a space available basis, and will have no priority, unless specifically assigned by the Air Priorities Board, A.F.H.Q.

ROBERT KAUCH
Brigadier General, USA,
Chairman.

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AIR PRIORITIES BOARD
 ALLIED FORCE REAR OFFICERS
 APO 512

25 September 1943

MSMCFBWDJH.

90-3:

SUBJECT : Priorities for Air Transportation--Air Crews.
 TO : All Concerned.

1. Pursuant to authority contained in A.F.H.Q. letter, file AG 509-1 GCT-AGM, subject: "Air Priorities Board," dated 26 August 1943, the policies outlined herein become effective immediately.

2. Members of combat crews and ferrying crews (Army, Navy, and Marine Corps) while on official combat or ferrying missions within this Theatre, will be granted air priority class two upon presentation of their requests through proper channels. The e crews on official assignments will be permitted to carry not more than 20 pounds of baggage which will be necessary in connection with their official activities.

3. Ferrying crews returning to the United Kingdom, United States and Mid East, will also be granted air priority class two upon proper application to the Air Priorities Board or its official representatives. The e crews, including class two priority mail also be permitted to carry not more than 140 pounds of baggage needed in connection with their official activities over this Theatre.

being returned to the United States

SUBJECT : Priorities for Air Transport

TO : All Concerned.

1. Pursuant to authority contained in A.P.H.Q. letter, file AG 509-1 GCP-ACM, subject: "Air Priorities Board," dated 26 August 1943, the policies outlined herein become effective immediately.

2. Members of combat crews and ferrying crews (Army, Navy, and Marine Corps) while on official combat or ferrying missions within this Theatre, will be granted air priority status upon presentation of their requests through proper channels. The crew members will be permitted to carry not more than 140 pounds of baggage which will be necessary in connection with their activities.

3. Ferrying crews returning to the United Kingdom, United States and Mid East, will also be granted Air Priority status upon proper application to the Air Priorities Board or its official representatives. The crew members shall be permitted to carry not more than 140 pounds of baggage needed in connection with their official activities over this Theatre.

4. Combat crews being returned to the United States for reassignment, will normally be granted air priority status whenever their orders direct travel by air. Requests for orders are presented through channels to the Air Priorities Board or its representatives. These crews, returning to the United States for reassignment, will be allowed 140 pounds of baggage.

ROBERT KAUCH,
Brigadier General, USA,
Chairman.

COPIES

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Memorandum No. 90-4, Priorities for Air Transportation, (continued).

Immediately after these Screening Agencies have been established in the field, various headquarters are requested to advise the Air Priority Board, A.P.B., of their names and addresses, in order that proper coordination may be maintained.

ROBERT W. JONES,

Brigadier General, USA,
Chairman.

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ROBERT SAUCER,
Brigadier General, USA,
Chairman.

REPRODUCED BY
AMMO - DV, Inc. ECH.
13 November 1943

MAJ. WYNN SMART

R E F A I L U R E D

AIR PRIORITIES BOARD
ALLIED FORCE HEADQUARTERS
APO 512

November 14, 1943.

Headquarters:

RC. 30-6:

SUBJECT : Priorities for Air Transport--Priorities Control Officers.

TO : A33 CONSTRUCTION.

Reference to authority contained in A.P. Board letter, file AG 509-100-104, subject: "Air Priorities Board, dated 26 August 1943, and following officers are designated as the official representatives of this Board within the theatre:

<u>CITY</u>	<u>Priorities Control Officer</u>	<u>Office Address</u>	<u>Office Tel. No.</u>
Ajaccio	Captain C. E. Furtenshaw	c/o MAAC, Ajaccio Airfield	
Algero	Capt. C. C. Martin	c/o MAAC, Algero Airfield	
Alexis	Major T. M. Lemly S/Lt. S. W. Newman	MAAC, 32 Rue D'Alsly, Alexis	Fire Box 19 Freedom 199
Bari	Capt. C. A. Drieger	c/o MAAC, Bari Airport	
Biarze	2nd Lt. Wm. V. Waller Jr.	c/o MAAC, Sidi Barrani Airport	Glasgow 28 (Maru Gordon)
Bone	C/O A. W. Esdaile	c/o MAAC, Bone Airbase	
Cagliari	C.O.	c/o MAAC, Airbase-Cagliari	

Request to nationality contained in A.I. . . . letter, Title AD 509-1 Subject: "Air Priorities Board, dated 26 August 1943, . . . following officers are assigned as the official representatives of this Board within the theater:

<u>City</u>	<u>Priorities Control Officer</u>	<u>Office Address</u>	<u>Office Tel. No.</u>
Ajaccio	Captain C. B. Burtenshaw	c/o MATS, Ajaccio Airfield	
Algiers	Capt. C. G. Martin	c/o MATS, Algiers Airfield	
Algiers	Major T. M. Lumly S/Ldr G. W. Newman	sq. MATS, 32 rue D'Alsly, Algiers	Fire Box 19 Freedom 199
Bari	Capt. C. A. Deinger	c/o MATS, Bari Airport	
Bizerte	2nd Lt. Wm. V. McPhee JP.	c/o MATS, Sidi el Bah Airport	Glasgow 28 (Taru Gordon)
Bone	S/O A. W. Balgwin	c/o MATS, Bone Airbase	
Capriari	C.O.	c/o MATS, Airbase-Capriari	
Casablanca	1st Lt. R. L. Murray	c/o MATS, Casablanca Airbase	Apartment 26
Catania	1st Lt. James S. McCouchville, Jr.	c/o MATS, Catania Main Airport	
Constantine	2nd Lt. R.C. Kell	c/o MATS, Telerama Airport	No Jersey 69
Foggia	1st Lt. J. M. Radio	c/o MATS, Foggia Airfield	
Gibraltar	S/Ldr Stewart	c/o MATS, Gibraltar Wells	48

CCO:G

REF ID: A I C I - E
361-1-

E A S T A F R I C A

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 Memo No. 90-0, Priorities for Air Transportation--Priorities Control Officers, (cont'd)

<u>City</u>	<u>Priorities Control Officer</u>	<u>Office Address</u>	<u>Office Tel. Number.</u>
Marrakech	1st Lt. C. E. Britten	c/o A/C, Marrakech Airport	
Naples	1st Lt. R. H. Molus	c/o M.I.S., Pomigliano Airport	11539
Oran	1st Lt. J. D. Curles	c/o M.I.S., La Senia Airport	5950 Loc 50
Orjoo	C.O.	c/o M.I.S., Orjoo Airport	
Palermo	1st Lt. E. A. Miller	c/o M.I.S., Bocca di Falco Airfield	60800 30 a 31
Port Lyautey	1st Lt. W. Bright (USN)	c/o M.I.S., Oran Airport	Overbrook 18 (Taru Merit)
Rabat (Sale)	F/O D. Morris	c/o M.I.S., Sale Airport	
Taranto	1st Lt. K. S. Larsch	Taranto, Taranto	
Tunis	1st Lt. K. T. Johnson	c/o M.I.S., El Medina Airport	Callup 8

Marrakech	Capt. C.E. Britten	c/o MO, Marrakech Airport	11339
Wajnes	1st Lt. R.H. Kolbus	c/o MAIS, Pomigliano Airport	
Ovau	1st Lt. J. D. Charles	c/o MAIS, La Senda Airport	Gyogy Lee 50
Cujda	C.O.	c/o MAIS, Cujda Airport	
Palermo	1st Lt. E.N. Miller	c/o MAIS, Bocca di Tulco Airfield	Wassner 30 a. 31
Port Lyrautey	Lt. W. Bright (UCN)	c/o MAIS, Crew Airport	Overbrook 10 (Thru merit)
Sebet (Sale)	F/O D. Morris	c/o MAIS, Sale Airport	
Taranto	1st Lt. K. S. Larson	c/o MAIS, Taranto	
Tunis	1st Lt. R. T. Johnson	c/o MAIS, El Aquina Airport	Gallup 8

REPRODUCED BY
AFSA/DV, AMM, 1004,
10 November 1963

1st Lt. Wayne D. Smart

ROBERT LUDON,
Brigadier General, USA,
Cinairmat.

APPENDIX 'A'

MOVEMENTS, APRIL 24TH, 1944, ADM. SECTION.

Date.....

To: M.A.T.S.

REQUEST FOR AIR FACILITY - PASSENGERS

1. Passengers (male and female).....
2. Passengers' affiliation.....
3. Point of origin.....
4. Latest arrival date and time necessity for the accomplishment of mission.....
5. Information to justify priority for air facility..... (Date and time).....
6. (Comment: applicants as shown in the intercom, of which copy is herewith.....
7. Personal insight,.....
8. Remarks.....

4. Latent apparel data and time necessary for the accomplishment of
missions. (Date and Time)

5. Information as to dates for air trinity.

6. Amounts apportioned as against the interests in which travel is performed.

7. Personal notes.

8. Notes relating to the subject matter.

9. Notes relating to the subject matter.

10. Notes relating to the subject matter.

11. Notes relating to the subject matter.

AIR STATIONING SERVICE.

OFFICIAL.

War Service.

Moments, AM. AMW and School.

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FORM NO. 1 (REV. 1-1-50)

APPENDIX 'B'

AIR FACILITIES BOARD
ALLIED FORCE HEADQUARTERS
APO. 512.

Date.....

REQUEST FOR AIR PRIORITY - CARGO.

1. Consignee.....
2. Point of origin.....
3. Individual through whom shipment may be located.....
4. Number of pieces.....
5. Weight.....
6. Dimensions.....
7. How and date must arrive destination.....
8. Indications to justify need for priority.....
9. Department or agency in the interest of which shipment is to be made.....
10. Remarks.....

AIR SCREENING AGENCY : Air, Land
or Sea.

Official.....
Rank.....

- 7. Indications to justify need for priority.....
-
-
-
- 6. Governmental department or agency in the interest of which shipment is to be made.....

9. REMARKS.

AIR SCREENING AGENCY : Air, Land
 or Sea.
 Official.....
 Rank.....

APPENDIX 'C'

DEMAND FOR CALLING FORWARD OF FREIGHT BY AIR.

(A) By which line to be forwarded in originating service).	(B) Designee	(C) Services Part No.	(D) Commodity	(E) No. of Items	(F) Weight	(G) Consignor

NOTE. All demands must be submitted in the above manner.

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BRITISH AIRWAYS LTD. ROUTE W. N. AFRIKA

ALL TIMES SHOWN ARE GMT

Day	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00
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BRITISH AIRWAYS AIR TRANSPORT SERVICE - AFR 512

ALL TRANSPORT SCHEDULE
TABLE 1 : NORTH AFRICA - THE ISLANDS - ITALY.
This schedule is effective 15 November 1945, and
supersedes all previous schedules.

- NOTES.
- Frequency : All flights daily except where noted.
 - Equipment : C-47, C-53, Dakota Aircraft except where noted.
 - Local Time : ALL TIMES SHOWN ARE GMT; for local time in Zone "A", add one hour to GMT.

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UNITED STATES DEPARTMENT OF COMMERCE U.S. REGISTERED

PRIORITY MAIL

and other scheduled air service

132	136	140	144	148	152	156	160	164	168	172	176	180	184	188	192	196	200
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MANAGEMENT OF AIRWAYS SERVICE AND AIR CARRIER SCHEDULES
 TABLE 3: AIRWAYS SERVICE AND AIR CARRIER SCHEDULES
 This schedule is effective 15 November 1945, and
 supersede all previous schedules.

NOTES:
 Frequency: All flights daily except where noted.
 Equipment: C-47, C-53, Dakota aircraft except
 where noted.
 Local Time: All times shown are GMT; for local
 time in zone 12, add one hour to GMT.

BRITISH RESTRICTED EQUALS U.S. RESTRICTED.

APPENDIX "D".

SCHEDULE OF AIR SERVICES OPERATED BY 216 GROUP R. A. F.
(All times quoted are in G.M.T.)

SERVICE "MT" ----- Castel Benito - Luga - Catania - Poggiore.

Departs Castel Benito	0700	Departs Poggiore	0700
Arrives Luga	0900	Arrives Catania	0845
Departs "	1000	Departs "	0945
Arrives Catania	1100	Arrives Luga	1045
Departs "	1200	Departs "	1145
Arrives Poggiore	1345	Arrives Castel Benito	1345

Departs Castel Benito on Mondays, Wednesdays and Fridays.
Departs Poggiore on Tuesdays, Thursdays and Saturdays.

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SERVICE "MC" ----- Cairo West - Marble Arch - Catania - Bari.

Departs Cairo West	0200	Departs Bari	0530
Arrives Marble Arch	0640	Arrives Catania	0745
Departs "	0740	Departs "	0845
Arrives Catania	1120	Arrives Marble Arch	1215
Departs "	1230	Departs "	1345
Arrives Bari	1435	Arrives Cairo West	1735

Departs daily from Cairo West and Bari.

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SERVICE "L" ----- Bari - Catania - Luga - El Louisa.

Departs Bari	0600	Departs El Louisa	0900
Arrives Catania	0800	Arrives Luga	1100
Departs "	0830	Departs "	1200
Arrives Luga	0945	Arrives Catania	1045
Departs "	0945	Departs "	1315
Arrives El Louisa	1145	Arrives Bari	1515

Departs daily from Bari and El Louisa.

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SERVICE "B" ----- Bari - Foggia - Poggiore.

Departs Bari	0630	Departs Poggiore	1330
Arrives Foggia	0700	Arrives Foggia	1415
Departs "	0730	Departs "	1445
Arrives Poggiore	0815	Arrives Bari	1515

Departs daily from Bari and Poggiore.

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Distribution.

...F.H.Q. (30)	M. Barletta.	Prim	
Flag Offr. Taranto (2)	" Taranto.	Chief Clerk	
" " W. Italy (2)	" Railhead Sub-area	B.P.I.	
15 Army Group (10)	" Castellazzano	D.S.E.O. S. Italy	
5 Army (10)	" Torre Annunziata	Can Sec. HQ 1st Ech. (2)	
5th Eighth Army (10)	" Salerno	A.C.C. Brindisi (6)	
Rear " (10)	" Reggio, Calabria	Brit. M.M.	
10 Corps (5)	R.A.P. Movements.	HQ 215 Gp R.A.F.	
P.H.S. (10)	Canadian Movements.	MOIC Combined HQ Navy (3)	
No 2 District (5)	D/C.A.C.	M.A.T.S. Naples (4)	
57 Area	A.D.C.	24 A.D.R.U. (2)	
94 Sub-area	D. D/C.A.C.	25 A.D.R.U. (2)	
71 " "	D. G.M.C.	26 A.D.R.U. (3)	
103 " "	G (Ops)	Internal Transportation	
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86 Area	A	A.M.G. Region 2 (2)	
59 Sub-area	C	A.M.G. Region 3 (2)	
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XII A.F.S.C. (Adv)	D.G.M.R.S.	" 6	
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Nov 15 Army Gp (2)	Med	Master File	
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" West Italy	Postal		
" Bari	Salvage		
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Handwritten: Being continued (and to see) 2 and 3 of 1952

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AMENDMENT No 1 TO AFRICAN AIR FORCE ADMINISTRATION INSTRUCTIONS No 7.

1407. 2/005. 1/10/50
A Dec 43.

Approved by Air.

AFRICAN CIRCULAR No 62 dated 10 December 1950 published for information :-

ALLIED FORCE HEADQUARTERS
AF 512

10 Dec 43.

Circular)
Number 62)

Requests for Air Travel.

1. Requests for travel by air have continued to increase and the volume handled has overloaded the existing air passenger facilities in this theatre. In order to correct this situation, and to provide a reasonable reserve of aircraft for operational emergencies, passenger travel by air must be reduced at once.
2. Travel by air is authorized only for those persons whose transportation by this means is of importance to the war effort, and will under no circumstances be approved solely for the convenience of the individuals concerned. Full use must be made of existing rail schedules, and when possible, travel planned sufficiently in advance to permit utilization of this means.
3. The Air Priorities Board will henceforth consider for priority only those requests that are accompanied by formal travel orders issued by one of the following headquarters which are authorized to issue orders directing travel by air within this theatre:
 - allied Force Headquarters.
 - allied Force Headquarters Advanced Administrative Echelon.
 - Headquarters, North African Theater of Operations.
 - COMMO Mediterranean (when established away from AFHQ).
 - air Command, Mediterranean (when established away from AFHQ).
 - allied and fifth army Air Forces (and Service, Support, Bomber, Fighter and Training commands of each if so established).
 - AFHQ (British Element).
 - Central Air Force (British Element).
 - Tactical Air Force (British Element).
 - Fifth Army Army Group.
 - All services, British and American.
 - Service of Supply.
 - Base Stations.

Approved by Air (British)

In order to correct this situation, and to provide for operational necessities, passenger travel by air shall be reduced as much as possible.

2. Travel by air is authorized only for those persons whose transportation by this means is of importance to the war effort, and will under no circumstances be approved solely for the convenience of the individuals concerned. Full use must be made of existing mail schedules, and when possible, travel planned sufficiently in advance to permit utilization of this means.

3. The Air Preference Board will henceforth consider for priority only those requests that are accompanied by formal travel orders issued by one of the following headquarters which are authorized to issue orders directing travel by air within this theater:

- Allied Force Headquarters.
- Allied Force Headquarters Advanced Administrative Section.
- Headquarters, North Africa Theater of Operations.
- Chief Mediterranean (when established away from AFHQ).
- Air Command, Mediterranean (when established away from AFHQ).
- Tactical and Support Air Forces (and Service, Support, Bomber, Fighter and Training commands of each if so established).
- RAF (British Element).
- Coastal Air Force (British Element).
- Tactical Air Force (British Element).
- Fifteenth Army Group.
- All Armies, British and American.
- Services of Supply.
- Base Stations.
- North Africa District (British)
- Districts Number 1 and 2 (British)
- Allied Control Commission.

4. Before approving a request for air travel to be presented for preparation of orders, each Commander or Chief of Section must be certain that the mission of the individual concerned justifies the request, and that no other practical means of transportation is available.

5. In the case of personal travelling solely in connection with the taking of leave or furlough, priority rating for the movement of the individual concerned will be assigned only upon the direction of the Chief of Staff or the Deputy Chief of Staff, this headquarters.

(AG 500-1 GDS-AGM)

By command of General H. H. H. H.

(Signed) G. J. SMITH, Major General, GSC, Chief of Staff, F.T.C.

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Appendix D.

Schedule of Air Services operated by 216 Group R.A.F.
(All times quoted are in GMT).

Service MEN is amended to read Service MCB and operation on the following findings :-

Service MEN.	Cairo West - Middle East - Malta - Barb.		Departs Barb.
Departs Cairo West	0100	Departs Barb	0530
Arrives Malta (Lough)	0600	Arrives Malta (Lough)	0815
Departs "	0700	Departs "	0930
Arrives Sicily (Lough)	1015	Arrives Sicily (Lough)	1230
Departs "	1130	Departs "	1330
Arrives Barb	1405	Arrives Cairo West	1800

Service B now operates as follows :-

	Barb - Trigno - Naples (Pomigliano).		
Departs Barb	0600	Departs Pomigliano	1500
Arrives Trigno	0650	Arrives Trigno	1315
Departs "	0720	Departs "	1445
Arrives Pomigliano	0815	Arrives Barb	1515

[Handwritten signature]
Major General,
Deputy Chief Administrative Officer.

Distribution as per AMO, July 1944 Gen Administrative Instruction No 7.

1230
1330
1800

arrives Naples
Departs "
arrives Camp West

1015
1130
1445

arrives Bari
Departs "
arrives Bari

Service B new operations as follows :-

Bari - Trigno - Naples (Pomigliano).

Departs Bari
arrives Trigno
Departs "
arrives Pomigliano

0600
0650
0720
0815

Departs Pomigliano
arrives Trigno
Departs "
arrives Bari

1300
1355
1425
1515

Major General

Major General,
Deputy Chief Administrative Officer.

Distribution to per ADM. adv. ADM Bch Administrative Instruction No 7.

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A.M.C. Adv. Mr. Eason,
C.M.C.,
19 B.

Nov. 143.

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A.M.C. ADV. AIR. SECTION ADMINISTRATIVE INSTRUCTION NO. 5.

PETROLEUM PRODUCTS FOR MILITARY AIRCRAFT AND SERVICES

Military Requirements

1. Army units serving with Allied armies will be supplied with petroleum products, as required, by the Allied Air Component with whom they are serving. Where specified, reasons of issues will be maintained and transmitted monthly to the Petroleum Section, M.I.A.S.

2. Army units not included in paragraph 1 above, will be supplied petroleum products as follows:

- a. The British Military Mission will submit monthly to the Petroleum Section, M.I.A.S., confirmed requirements for the four successive months. These details will be by formal agreement and will show the number of vehicles for which required.
- b. The British Military Mission will submit to Petroleum Section, M.I.A.S., by the 20th of each month the firm requirements for the successive month. These details will be by formal agreement and will show the number of vehicles for which required.
- c. This headquarters will transmit monthly to M.I.A.S., M.I.A.S., and the C.M.C. M.I.A.S., all requests concerning the amount of approved quantities to the U.S. (Permissible Italian Service)
- d. The C.M.C. M.I.A.S., will verify monthly the requirements submitted to the Petroleum Section, M.I.A.S., the receipt of the C.M.C. M.I.A.S. will follow to the Italian Army on a contractual basis showing the cost of service only and not for the cost of the product.

petroleum products, as provided, by the United States Government with whom they are serving. These practices, records or issues shall be maintained and transmitted monthly to the Petroleum Section, IAFB.

2. Any units not included in paragraph 1 above, will be supplied petroleum products as follows:

1. The British Military Mission will submit monthly to the Petroleum Section, IAFB, estimated requirements for the four successive months. These estimates will be by territorial departments and will show the number of vehicles for which required.
2. This Headquarters will transmit monthly to D.B.M.F., IAFB, and the C.I.C., IAFB, all orders authorized by the Director of approved quantities to the IAFB. (Contains Italian Petrol)
3. D.B.M.F., IAFB, and the C.I.C., IAFB, will report monthly to this Headquarters the release made against these allocations and transfer to the Petroleum Section, IAFB, the receipts of the C.I.C., shown as receipt for the Italian Army.
4. The C.I.C. will deliver to the Italian Army on a contractual basis oil for the use of service only and not for the use of the aircraft.
5. The Italy and the Force will be issued special petroleum products as directed by C-in-C, Mediterranean and C-in-C, I.A.F., respectively. Receipts of issue will be reported monthly to the Petroleum Section, IAFB.
6. The Italy and the Force will be issued any PVI on the request of C-in-C, Mediterranean and C-in-C, I.A.F., respectively, through the normal procedure as detailed in para 2 to 5 above, for the 4 1/2.

III. CIVILIAN REQUIREMENTS

5. Civilian requirements for petroleum products will be determined by Special Section, IAFB, in accordance with Headquarters, IAFB, and will be issued by the Army Group.

Form 100, Sheet 2.....

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...such reproductions as have been placed at the disposal of the other countries in accordance with the provisions of the Charter, and the Commission of the other countries in accordance with the provisions of the Charter.

10. Civil Requirements for Military Aircraft.

A. Requirements of civil contractor vehicles for military aircraft will be from the C.I.C. No other items to contractors or to division of the vehicle working for military aircraft will be from the military stores.

B. The R.B.I., M.I.50 and C.I.C. 2.2.5, after consultation with the contractor, will issue to the contractor a letter authorizing the contractor to use the stores. The stores will be available for use for a period of 12 months.

C. The contractor will provide the letter to the regional administrator of C.I.C. who will in turn, take arrangements for the delivery of the required materials at the official civilian price, including such Government taxes as may be authorized by the Allied Governments.

D. The regional administrator of C.I.C. will forward monthly to the headquarters of C.I.C. a detailed summary of quantities delivered of aircraft authorized letters. This summary of quantities delivered will be forwarded by tripartite to the civilian stores, M.I.50, on or before the 10th of the month. This summary will be used as a basis for the allocation of a amount paid to the contractor. The summary of the quantities will be sent by the regional administrator to the D.I.S.A., M.I.50 and the C.I.C. 2.2.5. It will be checked against letters of authority issued under para 10 above.

William G. ...

Regional Administrator

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U.S.S.C. ADV. ADV. SECTION AND DISTRIBUTIVE INSTRUCTION No. 5.

EXERCISES FOR SMALL MILITARY AND CIVIL USA.

Military Requirements

1. Army units serving with Allied forces will be supplied with petroleum products, as required, by the Italian Army Commanders with whom they are serving. These operations, involving the use of trucks and other equipment, are to be reported to the Petroleum Section, W.P.S.

2. Army units in Italy, France, I Corps, will be supplied petroleum products as follows:

- a. The British Military Mission will submit monthly to the Petroleum Section, W.P.S., estimated requirements for the four succeeding months. These demands will be by territorial commander and will show the number of vehicles for which it is required.
- b. The British Military Mission will submit to Petroleum Section, W.P.S., by the 20th of each month the firm requirements for the succeeding month. These demands will be by territorial commander and will show the number of vehicles for which it is required.
- c. The Headquarters will transmit monthly to W.P.S., W.P.S., and the U.S.S.C. all orders authorizing the release of approved quantities to the U.S.S.C. (Canadian Military Forces).
- d. U.S.S.C., W.P.S., and the U.S.S.C. will report monthly to the Headquarters the releases made against those allocations and transmit to the Petroleum Section, W.P.S., the receipts of the U.S.S.C. same. (A report for the Italian Army).
- e. The U.S.S.C. will deliver to the Italian Army on a contractual basis, paying for the cost of service only and not for the cost of the product.

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petroleum products as follows:

- 1. The British Military Mission will submit to Petroleum Section, FIASCO, a forecast of requirements for the four succeeding months.
- 2. The British Military Mission will submit to Petroleum Section, FIASCO, by the 20th of each month the first requirements for the succeeding month. These forecasts will be by territorial headquarters and will show the number of vehicles for which required.
- 3. The Headquarters will transmit monthly to D.I.S., FIASCO, and the S.S., S.I.S., allocations authorized. The release of approved quantities to the S.I.S. (Christie Italiano Sabotage)
- 4. D.I.S., S.I.S., and the S.S., S.I.S., will report monthly to the Headquarters the releases made against these allocations and transmit to the Petroleum Section, FIASCO, the receipts of the S.I.S., allocated amount for the Italian A.F.
- 5. The S.I.S. will deliver to the Italian Army on a contractual basis quantities for the cost of service only and not for the cost of the products.
- 6. The Navy and Air Force will be issued special petroleum products as directed by C-in-C, Mediterranean and C-in-C, S.I.S., respectively. Records of issue will be reported monthly to the Petroleum Section, FIASCO.
- 7. The Navy and Air Force will be issued Army POL on the request of C-in-C, Mediterranean and C-in-C, S.I.S., respectively, through the rate procedure as detailed in paragraphs 2 to 5 and 6 above, for the Army.

II
Civilian Fuel Control

3. Civilian requirements for petroleum products will be submitted by Petroleum Section, FIASCO, in conjunction with Headquarters, S.I.S., and S.I.S., 15th Army Group.

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6. Allocations for civil use will be transmitted monthly by this headquarters to the D.I.S.T., PL190, and the C.C., P.I.S.S., authorizing the release of the stated quantities to the C.I.P. These allocations will specify the sole agency authorized to make releases in a particular area.

7. D.I.S.T., PL190, and C.C., P.I.S.S. will obtain receipts from the C.I.P. which will be transmitted at the end of the month to the Petroleum Section, PL190. Consolidated receipts will be transmitted to the Headquarters, D.I.S.T. for collection from the C.I.P. Headquarters, D.I.C. All in turn give the Petroleum Section, PL190, a receipt.

8. When local stocks are depleted by the allotment, so that, or where other questions arise in a particular allotment, the matter will be referred to the Headquarters for decision.

9. D.I.S.T., PL190, and the C.C., P.I.S.S. will turn it to Petroleum Section, PL190, a report each month of all releases to C.I.P. In addition to releases made in accordance with the plan above, the report will include all such products as have been placed at the disposal of D.I.S.T., PL190, or C.C., P.I.S.S. by the C.I.P. Headquarters or any other source in accordance with allocations issued by this office.

10. Civil equive uses for Military account.

a. Requirements of civil contractors working for military account will be taken from C.I.P. No release is made to contractors or to civilian owned motor vehicles except for military account all be made from Military stocks.

b. The D.I.S.T., PL190 and C.C., P.I.S.S. after verification of requirements, will issue to the contractor a letter authorizing him to draw petroleum products during the current month in a specified quantity.

c. The contractor will attach this letter to the regional administrator of C.I.P. who will in turn, make arrangements for the delivery of the required quantity at the official civilian sales including such government bonds as may be authorized by the United Government.

d. The regional administrator of C.I.P. will forward monthly to the Headquarters of D.I.S.T. a detailed summary of quantities delivered without authentication tickets. The information on regional records will be forwarded in duplicate to Petroleum Section, PL190, or before the 10th of the month. This information will be used as a basis for the allocation of an account equal to the amount issued. A basis for the allocation will be sent by Petroleum Section to the

reference made in accordance with paragraph 6 above, the report will include such products as have been placed at the disposal of E.I.P., F.I.S.O., or S.S., by the G.I.C., with a view to any other source in accordance with allocations issued by this office.

10. Civil requirements for Military account.

a. Requirements of civil contractors working for military account will be drawn from C.I.P. No direct issues to contractors on to civilian credit cover vehicles works for military account will be made from Allied military stocks.

1. The D.E.S.T., F.I.S.O. and C.G., E.I.P., after verification of requirements, will issue to the contractor a letter authorizing him to draw petroleum products during the current month in a designated quantity.

2. The contractor will present this letter to the regional administrator of C.I.P. who will in turn, make arrangements for the delivery of the required quantities at the official civilian prices, including such Government taxes as may be authorized by the Allied Governments.

3. The regional administrator of C.I.P. will forward monthly to the headquarters of S.I.P. a detailed summary of participation delivered against authorized letters. The summary will include reports will be forwarded in triplicate to Petroleum Section, F.I.S.O., on or before the 10th of the month. This summary will be used as a basis for the allocation of an amount equal to the amount issued. Copies of this summary will be sent by Petroleum Section to the D.E.S.T., F.I.S.O., and the C.G., E.I.P., to be checked against letters of authority issued under paragraph 10 above.

W. J. ...

Major-General,
Deputy Chief Administrative Officer.

W. J. ...

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ADMINISTRATIVE INSTRUCTION No. 9 of 1943
AMENDMENT No. 1

19/0
22 Mar 44

AMG Adv Adm Echelon Adm Instruction No 9 of 16 Nov 43 is cancelled. The provisions of AMG Adm Memorandum No 11 of 1944 now govern the supply of Petroleum Products for Italian Military and Civil Use.

J. J. G. Tol.

for Major General,
Chief Administrative Officer.

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As for AMG Adv Adm Echelon Adm Instruction No 9 of 1943.

(NOTE to C.A.B. - all five copies passed to you in view of marking to AMCA, AAI. Distribution already made to Lt Col Sec 4 Res HQ)
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ADVANCED ADMINISTRATIVE SECTION

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AIR/rje

27 November 1943

28 NOV 1943

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ADMINISTRATIVE INSTRUCTION

NUMBER 11

1. Attention is invited to ACHO Administrative Memorandum No. 20 (Revised 4 November 1943) dated 12 February 1943.

2. A Petroleum Section has been set up as a staff section of this headquarters to supervise the importation of petroleum products and their containers, to coordinate the storage and distribution of these products and to advise the DCAO in all matters affecting them. The organization of this section does not relieve the service organizations of their ultimate responsibilities. The Commanding General, Insular Base Section and D.D.S.L., FIAMCO are responsible for ensuring an adequate supply of petroleum products and containers to the troops with whose maintenance they are charged. If for any reason there is a serious difficulty in fulfilling their responsibility in this respect, it is their right and duty to represent the matter personally to the DCAO. The above principle is equally applicable to the Air Force Service Command in regard to supply to the Air Forces.

3. The Petroleum Section this headquarters will:

- a. Consolidate the demands of the users and services present on the FOB and at the Portage Bidding Meeting.
- b. Be the sole agency for the coordination of communi-

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h. Act as consultant on technical petroleum matters and coordinate, thru channels, case and mobilization territories.

i. Request through local representatives of U-in-C, Med. the movement of tankers assigned to shuttle services between Italian Mediterranean ports.

j. Plan for petroleum products availability and distribution to meet war conditions and for future operations in conjunction with future planning staffs.

k. Control civilian distribution, production and refining.

4. S.C. AFHQ Advance Administrative Echelon Administrative Instruction No. 9.

5. Close cooperation between user services (PBS, RDSF and AFHQ) is required to ensure full compliance with the directive that, "the supply system will be joint and combined with no duplication of stocks or facilities".

W. H. ...
Deputy Chief Administrative Officer.

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4. See AFHQ Advance Administrative Control Administrative Instruction No. 9.

5. Close cooperation between user services (AFHQ, DDSP and AFHQ) is enjoined to insure full compliance with the directives taken. This support system will be joint and concerned with no duplication of stocks or facilities.

W. H. ...

Deputy Chief Administrative Officer.

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CHART SHOWING ORGANISATION OF INTERNAL TRANSPORTATION SUB-COMMISSION AND FOR ARRANGING TRANSPORTATION

Hqs. A.C.C. & A.M.C.

Int. Tr. S. Com.

(At Hqs. & Tr. AFHQ. Adv. Adm Ech).

Int. Tr. S. Com
Representative
(Liaison with HQ A.C.C.)
(Liaison with HQ A.M.C.)

Int. Tr. S. Com
Representative
(Mov. Reggio).

Int. Tr. S. Com
Representative
(Mov. East Italy
Bari).

Int. Tr. S. Com
Representative
(Mov. West Ital
and Tr. F.B.S.
Naples).

Contact with
Mov. Bari.
Mov. Brindisi.
Mov. Barletta.
Mov. Taranto.

Channels for arranging rail transportation over and above the capacity of the basic schedule

For "bidding" and
moves which cannot
be agreed locally.

(a) A.M.C. 15 Army Group.	Int. Tr. S. Com at AFHQ Adv. Adm. Echelon.
(b) Regions 3 and 4.	A.M.C. 15 Army Group who will co-ordinate with (a) above.
(c) A.C.C. (Naples).	Int. Tr. S. Com at AFHQ Adv. Adm. Ech.
(d) Region 2.	-ditto-

APPENDIX "B"

ORGANISATION OF INTERNAL TRANSPORTATION SUB-COMMISSION AND CHANNELS FOR ARRANGING TRANSPORTATION

HQS. A.C.S. & A.M.C.

Int. Tr. S. Com.

(at Nov. S. Tr. AFHQ. Adv. Adm Ech).

Gen. Representative (Rozzio).

Int. Tr. S. Com Representative (Nov. East Italy Bari).

Int. Tr. S. Com Representative (Nov. West Italy and Tr. P.B.S. Naples).

Int. Tr. S. Com Representative (Nov. Rozzio).

Contact with Nov. Bari, Nov. Brindisi, Nov. Barietta, Nov. Taranto.

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transportation over and above the capacity of the basic schedules:-

For "bidding" and moves which cannot be agreed locally.

For specific movements within the agreed tonnage allocations

Int. Tr. S. Com at AFHQ Adv. Adm. Echelon.

Nov. East Italy Bari, or Nov. West Italy, or Tr. P.B.S., Naples.

A.M.C. 15 Day Group who will co-ordinate with (a) above.

-ditto-

Int. Tr. S. Com at AFHQ Adv. Adm. Ech.

Nov. East Italy, Bari or subordinate Nov. Offices as shown on chart.

-ditto-

Nov. Rozzio, or Nov. East Italy Bari, or Nov. West Italy Naples or Nov. Rozzio.

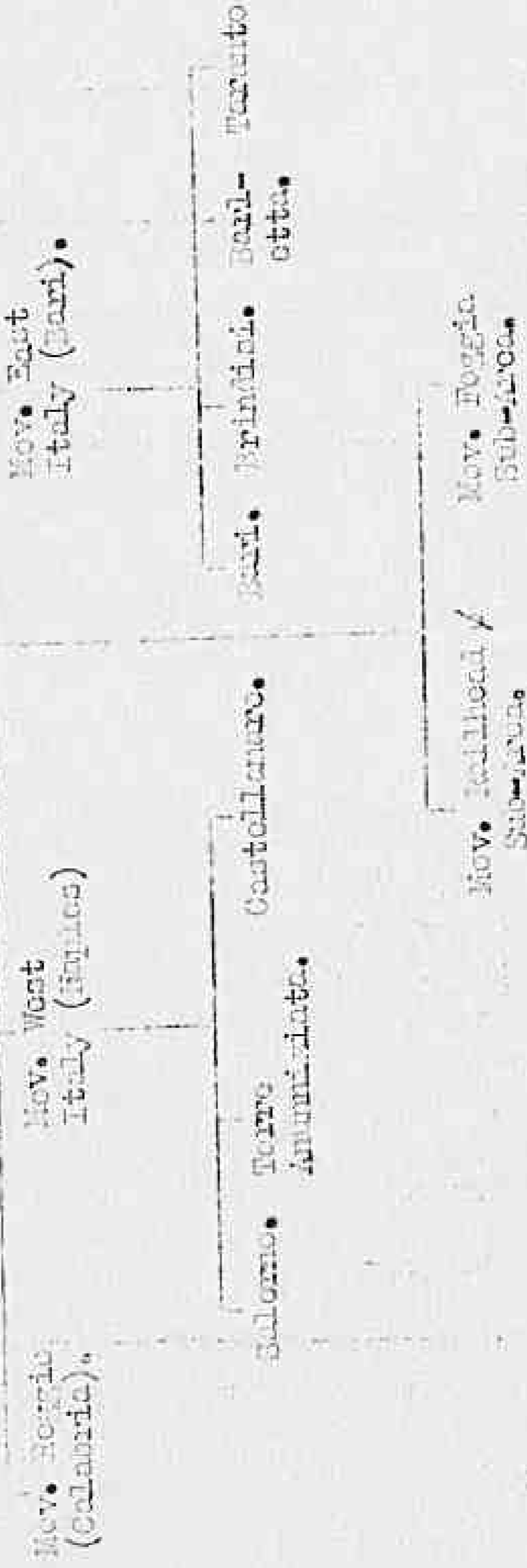
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APPENDIX "A"

LOCATION OF MILITARY MOV. & IN OFFICES.

British Movements:

MOV. GEN. ADM. FOR AFHQ.



U.S. Transportation:

- Transportation. CIV. DIV. Echelon J. P. M. O.
- Transportation. Peninsula Base Section (Naples).
- Transportation. Atlantic Base Area (Pari).

The last named places its number of Mov. West Italy's

This area is now at ROMA but will move to THIRRE Area shortly. The date will be notified to all concerned.

0509

MEMO FOR RECORD
(Do not detach from file)

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DATE <p>7-8-50</p>	INDEXER <p>[Signature]</p>
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6. Additional Movements over and above basic Rail Schedule (Cont'd).

(b) The allocation of additional rail tonnage will be advised to all concerned and the specific movements within the tonnage allocation will then be arranged direct with the appropriate movements and Transportation Offices of the Allied Forces.

(c) When a call agreement cannot be reached and when, in exceptional cases, it may be necessary to request special rail movements which have not been included in the appropriate forecast, the requests will be referred through the channels laid down in para. 4.

(d) All requests for specific movements referred to in para. (b) and (c) will clearly indicate the order of priority in which the movements are required to be made and will comprise the following particulars:-

Railroad Station from.....(Province.....)
Consignor (Name and Address).....
.....U.S.C. or U.S.C. Officer to contact (Name, address & phone No.....)

Railroad Station to.....(Province.....)
Consignee (Name & Address).....
.....U.S.C. or U.S.C. Officer to contact (Name, address and phone number).....

Description of Traffic (e.g. "about 50 lb. packs).....

Tons to be moved.....

Full reasons why movement is required.....

Reference number of movement..... (each movement to be given a consecutive reference number)

(e) All requests referred to in para. (a) will clearly indicate the order of priority in which the movements are required to be made and will give as many of the particulars required under para. (d) as possible. In any case, the dates within which the movements are required and the quantities available for movement per day must be given.

7. Coastwise and Sea-going Shipping Requirements.

Requirements for coastwise shipping will be dealt with in the same manner as rail demands, bids being submitted to the U.S.C. Shipping Sub-Commission for collection and submission to the Transportation Committee.

Requirements for sea-going shipments will be handled separately by the U.S.C. Shipping Sub-Commission.

Postal Station to..... (Province).....
Consignment (Name & Address).....
Name of C.C. Officer to contact (Name, address and Phone Number).....
Description of Traffic (C.G. "Must in 50 lb. sacks).....
Tons to be moved.....
Rail reasons why movement is required.....
Reference number of movement..... (each movement to be given a consecutive reference number),

(c) All movements referred to in para(s) will clearly indicate the order of priority in which the movements are required to be made and will give as many dates within which the movements are required and the quantities available for movement per day must be given.

7. Coastwise and Sea-going Shipping Requirements.

Requirements for coastwise shipping will be dealt with in the same manner as rail demands, bids being submitted to the J.C.C. Shipping Sub-Commission for collection and submission to the Transportation Committee.
 Requirements for sea going shipments will be handled separately by the J.C.C. Shipping Sub-Commission.

8. Disposition and Functions of J.C.C. or J.S.S. Transportation Officers.

(a) The Internal Transportation Sub-Commission will arrange for J.C.C. or J.S.S. Transportation Officers to be attached to the more important British and U.S. Military Movements and Transportation Offices and for them to maintain close contact with the remainder, so that civil transportation requirements can be co-ordinated with those of the Allied Forces. They will collect and collect demands for civil rail transport referred to in para(s) and 6(d), in addition to their other duties.

(b) It may be convenient for the Transportation Committee to empower those J.C.C. or J.S.S. Transportation Officers to arrange through the appropriate Movements or Transportation Office of Allied Forces, such local transportation of passengers and freight as can be provided within the general allocation made, and limited additional special movement where this can be provided without detriment to Allied Military movement or undue consumption of fuel.

(S.S.)

This copy is for H.P. AMG/XV Army Gr.

19 DEC 1943

NOV 3/6
6th Dec '43

ADV. AM. DETAIL A.P.H.C. - ADMINISTRATIVE INSTRUCTION NO. 14.

Procedure for obtaining transportation for Civilian Passengers and Freight.

1. INTENTION OF THIS INSTRUCTION.

Allied Military requirements demand the closest possible control of all transportation in the country to ensure that the most important economic use is made of all forms of transport. In the case of railroads the availability of fuel, rolling stock must be assured to the Allied Forces and the use of that for power and traction, which will always be in short supply, must be limited to handling Allied Military traffic plus such minimum of civilian traffic as is necessary to the life of the community and essential war industry. The following instructions are issued, by agreement with A.M.C., 15 Army Group and the Allied Control Commission, to arrange for provision and control of this civil traffic.

2. NOV. and ON. OF ALLIED MILITARY FORCE.

The respective responsibilities and functions of the Movement and Transportation Organizations of the Allied Military Forces and of the Transportation Organization of the Allied Control Commission and Allied Military Government, including 15th Army Group, are dealt with in A.M.C. Administrative Memorandum No. 76 dated 9th November, 1943, not to all addressees. The following extract from the Memorandum sets forth the responsibilities of the Internal Transportation Sub-Committee A.C.C. with reference to the movement of civilian traffic in those parts of Italian territory where the railroads are under the control of the Allied Forces through their NOV. and ON. Organization:-

"a. In close cooperation with Movement and Transportation personnel of the Allied Military Forces.

b. To coordinate at the appropriate levels, all demands made by the Allied Military Government, the Allied Control Commission and the Italian authorities, for movement assigned to meet civil needs, and to establish relative priorities between these demands.

c. To represent such requirements to the Military Movements and Transportation Staffs concerned, in order that these bids may be considered by the military authority in common with bids for military requirements."

3. Transportation Committee.

the Allied Control Commission, to arrange for provision and control of this civil traffic.

1. Nov. and the Allied Military Forces.

The respective responsibilities and functions of the Government and Transportation Organizations of the Allied Military Forces and of the Transportation Organization of the Allied Control Commission and Allied Military Forces, including 15th Army Group, are dealt with in A.S.H.Q. Administrative Memorandum No. 72 dated 9th November, 1943, not to all addressees. The following extract from the Memorandum sets forth the responsibilities of the Internal Transportation Sub-Commission A.S.C. with reference to the movement of civilian traffic in those parts of Italian territory where the railways are under the control of the Allied Forces through their NOV.M.F. organization:-

"To maintain and cooperation with Movements and Transportation personnel of the Allied Military Forces.

2. To coordinate at the appropriate levels, all demands made by the Allied Military Government, the Allied Control Commission and the Italian authorities, for movement assigned to meet civil needs, and to establish relative priorities between these demands.

3. To recommend such requirements to the military Movements and Transportation staffs concerned, in order that those plus may be considered by the military authority in common with bids for military requirements."

2. Transportation Committee.

(a) A Transportation Committee will be set up to:-

- (i) Examine the essential civil requirements for transportation.
- (ii) recommend the extent to which civil requirements can be met within the limits imposed by military necessities.
- (iii) Allocate the requirements between the various means of transportation available.

(b) The Committee will be composed as follows:-

- Chairman. D.S.M.C.(H). A.T.H.Q. Adv. Adm. Section.
- Deputy. D/O.C.F. " " "
- Members. A Representative of:-

- ✓ S.O.S. Adv.
- H.O.S. A.C.C.
- H.O.S. A.S.C.
- H.O.S. A.S.C. (15 Army Group) } Supply Representative.

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3. Transportation Committee (Contd).

- Internal Transportation Sub-Committee:
 - Shipping Sub-Committee
 - Military Railway Service
 - For Branches:
 - 1. Italy
 - 2. Belgium
 - 3. France
 - 4. Greece
 - 5. Spain
 - 6. Portugal
 - 7. Turkey
 - 8. Yugoslavia
 - 9. Czechoslovakia
 - 10. Poland
 - 11. Hungary
 - 12. Rumania
 - 13. Bulgaria
 - 14. Albania
 - 15. Luxembourg
 - 16. Netherlands
 - 17. Denmark
 - 18. Sweden
 - 19. Norway
 - 20. Finland
 - 21. Iceland
 - 22. Denmark
 - 23. Belgium
 - 24. France
 - 25. Greece
 - 26. Spain
 - 27. Portugal
 - 28. Turkey
 - 29. Yugoslavia
 - 30. Czechoslovakia
 - 31. Poland
 - 32. Hungary
 - 33. Rumania
 - 34. Bulgaria
 - 35. Albania
 - 36. Luxembourg
 - 37. Netherlands
 - 38. Denmark
 - 39. Sweden
 - 40. Norway
 - 41. Finland
 - 42. Iceland

Secretary to the Committee will be found by Article Internal Transportation Sub-Committee.

4. Procedure for obtaining Rail Transportation.

The procedure described below will be followed by the appropriate head-quarters of Allied Control Commission and Allied Military Government to obtain transportation by rail for civilian passengers or freight.

(a) The appropriate A.C.C.s and A.M.G.s interested will submit to each of the following: (i) Italy, (ii) Belgium, (iii) France, (iv) Greece, (v) Spain, (vi) Portugal, (vii) Turkey, (viii) Yugoslavia, (ix) Czechoslovakia, (x) Poland, (xi) Hungary, (xii) Rumania, (xiii) Bulgaria, (xiv) Albania, (xv) Luxembourg, (xvi) Netherlands, (xvii) Denmark, (xviii) Sweden, (xix) Norway, (xx) Finland, (xxi) Iceland, (xxii) Denmark, (xxiii) Belgium, (xxiv) France, (xxv) Greece, (xxvi) Spain, (xxvii) Portugal, (xxviii) Turkey, (xxix) Yugoslavia, (xxx) Czechoslovakia, (xxxi) Poland, (xxxii) Hungary, (xxxiii) Rumania, (xxxiv) Bulgaria, (xxxv) Albania, (xxxvi) Luxembourg, (xxxvii) Netherlands, (xxxviii) Denmark, (xxxix) Sweden, (xl) Norway, (xli) Finland, (xlii) Iceland.

(b) These requests will be collected by the Internal Transportation Sub-Committee and submitted for consideration by the Transportation Committee.

(c) The Transportation Committee will submit their recommendations to the A.C.C.s, A.M.G.s, and the British, American, and French Governments.

5. Basic Principles of Railings.

(a) Recommendations submitted will be passed to the Railings Committee which will be responsible for the railings in the respective countries. The Railings Committee will be composed of representatives of the British, American, and French Governments and of the A.C.C.s and A.M.G.s concerned.

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The procedure described below will be followed by the appropriate members of the Civil Control Commission and other military government to obtain transportation by rail for civilian passengers or freight.

(a) The appropriate members of the Civil Control Commission will submit as soon as possible to the Civil Control Commission the necessary information and data for the Commission to determine the number of passengers and freight tonnage for which it will be authorized to issue tickets. It is understood that the Commission will submit as soon as possible to the Civil Control Commission the necessary information and data for the Commission to determine the number of passengers and freight tonnage for which it will be authorized to issue tickets. It is understood that the Commission will submit as soon as possible to the Civil Control Commission the necessary information and data for the Commission to determine the number of passengers and freight tonnage for which it will be authorized to issue tickets.

(b) These matters will be handled by the Internal Transportation Administration and administered for consideration by the Transportation Administration.

(c) The Transportation Administration will submit to the Civil Control Commission the necessary information and data for the Commission to determine the number of passengers and freight tonnage for which it will be authorized to issue tickets.

Basic Principles of Planning

(a) Recommendations accepted will be based on the basis of the Civil Control Commission's policy to provide the necessary transportation and services. Details of this basic principle will be determined by the Civil Control Commission and subject to the approval of the Civil Control Commission.

(b) The information on which the Civil Control Commission will base its decisions will be based on the information provided by the Civil Control Commission and subject to the approval of the Civil Control Commission.

Additional Comments on the Basic Principles

Additional comments will cover areas and above has any delay of the basic principle of planning will be considered as follows:

(a) A comment (known as "Planning") will be submitted for each period of 30 days, from time to time, to the Civil Control Commission and subject to the approval of the Civil Control Commission. The information on which the Civil Control Commission will base its decisions will be based on the information provided by the Civil Control Commission and subject to the approval of the Civil Control Commission.

Additionally, where it is possible to forecast movements in advance of a longer period than to day, this should be done and should include as much information as possible.

ETA
NOV. 3/6
6th Dec '42.

ADV. AM. BUREAU A.F.S.O. - ADMINISTRATIVE INSTRUCTION NO. 1.

Procedure for obtaining transportation for Civilian Passengers and Freight.

1. INTENTION OF THIS INSTRUCTION.

Allied Military requirements demand the closest possible control of all transportation in the country to ensure that the best and most economical use is made of all forms of transport. In the case of railroads the availability of coaches, rolling stock must be assured to the Allied Forces and the use of fuel for power and traction, which will always be in short supply, must be limited to hauling Allied Military traffic plus such minimum of civilian traffic as is necessary to the life of the community and essential war industry. The following instructions are issued, by agreement with A.S.C., 15 Army Group and the Allied Control Commission, to ensure for provision and control of this civil traffic.

2. NAVY AND THE ALLIED MILITARY FORCES.

The respective responsibilities and functions of the Movement and Transportation Organizations of the Allied Military Forces and of the Transportation Organization of the Allied Control Commission and Allied Military Government, including 15th Army Group, are dealt with in A.S.C. Administrative Memorandum No. 76 dated 9th November, 1943, and to all addressees. The following extract from the Memorandum sets forth the responsibilities of the Interval Transportation Sub-Commission A.S.C. with reference to the movement of civilian traffic in those parts of Italian territory where the railways are under the control of the Allied Forces through their respective organizations:-

"a. Liaison and cooperation with Governments and Transportation personnel of the Allied Military Forces.

b. To coordinate at the appropriate levels, all demands made by the Allied Military Government, the Allied Control Commission and the Italian authorities, for movement assigned to meet civil needs, and to establish relative priorities between these demands.

c. To recommend such requirements to the military movements and transportation staffs concerned, in order that those bids may be considered by the military authority in common with bids for military requirements."

3. Transportation Committee.

(a) Transportation Committee will be set up to:-

The respective responsibilities and functions of the Movement and Transportation Organizations of the Allied Military Forces and of the Transportation Organization of the Allied Control Commission and Allied Military Government, including 15th Army Group, are dealt with in A.S.S. Administrative Memorandum No. 76 dated 9th November, 1945, set to all addressees. The following extract from the Memorandum sets forth the responsibilities of the Internal Transportation Sub-Committee A.S.S. with reference to the movement of civilian traffic in those parts of Italian territory where the railways are under the control of the Allied Forces through their A.S.S. organization:-

"a. Liaison and cooperation with Movements and Transportation personnel of the Allied Military Forces.

b. To coordinate at the appropriate levels, all demands made by the Allied Military Government, the Allied Control Commission and the Italian authorities, for movement assigned to meet civil needs, and to establish relative priorities between those demands.

c. To represent such requirements to the military Movements and Government authority in common with bids for military requirements."

3. Transportation Committee.

(a) A Transportation Committee will be set up to:-

- (i) Examine the essential civil requirements for transportation.
- (ii) Recommend the extent to which civil requirements can be met within the limits imposed by military necessities.
- (iii) Allocate the requirements between the various means of transportation available.

(b) The Committee will be composed as follows:-

<u>Chairman.</u>	D.S.S.C. (4).	A.P.H.Q. Adv. Sec. Section.
<u>Deputy.</u>	D/S.C.T.	" " "
<u>Members.</u>	A Representative of:-	

- M.P.S. Adv.
- S.O.; A.S.S.
- H.Q.; A.S.S.
- H.Q.; A.S.S. (15 Army Group)

} Supply Representative.
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C.C.C.

3. Transportation Committee (Cont'd).

Internal Transport, then Sub-Commission 2, 3, 4,
Shipping Sub-Commission 1, 2, 3,
Military Railway Service
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Secretary to the Committee will be found by 10000. Internal Transportation
Sub-Commission.

4. Procedure for obtaining Rail Transportation.

The procedure described below will be followed by the appropriate heads-
quarters of Indian Central Commission and Indian Military Government to obtain
transportation by rail for civilian passengers of 1st class.

(a) The appropriate 10000, and 10000: Headquarters will submit as soon as
possible to 10000 10000 10000 10000 10000 10000 10000 10000 10000 10000
Commission an estimate of the number of passengers and 10000 10000 10000 10000
or per day which is considered to cover the minimum needs of the country in
such main or secondary line of 10000. It is expected that 10000 of the
rail traffic, this estimate must be the number of 10000 10000 10000 10000
distribution of food, mail and other commodities essential to the life of
the country and for the movement of 10000 10000 10000 10000 10000 10000
or 10000 10000.

(b) These demands will be submitted by the Internal Transportation Sub-Commission
and submitted for consideration by the Transportation Committee.

(c) The Transportation Committee will submit their recommendations to 10000
10000, 10000, 10000.

5. Basic Schedule of Train.

(a) The Transportation Committee will be asked to 10000, 10000 10000 10000
a basic schedule of train to provide the 10000 10000 10000 10000 10000 10000
country, 10000 of 10000 10000 10000 10000 10000 10000 10000 10000 10000
10000, 10000 10000 10000 10000 10000 10000 10000 10000 10000 10000
the Indian Military Service.

(b) Headquarters of 10000, 10000 10000 10000 10000 10000 10000 10000 10000
included in the basic schedule will be 10000 10000 10000 10000 10000 10000 10000 10000 10000

The procedure described below will be followed by the members of Allied Central Commission and Allied Military Government to obtain authorization of real for civilian population.

(a) The appropriate agencies will maintain a list of possible to be held for the purpose of transportation. Some Commission estimates of the number of persons who will be held for each area is considered to cover the number of the country in each main or secondary line of railroads. It is expected that such value, this estimate must be the number of persons who will be held for each area. This estimate must be the number of persons who will be held for each area. This estimate must be the number of persons who will be held for each area.

(b) These demands will be met by the Central Commission and authorized for transportation by the transportation committee.

(c) The transportation committee will submit their recommendations to the appropriate agencies and the Commission.

5. Basic Schedule of Events

(a) Requirements for the basic schedule will be passed to the Commission and the Commission will submit their recommendations to the appropriate agencies and the Commission.

(b) Requirements for the basic schedule will be passed to the Commission and the Commission will submit their recommendations to the appropriate agencies and the Commission.

6. Additional Government over and above basic schedule

Additional real demands over and above the capacity of the basic schedule of trains will be met by the following:

(a) A survey (known as "initial") will be conducted for each area of the country, ten days in advance of the date. The survey will be conducted by the Commission and the Commission will submit their recommendations to the appropriate agencies and the Commission.

Additionally, there is an estimate to be made of the number of persons who will be held for each area. This estimate must be the number of persons who will be held for each area.

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6. Additional Movements over and above Basic Rail Schedule (Contd).

- (b) The allocation of additional rail tonnage will be advised to all concerned and the specific movements within the tonnage allocation will then be assigned direct with the appropriate Movements and Transportation Offices of the Allied Forces.
- (c) When a rail agreement cannot be reached and when, in exceptional cases, it may be necessary to request special rail movements which have not been included in the appropriate forecast, the requests will be referred through the channels laid down in para. 4.
- (d) All requests for specific movements referred to in para. 6(b) and (c) will clearly indicate the order of priority in which the movements are required to be made and will comprise the following particulars:-

- Railhead Station: (Province)..... (Province).....
- Designator (Name and Address):.....
- A.C.C. or A.C.C. Officer to contact (Name, address & phone No.):.....
- Railhead Station to:..... (Province).....
- Compliance (Name & Address):.....
- A.C.C. or A.C.C. Officer to contact (Name, address and phone number):.....
- Consolidation of traffic (e.g. "about in 50 lb. admts):.....
- Items to be moved:
- Full reasons why movement is required:.....
- Reference number of movement:..... (each movement to be given a consecutive reference number).

(e) All forecasts referred to in para. 6(a) will clearly indicate the order of priority in which the movements are required to be made and will give as many of the particulars required under para. 6(d) as possible. In any case, the dates within which the movements are required and the quantities available for movement per day must be given.

7. Coastwise and Sea-going Shipments - Requirements.

Requirements for coastwise shipping will be dealt with in the same manner as rail demands, with being submitted to the A.C.C. Shipping Sub-Committee for collection and submission to the Transportation Committee.
Requirements for sea-going shipments will be handled separately by the A.C.C. Shipping Sub-Committee.

8. Disposition and Functions of A.C.C. or A.C.C. Transportation Officers.

9. Location of Military Units and the ONY 2009

British Movements and U.S. Transportation Offices as present exist on the mainland of Italy are shown in Appendix "A"

10. Organization and Location of Internal Transportation Sub-Commission

The Chart/45 appx. 337 illustrates the organization for the time being of Internal Transportation Sub-Commission (Int. Trans. Com) in relation to the various British and U.S. Military Movements and the Offices. Notes are appended to show for liaison Control Commission and also the normal channels for arranging transportation and the channels for mobility or arranging movements which cannot be agreed locally.

St. Johnston

Major-General
Deputy Chief Administrative Officer

ORGANIZATION

- 1. ONY (30)
- 2. ONY (2)
- 3. ONY (14)
- 4. ONY (6)
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- 1. Major-General
- 2. Deputy Chief Administrative Officer
- 3. Major-General
- 4. Major-General
- 5. Major-General
- 6. Major-General
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- 30. Major-General

Deputy Chief Administrative Officer

DEPARTMENT

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CHART SHOWING ORGANIZATION OF INTERNAL TRANSPORTATION SUB-COMMISSION AND FOR ARRANGING TRANSPORTATION

Hqs. A.C.C. & A.M.C.

Int. Tr. S. Com.

(At Hqs. Tr. AFHQ Adv. Adm Ech).

Int. Tr. S. Com Representative
(Liaison with HQ A.C.C.)
(Liaison with HQ A.M.C.)

Int. Tr. S. Com Representative
(Mov. Reggio).

Int. Tr. S. Com Representative
(Mov. East Italy Bari).

Int. Tr. S. Com Representative
(Mov. West Italy and Tr. P.D. Naples).

Contact with
Mov. Bari.
Mov. Brindisi.
Mov. Barletta.
Mov. Taranto.

Channels for arranging rail transportation over and above the capacity of the basic (local)

For "bidding" and moves which cannot be agreed locally.

(a) A.M.C. 15 Army Group.	Int. Tr. S. Com at AFHQ Adv. Adm. Echelon.
(b) Regions 3 and 4.	A.M.C. 15 Army Group who will co-ordinate with (a) above.
(c) A.C.C. (Reggio).	Int. Tr. S. Com at AFHQ Adv. Adm. Ech.
(d) Region 2.	-ditto-

APPENDIX "B"

WORKING ORGANISATION OF INTERNAL TRANSPORTATION SUB-COMMISSION AND CHANNELS FOR ARRANGING TRANSPORTATION

Hqs. A.C.C. & A.M.C.

Int. Tr. S. Com.

(At Mov. S. Tr. AFHQ. Adv. Adm Ech).

Int. Tr. S. Com Representative (Reggio).

Int. Tr. S. Com Representative (Mov. East Italy Bari).

Int. Tr. S. Com Representative (Mov. West Italy and Tr. F.B.S. Naples).

Int. Tr. S. Com Representative (Mov. Foggia).

Contact with
Mov. Bari.
Mov. Brindisi.
Mov. Barletta.
Mov. Taranto.

1. transportation over and above the capacity of the basic schedules:-

For "bidding" and moves which cannot be agreed locally.

For specific movements within the agreed tonnage allocation.

Int. Tr. S. Com at AFHQ Adv. Adm. Echelon.

Mov. East Italy AFHQ, or Mov. West Italy, or Tr. F.B.S., Naples.

A.M.C. 15 Group who will co-ordinate with (a) above.

-ditto-

Int. Tr. S. Com at AFHQ Adv. Adm. Ech.

Mov. East Italy, Bari or subordinate Mov. Offices as shown on chart.

-ditto-

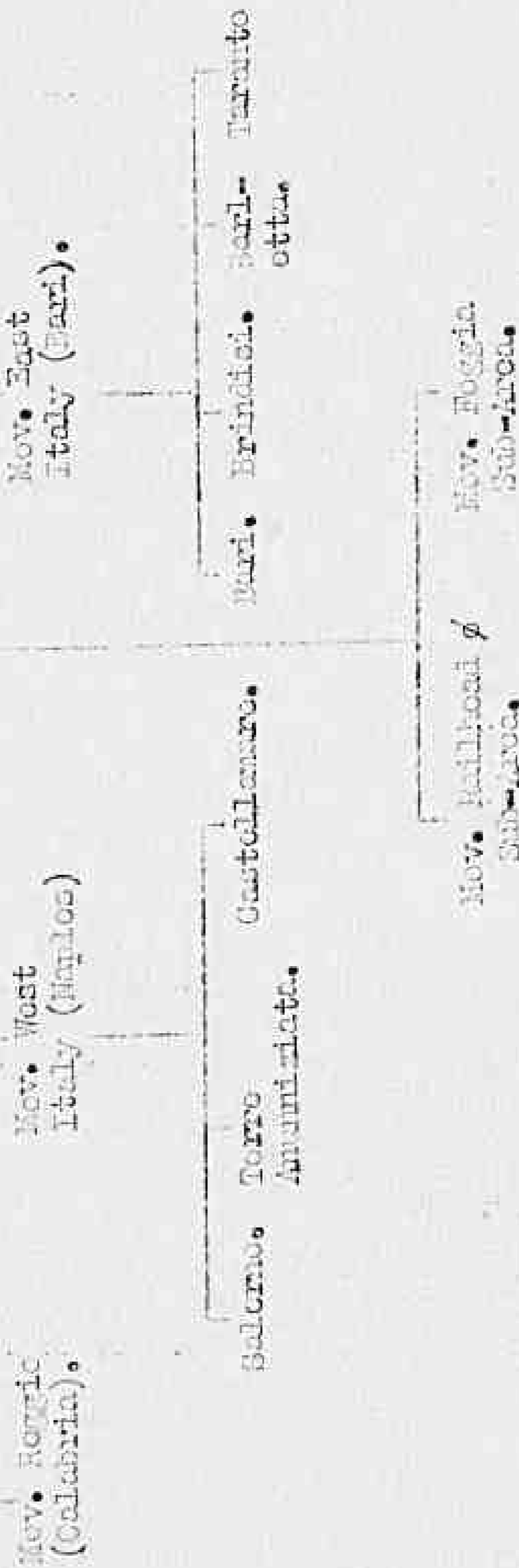
Mov. Reggio, or Mov. East Italy Bari, or Mov. West Italy Naples or Mov. Foggia.

APPENDIX "A"

LOCATION OF ALLIED MOV. & IN OFFICES.

British Movements:-

MOV. HQ. 4th. Ech. AFHQ.



U.S. Transportation:-

- Transportation Div. 4th. Ech. AFHQ.
- Transportation Peninsula Base Section (Naples).
- Transportation Maritime Base Area (Bari).

The last named places are located on Mov. East Italy.

∅ This area is now at TOGNA but will move to VEROLI Area shortly.
The date will be notified to all concerned.

Salerno, Torre
Anunciata.

Castellana.

Bari, Brindisi, Bari-
Taranto
ottra.

Mov. Railhead /
Sub-area.

Mov. Puglia
Sub-area.

U.S. Transportation:-

Transportation - Mov. area, London A.P.H.C.
 Transportation Peninsula Base Section (Naples).
 Transportation Atlantic Base Area (Bari).

The last named places its domains on Mov. West Italy.

∅ This area is now at TOGATA but will move to TERNOLI Area shortly.
 The date will be notified to all concerned.

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ADJUTANT GENERAL'S OFFICE
WASHINGTON, D.C.

ADMINISTRATIVE INFORMATION NO. 13.

CENTRAL ECONOMIC COMMISSION (ITALY AND ITALIAN WESTERN ISLANDS).

Handwritten notes: "This is the only part of the report which is to be published."

OBJECTIVES.

file 371/24

To ensure the necessary co-ordination and control of civilian supply and economic matters in occupied or controlled territory of the Italian Mainland and Central Economic Committee from the Italian Mainland, in accordance with A.D.C. Memo No. 22, dated 14-12-43, issued by Allied Forces Headquarters.

FUNCTIONS.

(1) The Central Economic Committee will be constituted as follows:-

Chairman - Major-General Sir Miles D. Dempsey G.C.B., C.I.E., C.B.E., D.S.O., D.C.O.

Deputy Chairman - Major-General Sir Miles D. Dempsey G.C.B., C.I.E., C.B.E., D.S.O., D.C.O.

Members - Major-General Sir Miles D. Dempsey G.C.B., C.I.E., C.B.E., D.S.O., D.C.O. (Chairman), Major-General Sir Miles D. Dempsey G.C.B., C.I.E., C.B.E., D.S.O., D.C.O. (Deputy Chairman), Major-General Sir Miles D. Dempsey G.C.B., C.I.E., C.B.E., D.S.O., D.C.O. (Member).

(2) The Central Economic Committee will be constituted as follows:-

(a) Major-General Sir Miles D. Dempsey G.C.B., C.I.E., C.B.E., D.S.O., D.C.O. (Chairman)

MEMBERS.

The Chairman of the Central Economic Committee will be Major-General Sir Miles D. Dempsey G.C.B., C.I.E., C.B.E., D.S.O., D.C.O.

(3) To ensure the necessary co-ordination and control of civilian supply and economic matters in occupied or controlled territory of the Italian Mainland and Central Economic Committee from the Italian Mainland, in accordance with A.D.C. Memo No. 22, dated 14-12-43, issued by Allied Forces Headquarters.

(4) To ensure the necessary co-ordination and control of civilian supply and economic matters in occupied or controlled territory of the Italian Mainland and Central Economic Committee from the Italian Mainland, in accordance with A.D.C. Memo No. 22, dated 14-12-43, issued by Allied Forces Headquarters.

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Chairman - Honorable William H. Nease, Jr., Secretary

Secretary - Honorable William H. Nease, Jr., Secretary

Members - Honorable William H. Nease, Jr., Secretary
Honorable William H. Nease, Jr., Secretary
Honorable William H. Nease, Jr., Secretary

(a) Honorable William H. Nease, Jr., Secretary
Honorable William H. Nease, Jr., Secretary
Honorable William H. Nease, Jr., Secretary

MEMORANDUM

The functions of the Central Economic Committee will be as follows:

- (a) To determine the essential requirements of the civilian population.
- (b) To control and allocate local resources of essential civilian supplies in co-ordination with the local Government (Federal) Government, and particularly to control the collection and distribution of wheat and oil.
- (c) To coordinate the work of the various representative local committees and sub-committees of the local Government (Federal) Government.
- (d) To make necessary arrangements for the budget, production and distribution of supplies. Important are the civilian population.
- (e) To coordinate the prices of such supplies imported for the civilian population. It will be noted that to establish uniform up standard prices for such other essential commodities as supplied as may be considered necessary.

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Re: U.S. Congress has a copy of the Report to the Secretary
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SECRET

- (d) To establish such uniform standards with a view to providing uniformity in the application of the law.
- (e) To coordinate records for transportation of goods and supplies to be received with the control of the military and naval stores. It is intended to improve the administration of the stores and to provide for the control of the stores and to provide for the control of the stores and to provide for the control of the stores.
- (f) To coordinate the control of stores and to provide for the control of the stores and to provide for the control of the stores.

METHOD OF INVESTIGATION

- (a) The Central Economic Commission will not be permitted to operate in the field of the economy. It will be permitted to operate in the field of the economy. It will be permitted to operate in the field of the economy.
- (b) Commanders on matters of policy between the Committee and the Government will be permitted to operate in the field of the economy. It will be permitted to operate in the field of the economy.
- (c) The direct reports of the Committee will be permitted to operate in the field of the economy. It will be permitted to operate in the field of the economy.
- (d) It is the intention of the Committee to provide for the control of the stores and to provide for the control of the stores.

Chief of Staff, Army Group, The British Army, 1945

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Sheet 3.

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... .. W. ADM. SCHILON

ADMINISTRATIVE INSTRUCTION NO. 18.

10/62

CENTRAL ECONOMIC COMMITTEE (ITALIAN MAINLAND).

1. ESTABLISHMENT.

To ensure the necessary co-ordination and control of civilian supply and economic matters in occupied or controlled territory of the Italian Mainland a Central Economic Committee has been established at Naples, in accordance with A.M. Memo No. 32, dated 19 Dec. '43, issued by Allied Force Headquarters.

2. Composition.

(a) The Central Economic Committee will be constituted as follows :-

Chairman - Major-General Sir Brian H. Robertson B.E., C.B.E.

Deputy Chairman - Major-General A.I. Hasbani, C.B.E., C.M.G.

Members - Major Gen. G.S./M.G.
Major Gen. and Lt. Army Gp.
D.M.C. (M), M.V., M.A. Economic Affs. on his rep.
Lt.-Col. A.I. Henderson, C.B.E.
Lt.-Col. Merrill, and 15 Army Gp.

(b) Lt.-Col. A.I. Henderson has been appointed Chief Executive Officer to the Committee, with the title of Joint Controller for the mainland of Italy.

(c) A Secretariat for the Committee is being provided under arrangements M.A. (M.V) F.L.M.C.

3. Functions.

The functions of the Central Economic Committee will be as follows :-

(1) To determine the essential requirements of the

Chairman - Major-General Sir Brian H. Robertson St.,
 C.S.O.

Deputy Chairman - Brigadier-General A.L. Hambrian,
 C.S.O.

Members - Major Gen. J.C. G. G. G.
 Major Gen. J.C. G. G. G.
 Major Gen. J.C. G. G. G.
 Major Gen. J.C. G. G. G.

- (b) Lt.-col. A.L. Hambrian has been appointed Chief Executive Officer to the Committee, with the title of Area Controller for the mainland of Italy.
- (c) A Subcommittee for the Committee, to be provided under arrangements to be (adv) FLAKK.

3. FUNCTIONS.

The functions of the Central Economic Committee will be as follows :-

- (a) To determine the essential requirements of the civilian population.
- (b) To control and allocate local resources of essential civilian supplies in co-ordination with the local Assempa (Italian) board, and particularly to control the collection and distribution of wheat and olive oil.
- (c) To co-ordinate the work of the sub-committees on committees and sub-committees of the Allied Forces Local Resources (Italian) board.
- (d) To make necessary arrangements for the receipt, warehousing and distribution of supplies imported for the civilian population.
- (e) To establish the prices at which supplies imported for the civilian population will be sold, and to establish uniform or standard prices for essential civilian commodities or services as may be considered necessary.

Sheet 3.

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