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NORTHWEST ITALY, PLANNING MEMORANDA
NOV., DEC. 1944

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LIST OF PAPER

File under No. 1007-1 NORTH-WEST ITALY, PLANNING MEMORANDA

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SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
1	Hq AC Econ Sec	30 Nov 44		Outline Plan of Economic Operations in Northwest Italy
2	Ltr Econ Sec	7 Dec 44	Dist	Incl outline plan of operations
3	Ltr Econ Sec	21 Dec 44	Dist	Reclassification of plan
4	Hq AC Econ Sec	23 Dec 44	Dist	Appreciation of the Civil Commitment in Northwest Italy - Part I, General

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Very Important

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COPY NO. 18

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

23 Dec. 1944

ADJUDICATION OF THE CIVIL COMMITMENT IN NORTHERN ITALY

PART ONE - GENERAL

OBJECT

1. To consider the civil commitment in NW Italy recommended in APO Log. F. 164 to be the responsibility of Allied Commission.

DEFINITION OF NORTHERN ITALY

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

Compartimento of LIGURIA - all provinces

Compartimento of PIEMONTE - all provinces

Compartimento of LOMBARDIA - provinces of VARESE, COMO, MILANO, and PAVIA.

Compartimento of EMILIA - province of PIACENZA.

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

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PART ONE - GENERAL

SUBJECT

1. To consider the civil commitment in NW ITALY recommended in AFM Log. P. 164 to be the responsibility of Allied Commission.

DEFINITION OF NORTHWEST ITALY

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

Compartimenti of LIGURIA - all provinces

Compartimenti of PIEMONTE - all provinces.

Compartimenti of LOMBARDIA - provinces of VARESE, COMO,

MILANO, and PAVIA.

Compartimento of E. VILLA - province of PIAZZA.

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

TIMING

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

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STUD COMINTENT

5. The economic commitments for which AC/AG is primarily responsible include:

(a) The import and/or distribution of such supplies as are essential, in the initial stages of liberation, to prevent disease and unrest and, later, to provide for the population of NW ITALY a standard of living comparable with that in presently liberated ITALY.

(b) The restoration of public utilities, and of agricultural and industrial production, to the extent required to prevent disease and unrest and to assist the Allied war effort.

6. AC/AG is also responsible for other economic commitments in the fields of agriculture, Commerce, Industry, Labor, and Finance. Plans to meet these commitments are set out in "Outline Plan of Economic Operations in Northwest Italy"

(Economic Section, Allied Commission, 30 Nov 44), copy of which is appended.

(Note: In certain cases the bases of calculations used in this paper differ from those used in the "Outline Plan of Economic Operations in Northwest Italy." Figures given in this paper are to be taken as superseding those in the "Outline Plan.")

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to prevent disease and misery and misery, to pro-

vide for the population of NW ITALY a standard of living comparable with that in presently liberated ITALY.

(b) The restoration of public utilities, and of agricultural and industrial production, to the extent required to prevent disease and unrest and to assist the Allied war effort.

6. AC/AFG is also responsible for other economic commitments in the fields of Agriculture, Commerce, Industry, Labor, and Finance. Plans to meet these commitments are set out in "Outline Plan of Economic Operations in Northwest Italy"

(Economic Section, Allied Commission, 30 Nov 44), copy of which is appended.

(Note: In certain cases the bases of calculations used in this paper differ from those used in the "Outline Plan of Economic Operations in Northwest Italy." Figures given in this paper are to be taken as superseding those in the "Outline Plan.")

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PART TWO - REQUIREMENTS & SUPPLIES

FOODSTUFFS

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

a) Flour:

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

LIGURIA

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

PIEMONTE

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

LONGARDA - as for PIEMONTE

b) Fats:

100 grams per month per person plus authorized supplementary rations.

c) Meat:

200 grams per month per person plus authorized supplementary rations.

d) Soup:

Supplementary rations only.

e) Dried

Vegetables: Supplementary rations only.

f) Sugar:

125 grams per month per person plus supplementary issue.

g) Milk:

1500 grams of powdered milk per month

a) Flour:

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

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

PIKONTE - 100 grams per day per person plus 12-1/2% of population on supplementary ration 200 grams.

LONGADIA - as for PIKONTE

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

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

d) Soup: Supplementary rations only.

e) Dried Vegetables: Supplementary rations only.

f) Sugar: 125 grams per month per person plus supplementary issue.

g) Milk: 1500 grams of powdered milk per month for 33 of total population.

h) Salt: 300 grams per month per person.

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

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

PROVINCES AND COMPARTMENTS	FLOUR	MEAT	DRIED VEG.	SOUP	SUGAR	FATS	MILK	SALT	TOTAL
Alessandria	1,462	110	39	49	64	52	23	147	1,946
Aosta	716	54	19	24	32	25	12	72	954
Asti	706	53	19	24	32	25	12	71	942
Cuneo	1,794	137	49	61	80	64	29	183	2,397
Novara	1,236	23	33	42	55	44	20	124	1,607
Torino	3,807	284	102	127	167	133	59	381	5,060
VerCELLI	1,131	87	31	38	70	40	18	114	1,529
PIEMONTE	10,822	770	292	365	500	383	173	1,092	14,437
Genova	4,723	195	70	87	115	91	41	261	5,588
Imperia	855	36	13	16	21	17	8	48	1,014
La Spezia	1,253	52	19	24	31	25	11	70	1,435
Savona	1,168	50	18	22	30	23	11	66	1,406
LIGURIA	8,022	333	120	149	197	156	71	455	9,493
Como	1,238	116	42	52	68	55	24	155	2,050
Milano	7,116	532	190	238	312	250	108	712	8,458
Pavia	1,200	112	40	50	67	53	23	150	1,995
Verona	1,262	97	35	43	57	46	20	129	1,719
LOMBARDIA	11,446	852	507	383	504	404	175	1,146	15,222
Firenze	117	68	24	30	40	32	14	90	415
GRAND TOTAL	30,737	2,036	743	927	1,241	975	433	2,783	38,565

All figures in tons

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

	LEICHOEN	GENOVA	BRINDISI	TOTALS
FLOUR	24000	9000	1000	45000
SOUP	2000	1700	#1000	4700
DRIED VEGS.	#2150	700	-	3000
MILK	450	260	400	1100
FATS	1170	1700	2500	5300
SUGAR	1500	700	1000	3200

Cuneo	1,794	157	49	61	80	64	26	183	2,397
Novara	1,836	33	33	42	55	44	20	124	1,607
Torino	3,807	284	102	127	167	133	58	381	5,060
Vercelli	1,131	57	31	38	70	40	18	114	1,529
PIEMONTE	10,832	773	232	362	500	383	123	1,092	14,435
Genova	7,723	195	70	67	115	91	41	261	5,588
Imperia	1,655	36	13	16	21	17	8	48	1,014
La Spezia	1,253	32	19	24	31	25	11	70	1,485
Savona	1,187	20	18	22	30	23	11	66	1,406
LIGURIA	9,022	333	120	149	197	156	71	455	9,493
Como	1,558	116	42	52	98	55	24	155	2,050
Milano	7,116	532	190	238	312	250	108	712	9,458
Pavia	1,500	112	40	50	67	53	23	150	1,995
Varese	1,292	97	35	43	77	46	20	129	1,716
LOMBARDIA	11,445	852	307	383	504	404	175	1,146	15,222
Friuli	1,177	88	24	30	40	32	14	90	1,512
GRAND TOTAL	38,537	2,036	743	927	1,241	975	433	2,783	38,565

All figures in tons

10. It is anticipated that quantities of imported foodstuffs,

as shown in the following tabulation, will be stockpiled for

the NORTH by 31 Dec 44.

	LEGHORN	GENOVA	RAVENNA	BRINDISI	TOTALS
FLOUR	24000	9000	11000	1000	45000
SOUP	2000	1700	#1000		4700
DRYED VEGS.	#2350	700	-		3000
MILK	450	260	400		1100
FATS	1170	1700	2500		5300
SUGAR	1500	700	1000		3200
MEAT	1000	800	-		1800
					6400

(Following 1000 tons vegetables, 100 tons soup to be used

in South.)

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11. The foregoing tabulations indicate that A/C/AG will be able to meet the basic rations for the population of the administrative area (for the first month of occupation), from its stockpiles in LEGHORN, ANCONA, RIMINI, NAPLES and BRINDISI, c) without relying on foodstuffs which may be found in the area, and

b) PROVIDED THE SUPPLIES IN THE STOCKPILES CAN BE MOVED

INTO, AND DISTRIBUTED IN, THE AREA.

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

13. For reasons set out in Part Two - Transportation, there will probably be inadequate transportation facilities, initially, to move the stockpiles into the area and, therefore, consideration must be given to making the maximum possible use of local resources of rationed foodstuffs, using the stockpiles as supplemental reserves. At Appendix "A" is a study of the degree of self-sufficiency of NW ITALY in flour which shows that in the 1947-48 season (with millie undamaged) the area was self-supporting in wheat and produced an exportable surplus of flour of 17,000 M. tons in the year. These figures may be taken as indicative of a normal self-sufficiency in the area for all foodstuffs derived from agriculture.

14. The extent to which the enemy will have moved the 1944/45

the area, and

b) PROVIDED THE SURPLUS IN THE STOCKPILES CAN BE MOVED

INTO, AND DISTRIBUTED IN, THE AREA.

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

13. For reasons set out in Part Two - Transportation, there will probably be inadequate transportation facilities, initially, to move the stockpiles into the area and, therefore, consideration must be given to making the maximum possible use of local resources of rationed feedstuffs, using the stockpiles as supplemental reserves. At Appendix "A" is a study of the degree of self-sufficiency of NW ITALY in flour which shows that in the 1947-48 season (with mills unimpaired) the area was self-supporting in wheat and produced an exportable surplus of flour of 47,000 M. tons in the year. These figures may be taken as indicative of a normal self-sufficiency in the area for all feedstuffs derived from agriculture.

14. The extent to which the enemy will have moved the 1947/48 harvest out of the area is unpredictable. It is, therefore, possible to conclude only that, subject to the extent to which the harvest remains in the area, a differential reliance can be placed on finding locally produced rationed and other feedstuffs. To that extent the ration can be supplemented and the problem of moving the stockpiles into the area will be relieved.

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MEDICAL SUPPLIES

15. The area under consideration for the distribution of medical supplies is comprised of the Compartimenti of PIEMONTE, LIGURIA, and LOMBARDIA, plus the provinces of PLACENZA and PARMA.

The tonnage required to be moved into the area in the first month of liberation are tabulated below:

PIEMONTE	150 tons
LIGURIA	217 tons
LOMBARDIA	425 tons
PLACENZA & PARMA	<u>49 tons</u>
Total	841 tons

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

The tonnages required to be moved into the area in the first month of liberation are tabulated below:

PIEMONTE	150 tons
LIGURIA	217 tons
LOMBARDIA	425 tons
PIACENZA & PARMA	<u>39 tons</u>
Total	841 tons

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

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CLOTHING

16. Welfare.

Clothing for winter relief will be needed in the area.

Quantities required for first month of liberation are:

Compartments of PIMOITE	155 tons
Compartments of LIGURI.	68 tons
Compartments of LOWE BUL.	264 tons
Provinces of F.F.M. & P.I.M.V.A.	<u>31 tons</u>
Total	518 tons

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

17. Salvaged clothing.

Salvaged army clothing will be moved into the area for certain classes of workers employed by JIG. Tonnage for first month is as follows:

Compartments of PIMOITE	100 tons
Compartments of LIGURI.	40 tons
Compartments of LOWE BUL.	150 tons
Provinces of F.F.M. & P.I.M.V.A.	<u>20 tons</u>
Total	310 tons

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Salvaged clothing is under repair and will be stockpiled in S.F.P.D.S. to meet this commitment.

PETROL, OIL & LUBRICANTS.

18. The following tonnages for the first month of liberation are based on figures supplied by Pet. Sec. AFHQ.

Compartments of PIMOITE	2,335 tons
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Compartments of LIGUREL.	68 tons
Compartments of LOMBAROLI.	264 tons
Provinces of P.A.M. & P.I.CENZA.	<u>31 tons</u>
Total	518 tons

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

17. Salvaged clothing.

Salvaged boy clothing will be moved into the area for certain classes of workers employed by JG. Tonnes for first month are as follows:

Compartments of PIERMONT.	100 tons
Compartments of LIGUREL.	40 tons
Compartments of LOMBAROLI.	150 tons
Provinces of P.A.M. & P.I.CENZA.	<u>20 tons</u>
Total	310 tons

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Salvaged clothing is under repair and will be stockpiled in WILDS to meet this commitment.

PETROL, OIL & LUBRICANTS.

18. The following tonnages for the first month of liberation are based on figures supplied by Pet. Sec. HQ.

Compartments of PIERMONT.	2,335 tons
Compartments of LIGUREL.	1,502 tons
Compartments of LOMBAROLI.	6,155 tons
Provinces of P.A.M. & P.I.CENZA.	<u>544 tons</u>
Total	5,536 tons

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Feb. 2000. The has the responsibility for delivering these quantities to the port of GENOVA. Repair of port bulk-stages installations and the subsequent installation of pipelines into the area will be the responsibility of C.I.F. with military supervision and help. In the initial stages distribution within the area is to be undertaken by C.I.F. using road vehicles. NO DECISION HAS YET BEEN MADE AS TO THE PROVISION OF THESE VEHICLES.

NEWSPRINT

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

Compartimento of PIEMONTE	100 tons
Compartimento of LIGURIA	50 tons
Compartimento of LOMBARDIA	150 tons
Province of A.P.S. & P.L. ONZA	<u>10 tons</u>
Total	310 tons

As of 1 January 1945 imports, if newprint will be increased from the present 600 tons to 1300 tons per month.

The additional 400 tons per month will be stockpiled under the direction of Transportation Subcommittee, AC.

FOR 200

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

Compartimento of PIEMONTE	10 tons
Compartimento of LIGURIA	5 tons

vehicles. NO DECISION HAS YET BEEN MADE AS TO THE PROVISION

OF THESE VEHICLES.

NEWSPRINT

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

Compartmente of PIEMONTE	100 tons
Compartmente of LIGURIA	50 tons
Compartmente of LOMBARDIA	150 tons
Provinces of PARMA & PIACENZA	<u>10 tons</u>
Total	310 tons

As of 1 January 1945 inventory of newsprint will be increased from the present 600 tons to 1000 tons per month.

The additional 400 tons per month will be stockpiled under the direction of Transportation Subcommittee, JCS.

TOBACCO

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

Compartmente of PIEMONTE	10 tons
Compartmente of LIGURIA	5 tons
Compartmente of LOMBARDIA	20 tons
Provinces of PARMA & PIACENZA	<u>2 tons</u>
Total	37 tons

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NOTES

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

Compartimento of PIEMONTE, from TURIN	10 tons
Compartimento of LIGURIA, from MILAN	5 tons
Compartimento of LOMBARDIA, from MILAN	10 tons
Provinces of P.A.M. & P.L.CENZ., from MILAN	<u>2 tons</u>
Total	27 tons

MISCELLANEOUS NON-SUBSISTENCE MATERIALS

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

Compartimento of PIEMONTE	200 tons
Compartimento of LIGURIA	150 tons
Compartimento of LOMBARDIA	300 tons
Provinces of P.A.M. & P.L.CENZ.	<u>50 tons</u>
Total	700 tons

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

EMERGENCY REPAIR EQUIPMENT

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Compartimento di LIGURIA, from MILAN	5 tons
Compartimento di LOMBARDIA, from MILAN	10 tons
Provinces of P.A.M. & P.L.C.E.N.Z., from MILAN	2 tons
Total	27 tons

MISCELLANEOUS NON-SUBSTITUTED MATERIALS

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

Compartimento di PIEMONTE	200 tons
Compartimento di LIGURIA	150 tons
Compartimento di LOMBARDIA	300 tons
Provinces of P.A.M. & P.L.C.E.N.Z.	50 tons
Total	700 tons

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

EMERGENCY REPAIR EQUIPMENT

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

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The following is an estimate of the minimum equipment required:

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

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

COAL

24. Coal for the area will be supplied by JFE to GENOVA or some other port. AC estimates of essential requirements

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- 20 - 5-ton trucks
- 25 - pola carriers
- 23 - jeeps
- 10 - jeep trailers
- 12 - steam rollers
- 11 - rock crushers
- 12 - tar kettles
- 8 - air compressors (220 cu.ft.)
- 6 - concrete mixers
- 10 - pumps - water - 2" and 3"
- 4 - mobile electric generators
- 3 - bulldozers
- 1 - derrick crane
- 24 - floodlights
- 4 - sets underwater cutting tools
- 4 - complete sets diving equipment

None of the equipment listed above is available from

AC or civilian sources.

COAL

24. Coal for the area will be supplied by AFHQ to CHNOVA or some other port. AC estimates of essential requirements are as follows:

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

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

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Total 3,000 tons per day

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

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PART THREE - TRANSPORTATION

25. Transportation plans are limited by the following factors.

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

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

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

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

27. The movement problem has, therefore, been studied on the basis of three assumptions:

a) Assuming GENOVA is the major supply source and that the area to be supplied comprises all of the compartments of PIAZZA, LIGURIA, and LOMBARDIA, plus the provinces of PIAZZA and REGGIO in the compartments of EMILIA. See Map No. 1.

b) Assuming BOLOGNA railhead as the major supply source and that the area to be supplied comprises the same area as in (a) plus the provinces of REGGIO and MODENA in the compartments of EMILIA. See Map No. 2.

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b) GENOVA. is unlikely to be used as a port for the

level the month after occupation of the city.

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

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

27. The movement problem has, therefore, been studied on the basis of three assumptions:

a) assuming GENOVA is the major supply source and that the area to be supplied comprises all of the compartments of PIEMONTE, LIGURIA, and LOMBARDIA, plus the provinces of PAVENZA and PARMA in the compartments of EMILIA. See Map No. 1.

b) assuming BOLOGNA railhead as the major supply source and that the area to be supplied comprises the same areas as in (a) plus the provinces of REGGIO and MODENA in the compartments of EMILIA. See Map No. 2.

c) assuming BOLOGNA railhead as the major supply source and that the area to be supplied comprises all of the compartments of PIEMONTE and LIGURIA, the provinces of COMO, VARESE, MILANO, and INTRA in the compartments of LOMBARDIA and the provinces of PAVENZA, PARMA, REGGIO and MODENA in the compartments of EMILIA. See Map No. 3.

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

The provinces of IMBRIA, SAVONA, and LA SPEZIA, as well as GENOVA, will, therefore, have to be supplied by sea. This will involve the clearance of sea mines from the coastal waters.

29. At Appendix "B" is shown a tabulation of the lifts and ton-kilometers of truck hauls necessary to supply NW ITALY for the first month of liberation with the basic needs detailed in PART ONE (less steel), calculated first on the basis of GENOVA and second on the basis of BOLOGNA as the major supply source.

30. Assuming -

a) no railways to be available in the first month of occupation and all internal distribution therefore to be made by truck.

b) that only the provinces of ALESSANDRIA, ASTI, CUNEO, NOVARA, TORINO, VERCELLI, COMO, MILANO, MONZA, VARESE and LEGNANO are to be supplied by truck. The following ton-kilometers of truck-haul are required for the

first month:

Based on GENOVA	Based on BOLOGNA
ton-kilos	ton-kilos

7,380,000

This will involve the clearance of sea mines from the coastal waters.

29. At Appendix "g" is shown a tabulation of the lifts and ton-kilometers of truck loads necessary to supply NW Italy for the first month of liberation with the basic needs detailed in PART ONE (above cited), calculated first on the basis of GENOVA and second on the basis of BOLOGNA as the major supply source.

30. Assuming -

a) no railroads to be available in the first month of occupation and all internal distribution therefore to be made by truck.

b) that only the provinces of ALLESSANDRIA, AOSTA, ASTI, CUNEO, NOVARA, TORINO, VERCELLI, COSSO, MILANO, MONZA, VARESE and LACERNA are to be supplied by truck. The following ton-kilometers of truck-haul are required for the first month:

	Based on GENOVA ton-kilos	Based on BOLOGNA ton-kilos
Food & medical supplies	4,826,000	7,380,000
Fuel	812,000	1,427,000
Clothing, tobacco, newspaper etc.	191,000	351,000
Total	5,829,000	9,158,000

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It is estimated that trucks operating from GENOVA will average 150 kilometers per day for 27 days per month. On this basis a 3-ton truck will lift 6,000 ton-kilometers a month on a one-way haul.

It is estimated that trucks operating from BOLOGNA will average 200 kilometers per day for 27 days per month. On this basis a 3-ton truck will lift 8,000 ton-kilometers a month on a one-way haul.

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

32. On the basis of the foregoing premises it is clear that to move only medical supplies and food at the proposed ration scales into the area will require 800 x 3-ton trucks if GENOVA is the base and 920 x 3-ton trucks if BOLOGNA is the base.

To move in all the essential supplies dealt with in PART ONE (less coal) would require 970 x 3-ton trucks if GENOVA is the base and 1140 x 3-ton trucks if BOLOGNA is the base.

33. By mid-January, it is estimated that AC/AMG will have available for the NW area approximately 500 vehicles with a lift of 1500 tons. Some of these trucks are at present operating in army areas and assisting in the movement of civil supplies. Provided some of these trucks can be released, these

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On cars
basis a 3-ton truck will lift 8,000 ton-kilometers a month on a one-way haul.

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

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To move in all the essential supplies dealt with in PART ONE (less coal) would require 970 x 3-ton trucks if GENOVA is the base and 1140 x 3-ton trucks if BOLOGNA is the base.

33. By mid-January, it is estimated that AC/ALG will have available for the IV Area approximately 500 vehicles with a lift of 1500 tons. Some of these trucks are at present operating in army areas and assisting in the movement of civil supplies. Provided some of these trucks can be released, these 500 trucks constitute the total number of vehicles that AC has available not only for the movement of supplies as considered in the foregoing, but also for the conveyance of port, railway, and road recon personnel. Provided that the proposed shipping program is fulfilled, 1700 x 1 1/2 ton additional trucks should become available for use by AC, spread evenly through the months of March, April, and May.

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MEANS OF MOVEMENT

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

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

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

c) It is anticipated that considerable difficulty will be experienced in distributing essential supplies to the population on the LIGURIAN coast by rail or road during the initial period, due to the vulnerability of both these means of communication. It is therefore

port that will be opened, unless the withdrawal of the enemy from NW ITALY proceeds at such pace that is is found possible to open ports south of GENOVA before GENOVA itself is liberated.

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

See Appendix "C" for detailed proposals.

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

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36. ROADS. The following appear to be the road routes by which supplies could be moved into NW ITALY to fulfill the civil commitment:

- a) BOLOGNA-PLACENZA
- b) LECHORNO-LA SPEZIA
- c) GENOVA-LESSANDRA-TURIN-MILAN
- d) SOUTHERN SWITZERLAND-MILAN
- e) SOUTHEASTERN FRANCE-TURIN

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

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

a) What roads are repaired directly by Military resources, without AC/MS assistance.

b) What roads are repaired directly by Military resources, for which AC/MS assistance will be required. The program worked out by P.W. & U. Sub-Committee entails the movement into the area of approximately 2,000 tons of stores in the first 30 days.

38. RAILWAYS. The majority of the railways in this area are

It is assumed that little

- c) GENOA-ALESSANDRIA-TURIN-MILAN
- d) SOUTHERN SWITZERLAND-MILAN
- e) SOUTHEASTERN FRANCE-TURIN

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

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

- a) What roads are repaired directly by Military resources, without AC/MS assistance.

- b) What roads are repaired directly by Military resources, for which AC/MS assistance will be required. The program worked out by P.W. & U. Sub-Commission entails the movement into the area of approximately 2,000 tons of stores in the first 30 days.

38. RAILWAYS. The majority of the railways in this area are very vulnerable to demolition and it is assumed that little use will be obtained from the railways in the first 30 days.

39. The main railways needed to fulfill the civil commitment are:

- a) BOLOGNA-PLACENZA-ALESSANDRIA-TURIN.
- b) GENOA-ALESSANDRIA.

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- c) MILAN connection with PLACENZA-BOLOGNA line.
- d) SOUTHERN SWITZERLAND-COMO-MILAN.
- e) FRENCH BORDER-TURIN.

Here again the 1st two routes presuppose port capacity, or local availability of coal, and that transport facilities would be available in FRANCE for the movement of supplies into Italy and (c) presupposes that SWITZERLAND will permit the passage of supplies.

40. J.C./JMG control directly no facilities for the repair, reconstruction, and operating of the railways. Arrangements are in hand with ICR to earmark personnel who will go into the liberated areas as early as possible, to organize the reconstruction and operating of railways with local resources and personnel. In the initial stages, however, it is anticipated that the main work will fall on Military resources; here again a final plan cannot be formulated until it is known what railways will be a Military priority for repair by Military resources.

or local availability of coal, and that transport facilities would be available in FRANCE for the movement of supplies into Italy and (c) presupposes that SWITZERLAND will permit the passage of supplies.

40. A.C./A.M.G. control directly no facilities for the repair, reconstruction, and operation of the railways. Arrangements are in hand with IFR to earmark personnel who will go into the liberated zone as early as possible, to organize the reconstruction and operation of railways with local resources and personnel. In the initial stages, however, it is anticipated that the main work will fall on Military resources; here again a final plan cannot be formulated until it is known what railways will be a Military priority for repair by Military resources.

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PART FOUR - CONCLUSIONS

41. AC/AG has stockpiled sufficient foodstuffs and has arranged procurement of sufficient other essential supplies to supply NW ITLF for immediate requirements on liberation.
42. During the first month of liberation these supplies will have to be hauled into the area by truck, to the extent that highway facilities permit.
43. Trucks available to AC/AG in the period January-March will suffice to carry 35% to 52% only (depending on source of supply) of the barest minimum of supplies required in the area.
44. The Italian Government, working with AC/AG, will be able to find personnel, but has no equipment available for the clearance or reconstruction of ports, highways, railways, bridges or public utilities.

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have to be hauled into the port by truck, to the extent that highway facilities permit.

43. Trucks available to AC/16 in the period January-March will suffice to carry 35% to 52% only (depending on source of supply) of the barest minimum of supplies required in the area.

44. The Italian Government, working with AC/16, will be able to find personnel, but has no equipment available for the clearance or reconstruction of ports, highways, railways, bridges or public utilities.

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have to be hauled into the area by truck, to the extent that
highway facilities permit.

43. Trucks available to A.C./1's in the period January-March
will suffice to carry 1 1/2 to 2 1/2 only (depending on source of
supply) of the barest minimum of supplies required in the area.

44. The Italian Government, working with A.C./1's, will be
able to find personnel, but has no equipment available for the
clearance or reconstruction of ports, highways, railways,
bridges or public utilities.

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APPENDIX "A"

FLOUR SUPPLIES FROM LOCAL RESOURCES

1. a) AC stockpiling program for the first stages of liberation of the Northwest are designed to import flour, at the rate of 100 gms.; for Piedmonte and Lombardia, and 200 gms. for Liguria on a uniform per capita basis.
- b) The authorized ration of 200 gms. can be attained only by use of indigenous supplies and the differential stated is based upon the greater probability of such supplies except in Liguria.
- c) Considerable stocks of POL, coal, and miscellaneous items are available for movement into the areas, subject to various priorities.
- d) Transport into the area will depend upon highway repairs which cannot be predicted. Rail cannot be used for some time. Trucks cannot haul the amounts stockpiled, and a radical increase in the number of trucks, or decrease in the lift required will be necessary to develop a coordinated plan.
- e) Civil Transport found within the area will be devoted to internal distribution of supplies.
- f) Amassing of grain will continue in the area, and stocks will be found in certain areas based on observations made in Ancona, Pesaro, Rimini, and Forli Provinces after they were liberated.

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tion of the Northwest are designed to import grain at the rate of 100 gms., for Piedmonte and Lombardie, and 200 gms. for Liguria on a uniform per capita basis.

- b) The authorized ration of 200 gms. can be attained only by use of indigenous supplies and the differential stated is based upon the greater probability of such supplies except in Liguria.
- c) Considerable stocks of PCL, coal, and miscellaneous items are available for movement into the areas, subject to various priorities.
- d) Transport into the area will depend upon highway repairs which cannot be predicted. Rail cannot be used for some time. Trucks cannot haul the amounts stockpiled, and a radical increase in the number of trucks, or decrease in the lift required will be necessary to develop a coordinated plan.

- e) Civil Transport found within the area will be devoted to internal distribution of supplies.

- f) Amassing of grain will continue in the area and stocks will be found in certain areas based on observations made in Macerata, Ancona, Pesaro, Rimini, and Forli Provinces after they were liberated.

2. Reliance upon local supplies is deprecated, due to uncertainties involved but the inference is that they render possible the planned 100/200 gms. import. Transport is to a degree, unpredictable, but obviously inadequate to lift stockpiles as planned, hence fuller consideration of local resources is proposed. Data are available which indicate that the probability of local supplies might warrant redistribution of stockpiles and consequent transport requirements, placing differential reliance on local

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supplies and using stockpiles as supplemental thereto. If the initial reliance upon them, for the second 100 gm., is warranted, then in view of the transport problem, the next step is differential reliance.

3. The following observations are based on data on wheat from 1937/38, 39/40, 40/41, 41/42, 42/43, and flour from 40/41, which figures were collected in connection with the massing programs and subsequent disposition of the grain and flour. No attempt has been made to refine the data for it is intended to demonstrate only radical differences between certain provinces and zones which can logically be depended upon to remain unchanged in trend and relative magnitude during combat operations.

4. There are two types of provinces, from a production standpoint in the area under consideration, as follows:

- a High-producing provinces that export wheat.
- b Low-producing or high-consuming provinces that import.

5. High-producing provinces that export wheat are indicated below, and while the exchange of types of wheat is often involved imports have been subtracted from exports, and only net exports are stated.

Province	Net Export in qli.
Alessandria	244,000
Aosta	43,500
Asti	86,680
Cunao	307,140
Vercelli	385,960
TOTAL	1,067,280
PiEMONTE	
Bergamo	86,547
Brescia	793,204
Cremona	83,826

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4. There are two types of provinces, from a production standpoint in the area under consideration as follows:

- a High-producing provinces that export wheat.
- b Low-producing or high-consuming provinces that import.

5. High-producing provinces that export wheat are indicated below, and while the exchange of types of wheat is often involved imports have been subtracted from exports, and only net exports are stated.

Province	Not Export in all.
Alessandria	244,000
Aosta	43,500
Asti	86,680
Cuneo	307,140
Vercelli	385,960
TOTAL	1,067,280
PILMONTE	
Bergamo	86,547
Brescia	793,204
Cremona	293,926
Pavia	295,971
TOTAL	1,469,648
LOMBARDIA	
Parma	104,890
Piacenza	247,406
TOTAL	352,296
EMILIA	
GRAND TOTAL - EXPORTS	2,889,224

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6. Low-producing or high-consuming provinces that always import wheat are indicated below, with data treated to show net imports only.

Province	Net Import in qli.
Movent	112,643
Torino	132,280
TOTAL	244 923
Como	187,048
Milano	409,027
Sondria	30,853
Varese	333,378
TOTAL	960,306
LOMBARDIA	
Genoa	1,153,288
Imperia	305,302
La Spezia	20,766
Savona	181,841
TOTAL	1,661,196
LIGURIA	
GRAND TOTAL - IMPORTS	2 866,425

7. Importing provinces not in wheat from all ports of Italy in order to effect the desired proportion of soft vs. hard types for Northern Italy only produces soft wheat. The major part of the imports indicated in para 6 come from areas within the zone, however, and these are indicated in detail in Appendix I as a guide for the study of transportation involved. Unlike providing Rome's requirements from Macerata/Ancona, 45% is obtained from adjoining provinces the rest from more distant surplus areas. If the estimated consumption during the period involved does not exceed those quantities normally contributed by the adjoining provinces during the season, considerable reliance in those sources is warranted, for the total

TOTAL	132,280
PLANTING	244,923
Como	187,048
Milano	409,027
Sondria	30,853
Varese	333,378
TOTAL	960,306
Genoa	1,153,288
Imperia	305,301
La Spezia	20,766
Sevone	181,841
TOTAL	1,661,196
GRAND TOTAL - EXPORTS	2,665,425

7. Importing provinces obtain wheat from all parts of Italy in order to effect the desired proportion of soft vs. hard types, for Northern Italy only produces soft wheat. The major part of the imports indicated in para 6 come from areas within the zone, however, and these are indicated in detail

in Appendix I as a guide for the study of transportation involved. Unlike providing Rome's requirements from Ancona/Ancona, 45% is obtained from adjoining provinces the rest from more distant surplus areas. If the estimated consumption during the period involved does not exceed these quantities normally contributed by the adjoining provinces during the season, considerable reliance in those sources is warranted, for the total average year's consumption in the exporting provinces has been excluded by stating net exports initially. To such extent as the normal contribution would have to be exceeded, the local requirement would have to be exported and later returned, and that should not only prove difficult but undesirable in the long run.

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8. Consideration of the record of movement of flour during the 40/41 season brings to light certain details as to milling capacity. Certain provinces produce and mill grain, others produce but cannot mill their requirements, others do not produce their requirements but mill more than that, and finally some neither produce nor mill their requirements. Those of the first category can be supplied when mills are repaired, and those of the second group can be supplied by portable mills. The third group (including Genoa) can process imported grain, and possibly aid in supplying those in the last category. Details of imports and exports of flour are outlined in Appendix II and show a total flour export of 1,911,598 qli. and a total flour import of 1,639,170.

9. The above as a whole shows wheat exports of 2,889,224 qli., and wheat imports of 2,866,429 qli., indicating that the basic problem is internal transportation and distribution, rather than import and distribution discrepancies regarding the usual exchanges of hard and soft wheat that is made to obtain the desired ratio of ~~82~~ durum versus pasta. The Piemonte/Lombardia/Vallée zone normally has a net exportable surplus of 1,683,995 qli., equal to the deficiency in Liguria. Such transfer will be handicapped until rail facilities are restored, an supplementing Liguria from Livorno stockpiles is obviously essential in the meantime. However, attention, recollection upon the following points should materially relieve the import problem except in Liguria, long before the expiration of the 90 days period under consideration, and possibly from the outset.

category can be supplied than mills are repaired, and those of the second group can be supplied by portable mills. The third group (including Genoa) can process imported grain, and possibly aid in supplying those in the last category. Details of imports and exports of flour are outlined in Appendix II and show a total flour export of 1,911,398 qli. and a total flour import of 1,439,170.

9. The area as a whole shows wheat exports of 2,889,224 qli., and wheat imports of 2,866,425 qli., indicating that the basic problem is internal transportation and distribution, rather than import and distribution discrepancies regarding the usual exchange of hard and soft wheat that are made to obtain the desired ratio of ~~hard~~ ^{soft} versus ~~soft~~ ^{hard}. The Piemonte/Lombardia/Emilia zone normally has a net exportable surplus of 1,683,995 qli., equal to the deficiency in Liguria. Such a transfer will be handicapped until rail facilities are restored, and supplementing Liguria from Livorno stockpiles is obviously essential in the meantime. However, attention focused upon the following points should materially relieve the import problem except in Liguria, long before the expiration of the 90 days period under consideration, and possibly even the outset.

a. Milling capacity is of paramount importance, and high-priority should be given to mill repairs, with particular stockpiles of stock essential to repair and operation thereof.

b. The organization and operation of internal transport

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will be a governing factor, with the emphasis on bringing the grain from warehouses into mills, and distribution of flour, to reduce the quantity moving from distant stockpiles.

10. Conclusion: Reliance upon a differential utilization of local supplies, supplemented by stockpiles should permit more effective redistribution of the available transportation.

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APPENDIX "A" TABLE 1.

LOCAL SOURCES OF IMPORTS OF WHEAT

1 - 37/38 3 - 39/40
2 - 38/39 4 - 40/41

IMPORTING PROVINCE		Alessan- dria	Aosta	Atti	Cuneo	Ver- celli	Brea- cia	Cresona	Pavia	Parma	Pia- cenza
NOVARA	1		16,000			17,575	69,106	53,583			
90% of net	2					68,070			17,800		
Import re- quirements	3					112,018					
	4	60				83,747	48,000	4,742			
	5					600		5,000			
TORINO	1		61,339		18,125	223,804					
114% of net	2		48,381		149,709	57,585					
Import re- quirements	3		34,600			50,000					
	4	6,400	17,500	467		17,500	7,400	10,030			
	5					30,000	14,973	15,002			
VERONA	1	52,715			42,000	115,715	73,530	113,348	161,280	130	173,127
53% of net	2	163,807			22,980	80,444		16,101	12,180		62,338
Import re- quirements	3	102,769			144,592	201,113		5,000	206,276		27,839
	4	62,651	2,728	5,000		35,000	3,064	23,000	78,063		186,398
	5	23,212			161,588	57,000	84,281	10,000	41,410		
BOLOGNA	1	6,402			81,065	22,174			14,020		
52% of net	2				115,137						
Import re- quirements	3		4,000	6,070	245,350	2,585					
	4	62,987	15,000	3,000	30,800		5,000	2,000			
	5				144,920	11,640	42,200				
LA SPEZIA	1							2,600			1,633
12% of net	2									6,266	
Import re- quirements	3									2,496	3,000
	4										
	5										

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APPENDIX "A" TABLE 1.

LOCAL SOURCES OF IMPORTS OF WHEAT

1 - 37/38 3 - 39/40 5 - 41/42
2 - 38/39 4 - 40/41

	Aosta	Asti	Cuneo	Ver- celli	Bres- cia	Cronona	Pavia	Parma	Pia- cenza
15,000				17,575	89,106	53,583			
				58,070			17,800		
				112,018					
				93,747	46,030	4,742			
				600		5,000			
61,339			18,125	223,804					
48,381			142,799	57,665					
21,680				50,000					
17,500		487		17,500	7,400	10,030			
				30,000	14,973	15,000			
			42,008	116,716	77,683	113,342	181,268	150	173,137
			22,980	85,944		16,101	12,180		69,388
				202,113		5,000	206,276		27,930
		141,592	144,033	34,000	3,064	23,000	78,063		186,328
6,725	5,030			57,000	84,281	10,600	41,416		
			181,586						
			81,985	22,174			14,020		
			116,137						
1,000	6,070	245,630		2,585					
15,000	3,000	30,609			6,485	2,000			
		144,920		14,620	42,200				
						2,600			1,833
							6,200		
							2,495		3,000

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APPENDIX "A" TABLE 2

Milling Capacity as Indicated by Flour Import/Export

Certain Provinces Export both Grain and Flour:

<u>Province</u>	<u>Grain Exports</u>	<u>Flour Exports</u>
Alessandria	244,000 qli.	493,373 qli.
Asti	86,630 "	142,291 "
Cuneo	307,140 "	135,519 "
Cremona	293,926 "	119,639 "
Pavia	295,971 "	300,769 "
Parma	104,690 "	98,336 "
Piacenza	247,406 "	292,515 "
		Total 1,582,542 "

Certain Provinces Export Grain but Must Import Flour:

<u>Province</u>	<u>Grain Exports</u>	<u>Flour Imports</u>
Aosta	43,500 qli.	107,005 qli.
Verocelli	305,960 "	129,520 "
Bergamo	86,547 "	135,506 "
Brescia	793,201 "	225,721 "
		Total 597,792 "

Certain Provinces Do Not Produce Enough Grain but Export Flour:

<u>Province</u>	<u>Grain Imports</u>	<u>Flour Exports</u>
M. vera	112,643 qli.	43,739 qli.
Genova	1,153,288 "	276,462 "
Verona	323,348 "	8,955 "

<u>Province</u>	<u>Grain Exports</u>	<u>Flour Exports</u>
Alessandria	244,000 qli.	493,373 qli.
Asti	86,680 "	142,291 "
Cuneo	307,140 "	135,519 "
Cremona	293,926 "	119,639 "
Pavia	295,971 "	300,769 "
Parma	104,890 "	98,336 "
Piacenza	247,406 "	292,515 "
	Total	1,582,442 "

Certain Provinces Export Grain But Must Import Flour:

<u>Province</u>	<u>Grain Exports</u>	<u>Flour Imports</u>
Aosta	43,500 qli.	107,005 qli.
Vercelli	385,960 "	129,520 "
Bergamo	86,547 "	135,546 "
Brescia	793,204 "	225,721 "
	Total	597,792 "

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Certain Provinces Do Not Produce Enough Grain But Export Flour:

<u>Province</u>	<u>Grain Imports</u>	<u>Flour Exports</u>
Novara	112,643 qli.	43,739 qli.
Genova	1,153,288 "	276,462 "
Varese	333,376 "	8,955 "
	Total	329,156 "

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Certain Provinces Import Both Grain and Flour:

<u>Province</u>	<u>Grain Imports</u>	<u>Flour Imports</u>
Torino	132,280 qli.	135,171 qli.
Imperia	305,301 "	39,448 "
La Spezia	20,766 "	80,510 "
Savona	181,841 "	63,189 "
Como	187,048 "	100,878 "
Milano	409,027 "	311,928 "
Sondrio	30,853 "	60,254 "
	Total	841,378 "
	Total exports	31,911,598 "
	Total imports	31,439,170 "

La Spezia	20,766	"	60,510	"
Savona	161,841	"	63,189	"
Como	169,048	"	100,878	"
Milano	409,027	"	311,928	"
Sondria	30,853	"	60,254	"
		Total	641,378	"
		Total exports	31,911,598	"
		Total imports	11,439,170	"

TOP SECRET

0935

Declassified E.O. 12356 Section 2.3/HRD No.

785015

APPENDIX "B"

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TOP SECRET

TRANSPORTATION

Tabulation of lifts and ton-kilometers
for truck-hauls to supply NW ITALY
during first month of liberation

134

0958

Declassified E.O. 12356 Section 3.3/MD No. 785015

134

for truck-hauls to supply NW ITALY
during first month of liberation

TOP SECRET

0952

TOP SECRET

SUMMARY BASE - GENUA IS LAKE SUPPLY BASE

133

	Total for all Provinces Considered		Imperia, Savona, Genova, La Spezia		Bergamo, Brescia, Cremona, Mantova, Scudria, Parma	
	Tons	Ton-Kms.	Tons	Ton-Kms.	Tons	Ton-Kms.
		(add 000)		(add 000)		(add 000)
1. FOOD	49,491	8,410	9,493	366	9,926	3,388
2. MEDICAL SUPPLIES	841	118	217	9	190	42
3. P. O. L.	8,538	1,242	1,502	61	1,243	402
4. PUBLIC HEALTH - UNIFORM CLOTHING	619	82	66	3	119	20
5. TOBACCO, NEWSPRINT, ETC.	1,381	208	860	10	280	68
TOTAL	59,770	10,225	11,630	448	12,417	3,820
1 and 2	50,332	8,528	9,710	375	10,116	3,430
1, 2 and 3	58,908	9,662	10,212	436	12,009	3,836
1, 2, 3 and 4	59,386	9,702	10,253	439	12,128	3,856

TOP SECRET

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SUBSIDIARY BASIS - GENOVA AS WAREHOUSE SUPPLY BASE

Total for All Provinces Considered		Imperia, Savona, Genova, La Spezia		Bergamo, Brescia, Cremona, Mantova, Sondrio, Parma		Alessandria, Asti, Cuneo, Novara, Isernia, Vercelli, Como, Milano, Pavia, Varese, and Piacenza	
Tons	Ton-Kms.	Tons	Ton-Kms.	Tons	Ton-Kms.	Tons	Ton-Kms.
	(add 500)		(add 500)		(add 500)		(add 500)
49,451	8,510	5,493	306	9,926	3,285	30,072	6,759
341	118	217	9	190	42	434	87
8,630	1,282	1,502	61	1,893	509	5,131	812
513	32	66	3	415	25	331	63
1,388	206	260	10	269	68	545	128
60,720	10,205	11,530	419	12,417	3,930	36,572	8,819
50,332	8,578	9,710	876	10,410	3,427	29,808	6,821
56,868	9,910	11,212	638	12,008	3,936	35,647	8,833
59,385	10,002	11,283	650	12,128	3,962	36,076	8,701

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Trucks, lifts, boats and ten kilometers per Northwest Italy
in first month of liberation

FOOD AND MEDICAL SUPPLIES

ASSUMING GENOVA AS MAJOR SUPPLY SOURCE

PROVINCE	FOOD REQUIREMENT				FOR KILOMETERS			
	Food		Med. Sup.	Grand Total	Nile- meter		Med. Sup.	Grand Total
	Flour	Other			Flour	Other		
Alexandria	1402	284	113	1999	64	123	41	184
Aosta	716	238	20	974	659	106	62	207
Bari	706	285	10	991	114	80	27	107
Cuneo	1794	603	0	2397	150	260	90	559
Monza	1336	371	25	1832	127	182	56	237
Torino	3807	1253	17	5077	174	651	214	865
Verona	1131	393	16	1540	180	147	62	199
Genova	4723	846	127	5696	-	-	-	-
Imperia	856	159	24	1039	183	107	20	129
La Spezia	1253	232	33	1518	118	144	24	168
Salvona	1166	220	32	1418	49	56	11	63
Bergamo	1915	634	44	2593	190	376	124	500
Brescia	2368	750	52	3170	824	540	173	713
Campo	1638	512	36	2186	200	303	102	410
Cremone	1103	367	24	1494	138	197	65	242
Monza	1294	406	28	1728	248	1625	100	1625
Milano	7116	2342	163	9621	187	1117	368	1485
Paria	1800	325	34	2159	122	163	50	243
Sondrio	549	150	10	709	292	131	44	175
Verona	1292	427	50	1769	223	289	95	363
Parma	130	390	20	540	203	26	79	108
Flaccio	117	298	21	436	144	17	43	60

NEW TOTAL	29614	10354	2908	42976	694	60622	3254	6345	3799	8114	108	9213
-----------	-------	-------	------	-------	-----	-------	------	------	------	------	-----	------

Assuming Genoa, Bergamo, Brescia, Cremona, Mantova and Parma were not liberated in first month and that all of Liguria is serviced by sea, the further deductions would be:

NEW TOTAL	22418	7657	30073	424	50506	1911	3550	1202	4759	67	1826
-----------	-------	------	-------	-----	-------	------	------	------	------	----	------

NOTE: In 3rd month, the supplies will be delivered to the army and there

	Floor	Other	Total	Sup.	Total	Floor	Other	Total	Sup.	Total
Alexandria	1482	184	1666	65	1731	128	41	169	4	173
Acosta	718	239	957	20	977	196	62	258	6	264
Adri	706	236	942	10	952	80	27	107	1	108
Cudec	1784	603	2387	5	2392	288	90	378	1	379
Novara	1236	371	1607	25	1632	182	58	240	4	244
Torino	3807	1253	5060	17	5077	651	214	865	3	868
Vercelli	1181	328	1509	16	1525	147	52	199	2	201
Genova	1723	885	2608	127	2735	-	-	-	-	-
Imperia	855	158	1013	24	1037	102	20	122	3	125
La Spezia	1263	232	1495	34	1529	162	24	186	4	190
Savona	1186	220	1406	34	1440	56	11	67	2	69
Bergamo	1918	634	2552	34	2586	376	124	500	9	509
Brescia	2369	750	3119	34	3153	540	178	718	12	730
Como	1538	512	2050	35	2085	308	102	410	7	417
Crestona	1109	367	1476	26	1502	187	45	232	5	237
Mantova	1221	408	1629	28	1657	1225	100	1325	7	1332
Milano	7116	2342	9458	183	9641	1117	368	1485	25	1510
Pavia	1500	395	1895	34	1929	183	40	223	4	227
Sandrio	449	130	579	30	609	131	44	175	3	178
Verona	1282	427	1709	30	1739	288	95	383	7	390
Parma	130	309	439	28	467	26	79	105	6	111
Modena	117	238	355	21	376	17	43	60	3	63

NEW TOTAL 37851 11960 49811 841 50652 3635 6650 1854 8610 113 8928

Assuming Imperia, Savona and La Spezia, as well as Genova, would be serviced entirely from the sea the deductions would be:

NEW TOTAL 3017 1472 9489 217 9706 251 311 65 366 3 372

NEW TOTAL 25634 10588 36222 624 36846 3284 6335 1719 8144 109 8253

Assuming Sondrio, Bergamo, Brescia, Cremona, Mantova and Parma were not liberated in first month and that all of Liguria is serviced by sea, the further deductions would be:

NEW TOTAL 7169 2727 9896 180 10076 1413 2795 590 3385 44 3429

NEW TOTAL 22415 7637 30052 43 30095 1911 3550 1203 4709 67 4776

NOTE: La Spezia might be serviced ex-Livorno by rail to Lucca and thence by road. Data based on distribution only to provincial capitals assuming local transport for redistribution to communes.

TOP SECRET

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Trucks, Lifts, Routes and Ton Kilometers for Northwest Italy
In First Month of Liberation

P.O.L.: CLOTHING FOR PUBLIC HEALTH AND UHRA: SALVAGE CLOTHING,
MACHES, NEWSPRINT, TOBACCO AND MISCELLANEOUS ITEMS

ASSUMING GENOVA AS MAJOR SUPPLY SOURCE

Province	Tobacco, Newsprint, Clothing (Salv.)	Public Health UHRA, CLOTHING	P.O.L.-Petrol, Diesel Oil, Kerosene
Tonnage	Ton-Kms.	Tonnage	Ton-Kms.
	(add 000)	(add 000)	(add 000)
Alessandria	56	21	314
Acosta	28	10	153
Asti	27	10	150
Cuneo	70	26	392
Novara	48	18	265
Torino	147	54	818
VerCELLI	44	16	140
Genova	147	20	32
Imperia	27	7	20
La Spezia	39	11	27
Savona	37	10	13
Bergamo	65	27	84
Brescia	81	34	121
Como	52	22	69
Crenona	38	16	44
Mantova	42	18	69
Milano	242	102	251
Pavia	51	21	11
Sondrio	15	6	29
Varese	44	13	65
Parma	43	18	132
Piacenza	36	13	31
TOTAL	1384	518	8536
	206	92	1282

assuming Imperia, Savona, and La Spezia, as well as Genova, would
be serviced entirely from the sea the deductions would be:

TOTAL	250	10	68	3	1502	61
	1134	196	450	89	7034	1221

Province

Tonnage Ton-Miles

(Add 000)

(Add 000)

(Add 000)

Alessandria	56	5	21	314	26
Aosta	28	2	10	123	40
Asti	27	3	10	150	17
Cuneo	70	10	26	192	59
Novara	48	7	10	385	33
Torino	17	25	24	318	140
VerCELLI	4	6	16	243	32
Genova	147	-	0	882	20
Imperia	27	3	7	161	27
La Spezia	39	4	11	336	13
Savona	37	2	10	223	
Bergamo	65	13	27	630	84
Brescia	81	13	34	531	121
Como	52	10	22	347	69
Cremona	36	7	16	249	44
Monza	42	10	18	271	63
Milano	244	38	102	1592	251
Pavia	51	6	21	336	51
Sondrio	15	-	8	100	29
Varese	44	10	18	290	63
Verona	98	10	18	303	132
Visenza	36	5	13	236	37
TOTAL	1384	206	518	8536	1282

Assuming Imperia, Savona, and La Spezia, as well as Genova, would be serviced entirely from the sea, the deductions would be:

	250	10	68	1502	61
NEW TOTAL	1134	196	50	7034	1221

Assuming Genoa, Bergamo, Brescia, Cremona, Mantova and Parma were not liberated in first month and that all of Liguria is serviced by sea the further deductions would be:

	289	68	119	1893	409
NEW TOTAL	845	128	331	5141	812

NOTE: La Spezia might be serviced ex-Livorno by rail to Lucca and thence by road. Data based on distribution only to provincial capitals assuming local transport for redistribution to command.

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TOP SECRET

SUMMARY BASIS - BOLOGNA AS MAJOR SUPPLY SOURCE

	Total for all Provinces Considered		Modena, Reggio Emilia		Imperia, Savona, Genova, La Spezia		Bergamo, Brescia, Cremona, Mantova	
	Tons	Ton-Kms. (add 000)	Tons	Con-Kms. (add 000)	Tons	Ton-Kms. (add 000)	Tons	Ton-Kms. (add 000)
1. FOOD	49,491	14,879	1,205	61	9,493	2,742	9,400	1,929
2. MEDICAL SUPPLIES	841	203	61	3	217	63	162	32
3. P. C. L.	8,536	2,159	546	27	1,502	434	1,505	325
4. PUBLIC HEALTH-URINA CLOTHIRO	519	162	38	2	69	19	101	21
5. TOBACCO, NEWSPRINT, ETC.	1,384	353	67	5	250	72	241	49
TOTAL	60,770	14,746	1,917	98	11,530	3,330	11,409	2,356
1. PLUS 2.	50,332	12,082	1,266	64	9,710	2,805	9,568	1,961
1., 2. and 3.	58,868	14,241	1,812	91	11,212	3,239	11,163	2,286
1., 2., 3., and 4	59,387	14,393	1,850	93	11,280	3,258	11,264	2,307

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SUMMARY BASIS - BOLOGNA AS MAJOR SUPPLY SOURCE

Total for all Provinces Considered		Modena, Reggio Emilia		Imperia, Savona, Genova, La Spezia		Bergamo, Brescia, Cremona, Mantova, Sondrio		Alessandria, Aosta, Asti, Cuneo, Novara, Torino, Vercelli, Como, Milano, Pavia, Varese, Parma and Piacenza	
Tons	Ton-Kms. (add 000)	Tons	Ton-Kms. (add 000)	Tons	Ton-Kms. (add 000)	Tons	Ton-Kms. (add 000)	Tons	Ton-Kms. (add 000)
49,401	11,679	1,205	61	3,493	2,742	9,400	1,929	31,787	7,269
841	203	61	3	217	63	162	32	623	111
8,836	2,180	516	27	1,502	434	1,585	325	5,936	1,427
516	152	35	2	80	19	101	21	397	114
1,384	383	97	5	250	72	241	49	950	237
60,770	14,736	1,907	98	11,530	3,330	11,485	2,356	39,592	9,159
50,232	12,062	1,266	64	9,710	2,805	9,568	1,961	32,320	7,360
56,609	13,241	1,312	91	11,212	3,239	11,183	2,266	38,316	8,807
59,366	14,303	1,350	93	11,260	3,256	11,264	2,307	38,702	8,921

Truck List, Routes, Ten Kilometers Per Northwest Italy
In First Month of Liberation

FOOD AND MEDICAL SUPPLIES

ASSUMING EMILIANA RAILHEAD AS WATER SUPPLY SOURCE

PROVINCE	T O W N S R E Q U I R E D				T E N K I L O M E T E R S			
	Food		Med. Sup.	Grain	Food		Med. Sup.	Grain
	Flour	Other			Flour	Other		
Alessandria	1400	434	53	1900	127	215	8	284
Aosta	716	238	10	74	356	284	8	336
Asti	705	236	10	382	272	162	3	259
Cuneo	1754	603	9	2408	427	780	4	1027
Novara	1236	371	24	1532	245	315	6	416
Torino	3847	1233	17	5077	350	256	6	675
Vercelli	1151	236	14	1401	272	314	4	429
Genova	4723	893	127	5743	261	1327	35	1609
Imperia	855	159	24	1038	375	341	10	414
La Spezia	1263	232	34	1529	207	269	7	414
Savona	1186	220	32	1438	325	388	10	471
Forlino	1918	634	42	2594	222	426	10	677
Parma	2369	790	54	3213	422	626	32	711
Reggio Emilia	1739	612	85	2436	250	384	9	641
Modena	1109	397	25	1531	173	192	4	239
Monte	1224	404	23	1651	126	234	3	206
Milano	7113	2342	163	9618	248	1732	39	2177
Pavia	1500	485	34	2019	207	310	7	419
Sondrio	449	140	10	609	356	162	3	206
Verona	1292	427	30	1749	268	333	8	381
Parma	130	350	20	440	51	12	3	60
Piacenza	117	294	21	432	110	18	3	61
TOTAL	37631	11863	847	50342	5589	8906	283	181

This plan assumes distribution through Modena and Reggio Emilia, therefore, supply these two provinces should be considered. Their requirements are:

Modena	172	378	53	603	30	7	10	26	1	27
Reggio Emilia	170	332	27	529	64	11	24	36	2	27
NEW TOTAL	37803	12295	874	50971	5689	8927	283	1820	209	181.8

Assuming Parma, Genova, La Spezia and Savona would be serviced entirely from the first the deductions would be:

Parma	5017	1476	945	212	6710	1218	3318	426	2743	63	2805
NEW TOTAL	29986	11241	8208	532	41268	7777	5687	2611	9198	142	811

Assuming Bergamo, Brescia, Cremona, Mantova and Sondrio were not liberated in first month and that all of these provinces are serviced entirely from the first the deductions would be:

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Trunks, Luggage, Boxes and Ten Kilometers for Northwest Italy
in First Month of Liberation

1.0.0.0. CLOTHING FOR PUBLIC HEALTH AND UNIFORMS; Luggage CLOTHING,
KITCHENS, WEAPONS, TOOLS, MISCELLANEOUS ITEMS

ASSUMING BOMBING, RATIONING AND MAJOR SUPPLY SOURCE

Province	Tobacco, Manuscript, Clothing (Salv.)	Public Health "MAR."	O.L. - Travel, Diesel Oil, Kerosene
	Tonnage	Tonnage	Tonnage
Assisi	56	21	314
Ascoli	28	10	153
Ascoli	27	10	150
Chieti	70	28	392
Como	43	13	265
Novara	147	54	313
Torino	44	16	273
Vercelli			68
Gallarate	147	11	889
Inverigo	27	7	161
Lecco	33	11	236
Spazio	37	10	223
Brescia	65	27	430
Brescia	61	34	531
Como	52	22	347
Cremona	38	16	249
Lecco	22	18	275
Milano	242	102	1597
Novara	51	21	336
Parma	19	6	100
Verona	44	18	290
Verona	44	18	290
TOTAL	1334	518	8516
	353	152	2159

This plan assumes distribution through Milan and Reggio Emilia,
therefore, supplying these two provinces should be considered.
Their requirements are:

Milan	50	2	21	1	308	12
Reggio Emilia	43	3	17	1	212	15
NEW TOTAL	1381	350	335	15	6082	2166

Assuming that the 500 tons of L. S. S. in Genoa would be serviced

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NOTES: Miscell. - CROWING
TOWNSHIP - TOWN-PLANS - TOWN-PLANS - TOWN-PLANS

	(add 000)	(add 000)	(add 000)
Alto Adige	36	21	314
Alto Adige	28	10	153
Alto Adige	27	10	150
Alto Adige	70	28	392
Alto Adige	48	18	265
Alto Adige	137	54	316
Alto Adige	44	16	213
Alto Adige	147	40	882
Alto Adige	27	7	161
Alto Adige	39	11	216
Alto Adige	37	10	223
Alto Adige	65	27	430
Alto Adige	61	34	531
Alto Adige	32	22	347
Alto Adige	36	16	340
Alto Adige	12	18	275
Alto Adige	242	102	1597
Alto Adige	51	21	316
Alto Adige	15	8	100
Alto Adige	42	18	290
Alto Adige	36	18	308
Alto Adige	36	13	236
TOTAL	138	518	8536

2159

This plan assumes distribution through Modena and Reggio Emilia, therefore, supplying these two provinces should be considered. Their requirements are:

Modena	54	2	21	1	304	12
Reggio Emilia	43	3	17	1	242	15
NEW TOTAL	140	353	556	152	9082	2106
Assuming Imperia, Savona, La Spezia and Genova would be serviced entirely from the sea, the reductions would be:						
NEW TOTAL	250	72	68	19	1502	434
Assuming Bergamo, Brescia, Cremona, Mantova and Scandria were not liberated in first month and that all of Liguria is serviced by sea, the further reductions would be:						
NEW TOTAL	241	286	488	135	7580	1752
NEW TOTAL	241	99	101	21	1585	325
NEW TOTAL	990	247	387	114	5995	1427

NOTES: La Spezia might be serviced ex-Livorno by rail to Lucca and thence by road. Data based on distribution only to provincial capitals, assuming local transport for redistribution to communes. Data is based on revised distances figures and very slightly from data issued 18 Dec.

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APPENDIX "C"

PORT OF GENOVA
(Assuming Italian Government with AG
assistance assume the Maximum Responsibility)

A Port Committee will be formed by the Transportation Sub-Commission to work in close liaison with AFHQ. This Committee will be prepared to move forward as soon as operations permit. It is expected that the port of Genova will have been effectively blocked by the time it is turned over to us. Unless a land transport route is possible to bring in the necessary mechanical equipment to prepare the port for the reception of cargo vessels, it will be necessary to have landing craft of a large type which could use the beach one mile east of Genova. A channel to the beach will have to be cleared of mines. The landing craft would bring motor transport, motor fuel, diving equipment, explosives, etc.

After discharging original cargo, it would then be used either as a lighter for discharging priority cargo from ocean cargo vessels or used in a ferry service from Leghorn.

Experienced Italian divers for mine removal, blasting hulls, and recovering sunken ships are available. Many divers are available in the Genova area, as it is the home of the men of this profession. Crews will have to be recruited at once and the necessary gear arranged.

The Italian Government is in no position to supply harbor craft. This must be arranged by the Allied Governments

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The Italian Government is in no position to supply harbor craft. This must be arranged by the Allied Governments and the following is the minimum requirements that can be estimated at this stage.

12 mobile cranes with a capacity of 8
tons and 20 mobile cranes with a
capacity of 5 tons.
6 tugs, 300 H.P.
20 BCLs and
60 Lighters of 60 tons each.

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There are several gantry cranes now in Rome area which should be dismantled and be made ready for future use.

We should experience no difficulty in obtaining sufficient experienced dock laborers, crane operators, etc.

Cargo working gear at the port will be an unknown quantity so it should be arranged that each ship loading for discharge at Genova should carry the stowage gear used in the loading, so as to be in a position to discharge its cargo with its own gear.

If no gear is found in port, the Italian Government should be given the opportunity to purchase this ship's gear until their requirements have been accumulated.

For the immediate repairs of the port and for removals of the more important obstacles, it is necessary to have the following personnel and means:

- 1) 3 Specialized Engineers of the Public Works Dept. and 3 Officers of the Naval Engineers
- 2) 6 Assistants of the Naval Engineers for Quay Works.
- 3) 3 Warrant Officers.
- 4) 10 Divers with relative equipment.
- 5) 6 Diver's Boats (Not available and therefore to be supplied by the Allied Authorities).
- 6) 30 (Approximately) Specialized Workmen.
- 7) 4 Pontons of 50 to 100 tons (two Italian could be taken away from Leghorn where they are requisitioned by the Royal Navy. The other two could be sup-

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- 2) 6 assistants of the Naval Engineers for Quay Works.
- 3) 3 Warrant Officers.
- 4) 10 Divers with relative equipment.
- 5) 6 Diver's Boats (Not available and therefore to be supplied by the allied authorities).
- 6) 30 (approximately) Specialized Workmen.
- 7) 4 Pontons of 80 to 100 tons (two Italian could be taken away from Leghorn where they are requisitioned by the Royal Navy. The other two could be supplied by the authorities).
- 8) Pumps, compressors, motor winding sets, etc. could be supplied by Italian Navy.

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- 9) It is necessary for the Allied Authorities to supply all consumption materials, that is, fuel, lubricants, plates, bars, timber, oxygen, hydrogen, carbide, electrodes for welding, quick setting hydraulic cement, etc.

There are many competent firms of construction engineers who will be in a position to start immediately on the construction of the port provided the necessary materials are made available.

As soon as the port is capable of accepting cargo vessels, arrangements should be made for distribution of supplies around the Ligurian coast by small landing craft if obtainable or by schooners.

It has been estimated that about 8000 tons per month will have to be distributed this way. Since all the schooners available to the Schooner Control Committee are now used to their full capacity for the movement of civil supplies, additional schooner tonnage will have to be provided; this tonnage should be outside the schooner pool and control should be left to competent AC authorities in the area.

The Ligurian coast ports will have to be swept clear of mines; as well as the connecting lines.

The following requirements are necessary for warehousing:

- 1) Good open storage space enclosed by fences or walls to accommodate 7500 tons (approximately 120,000 sq.ft.).
- 2) Good weather-proof inside storage space with adequate

cardiac, electrodes for warming, quick setting

hydraulic cement, etc.

There are many competent firms of construction engineers who will be in a position to start immediately on the construction of the port provided the necessary materials are made available.

As soon as the port is capable of accepting cargo vessels, arrangements should be made for distribution of supplies around the Ligurian coast by small landing craft if obtainable or by schooners.

It has been estimated that about 8000 tons per month will have to be distributed this way. Since all the schooners available to the Schooner Control Committee are now used to their full capacity for the movement of civil supplies, additional schooner tonnage will have to be provided; this tonnage should be outside the schooner pool and control should be left to competent AC authorities in the area.

The Ligurian coast ports will have to be swept clear of mines, as well as the connecting lines.

The following requirements are necessary for warehousing:

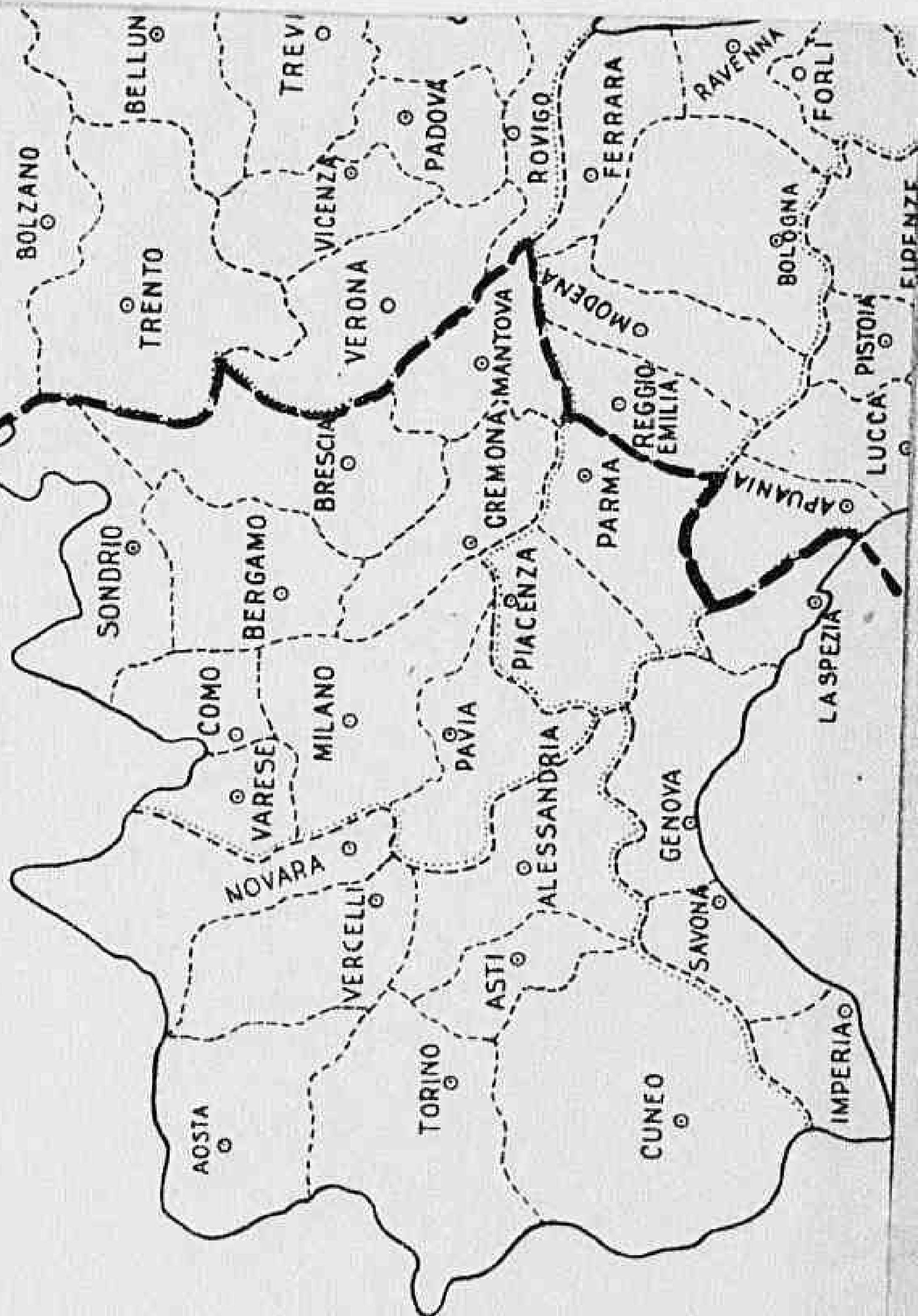
- 1) Good open storage space enclosed by fences or walls to accommodate 7500 tons (approximately 120,000 sq.ft.).
- 2) Good weather-proof inside storage space with adequate loading and unloading facilities, sufficient for 60,000 tons, (approximately 6,000,000 cubic feet).

TOP SECRET

MAP NO. 1

Area included in distribution plan

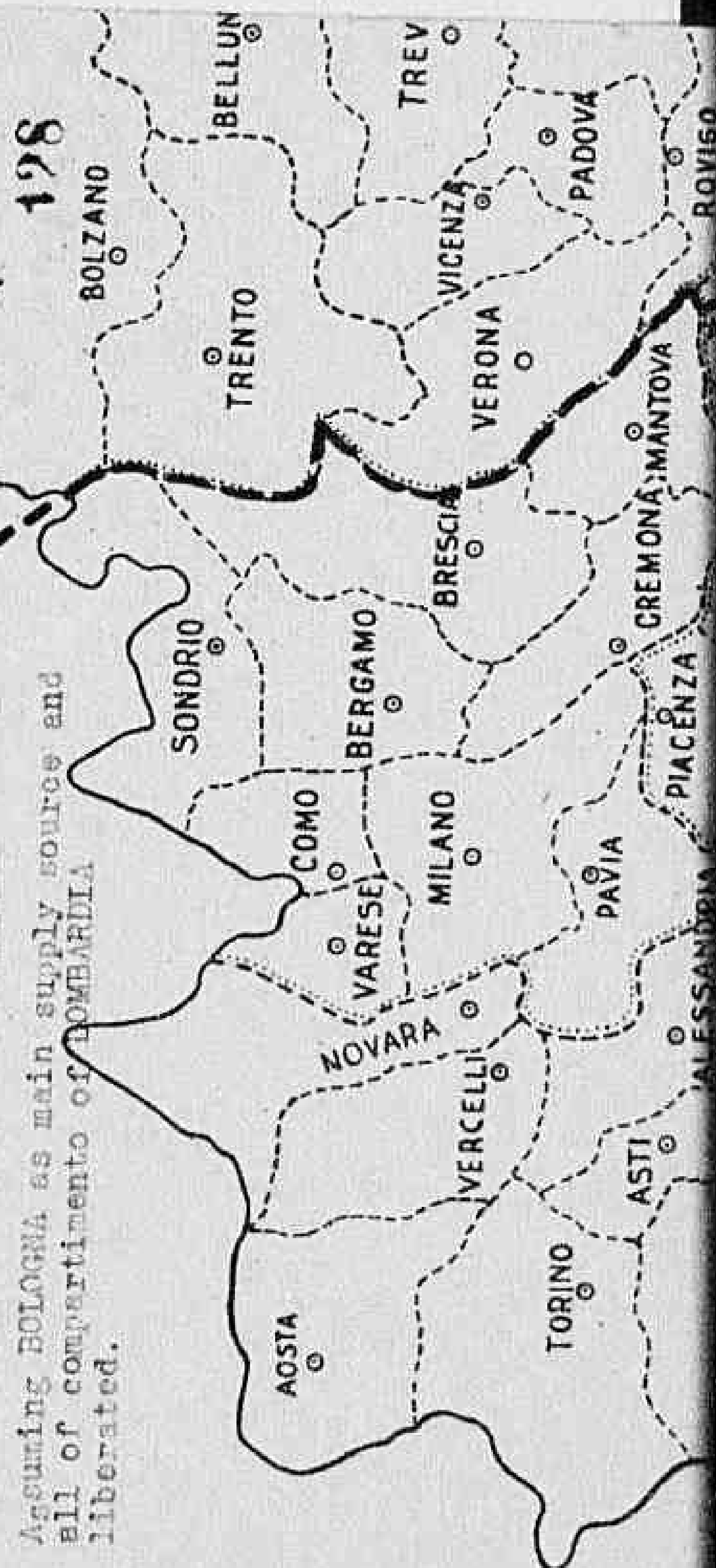
Assuming GENOVA as main supply source.

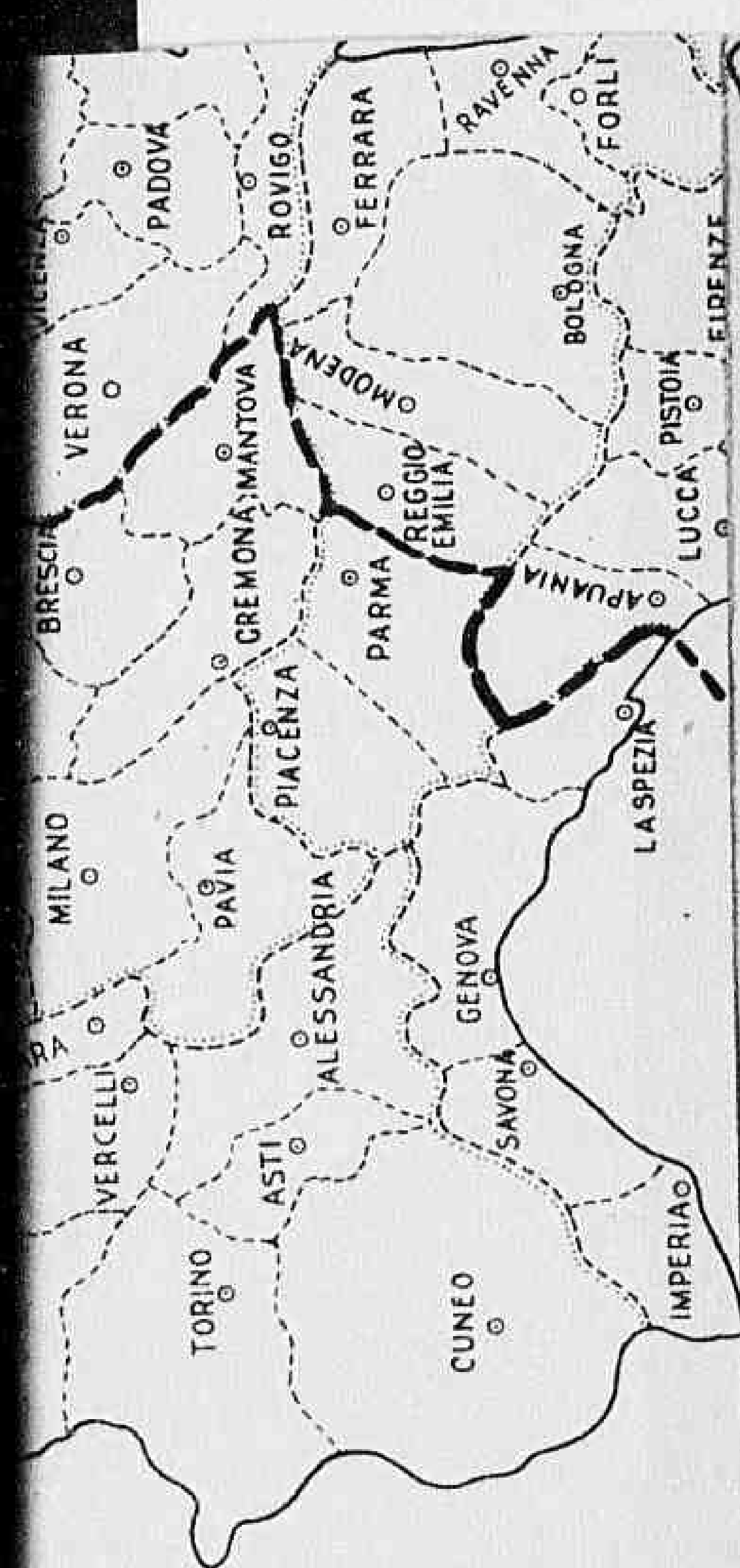


MAP NO. 2

Area included in distribution plan

Assuming BOLOGNA as main supply source and all of compartmento of BOMBARDIA liberated.



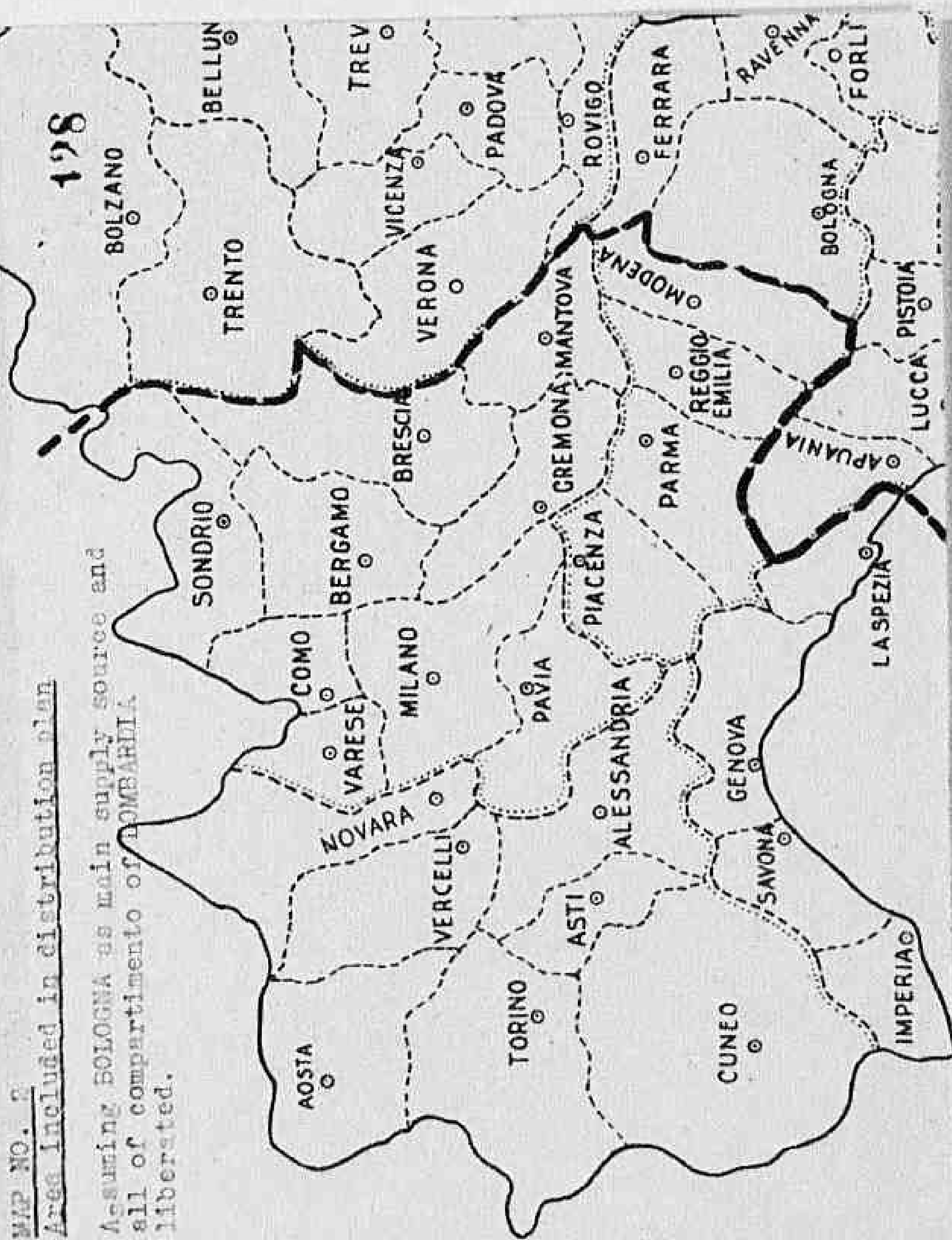


MAP NO. 2

Area included in distribution plan

Assuming BOLOGNA as main supply source and
all of compartmento of LOMBARDIA
liberated.

198

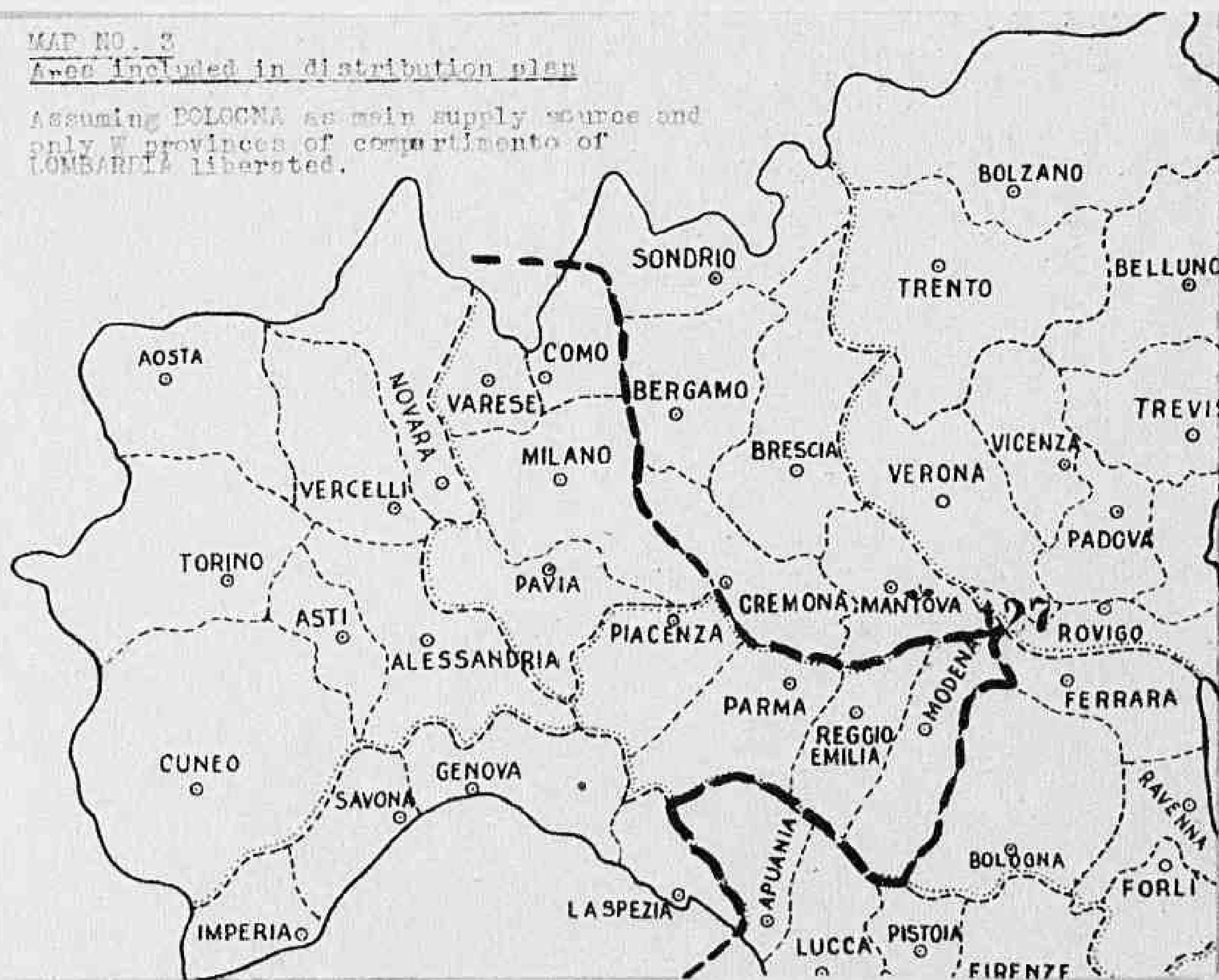


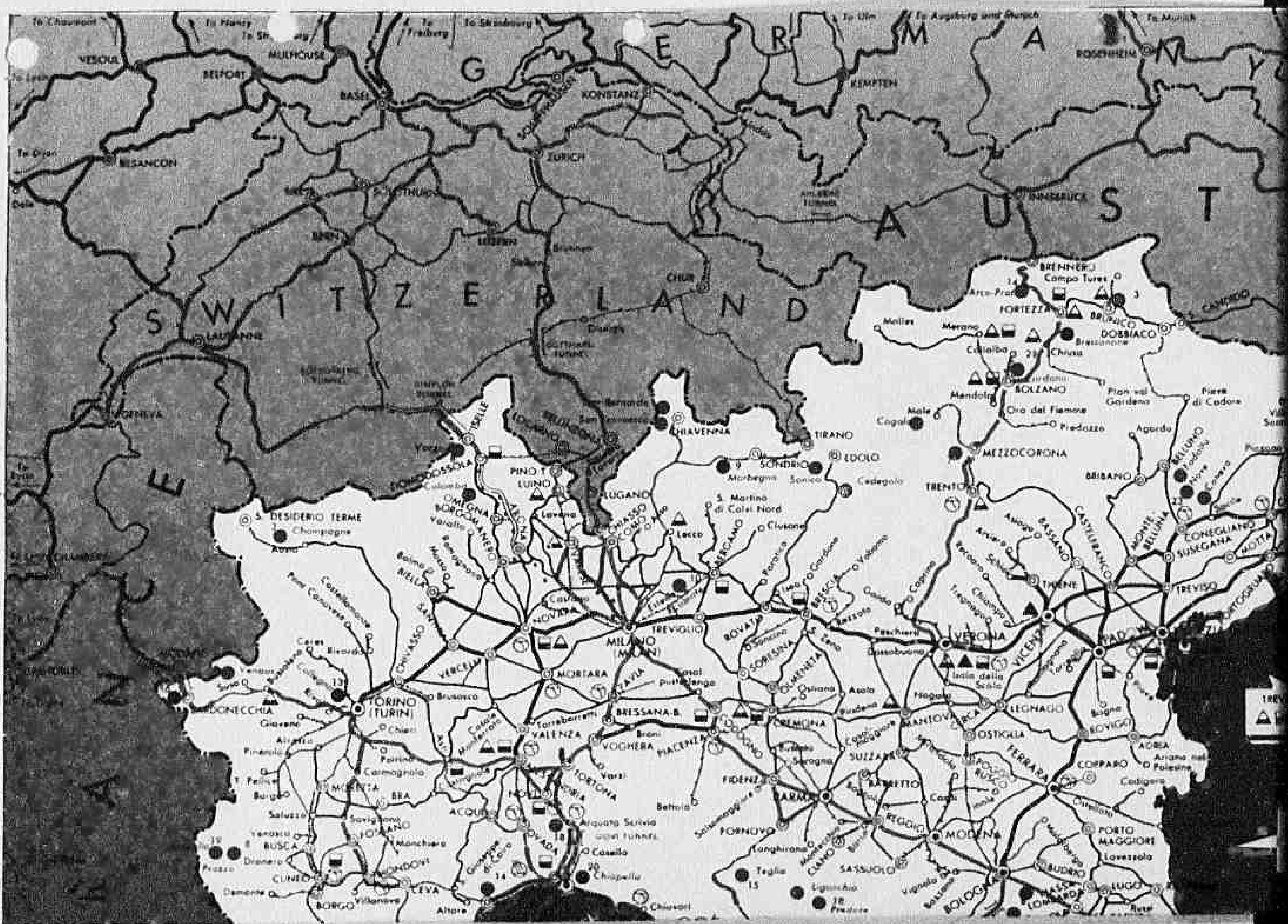
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MAP NO. 3

Area included in distribution plan

Assuming BOLOGNA as main supply source and only W provinces of compartmento of LOMBARDIA liberated.







ITALY RAILROADS AND RAILROAD FACILITIES

Steam

RAILROADS

Electric

NATIONAL

STANDARD GAUGE, DOUBLE TRACK
STANDARD GAUGE, DOUBLE TRACK,
ELECTRIFICATION PROJECTED
STANDARD GAUGE, SINGLE TRACK
STANDARD GAUGE, SINGLE TRACK,
DOUBLE TRACKING AND
ELECTRIFICATION PROJECTED
STANDARD GAUGE, SINGLE TRACK,
ELECTRIFICATION PROJECTED
PROJECTED STANDARD GAUGE
NARROW GAUGE

PRIVATE

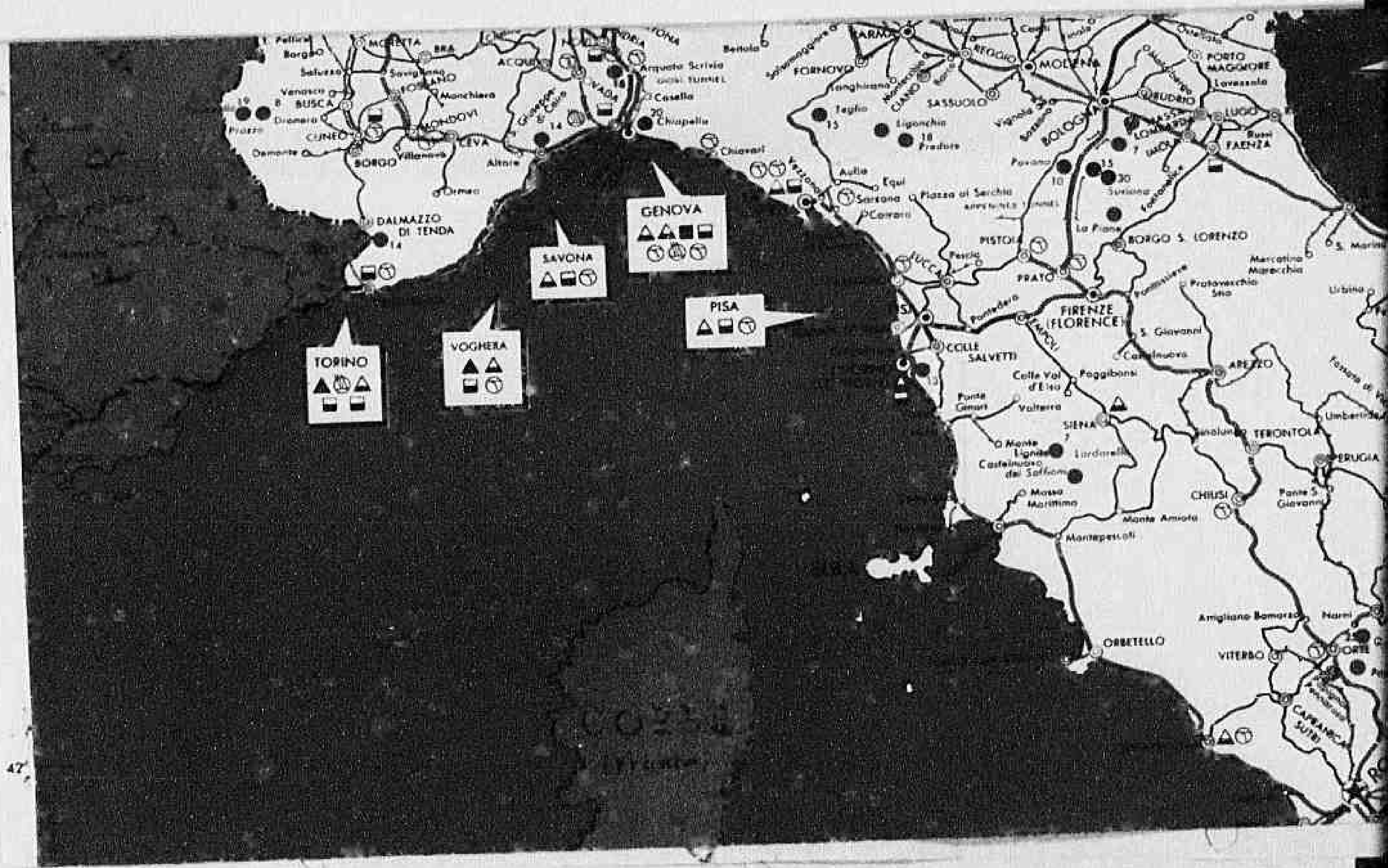
STANDARD GAUGE, DOUBLE TRACK
STANDARD GAUGE, SINGLE TRACK
NARROW GAUGE

RAILROAD FACILITIES

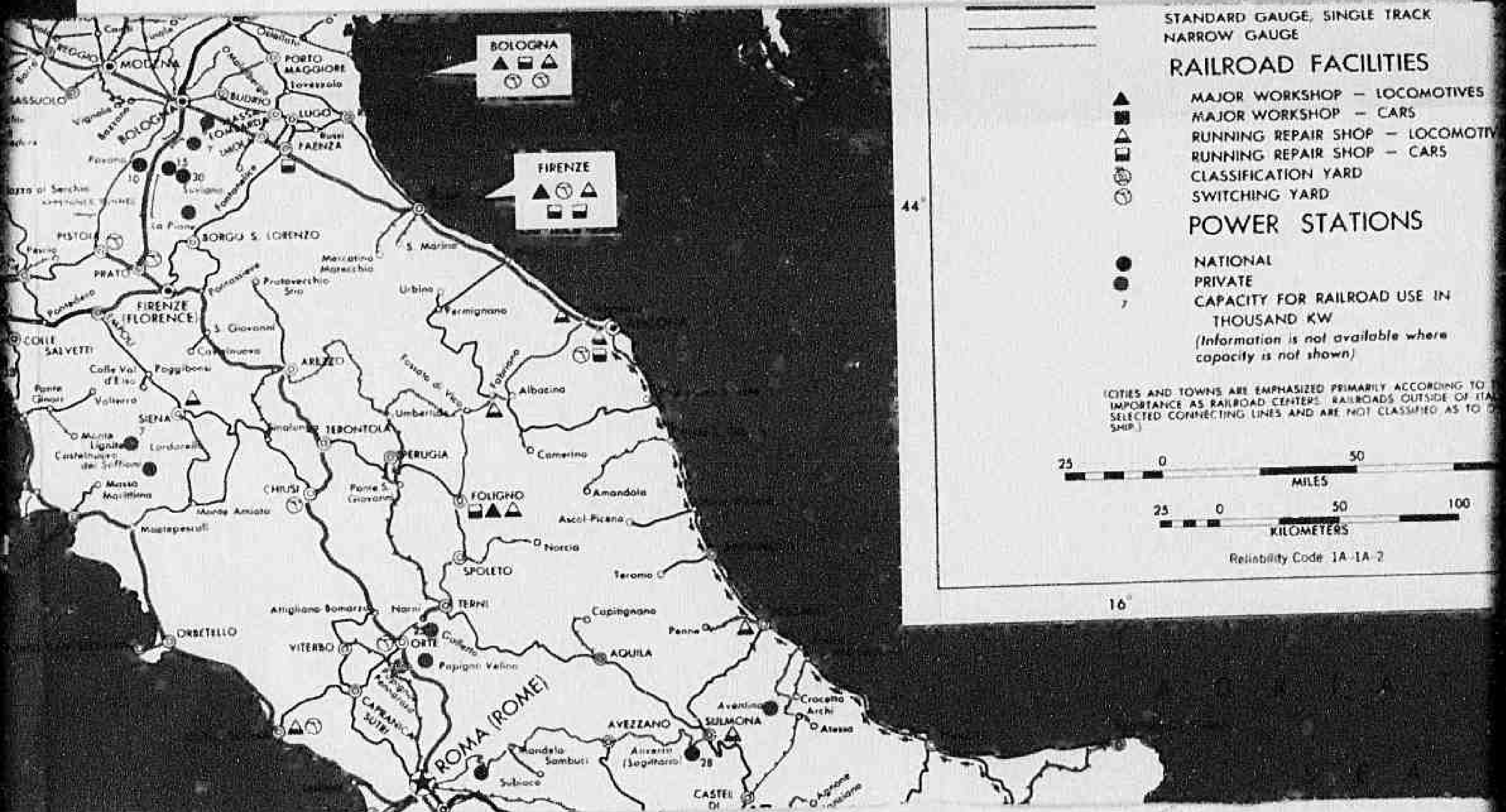
▲ MAJOR WORKSHOP — LOCOMOTIVES
■ MAJOR WORKSHOP — PASSENGER

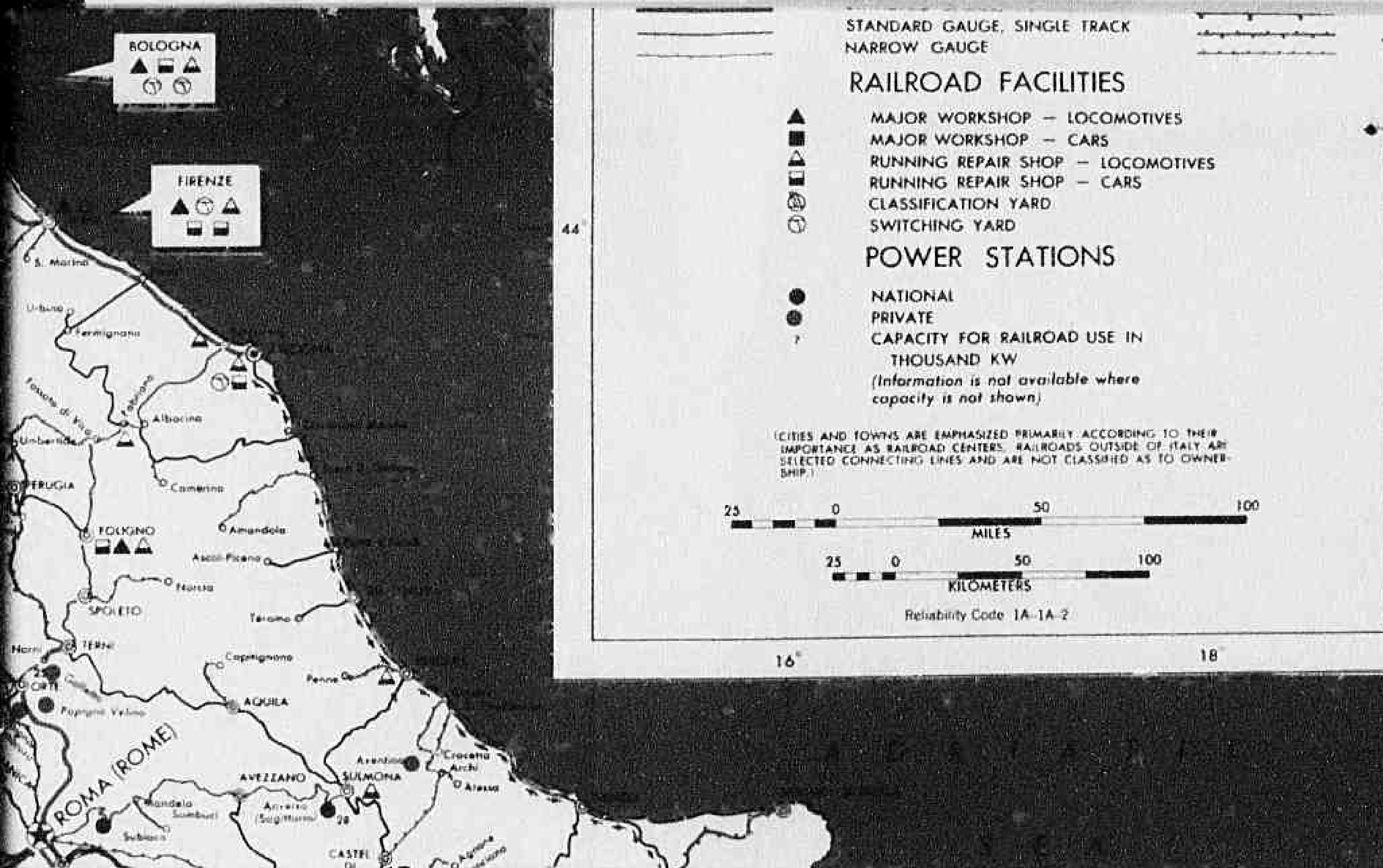
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44



47





0983

785015

20 12 42
DEC 26 1944

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HEADQUARTERS ALLIED COMMISSION
AFHQ 394
ECONOMIC SECTION

21 December 1944

1.00/ES

SUBJECT: Reclassification - "Outline Plan of Economic Operations in Northwestern Italy."

TO : Distribution list below

1. The document issued by the Economic Section, HQ Allied Commission, under date 30 Nov 44, "Outline Plan of Economic Operations in Northwestern Italy", with transmittal letter, subject as above, dated 7 Dec 44, should be immediately classified, TOP SECRET, by authority G-5, AFHQ (Ref. G-5 014.14-10 of 12 Dec 44).

2. You will immediately:

- a. Number each copy forwarded to you, with the number indicated as assigned to you on the distribution list below.

- b. Fill out and forward to this Headquarters the attached acknowledgment form.

27/12/44

27/12/44

27/12/44
12507/CC

Attachment

1 - Acknowledgment form

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27/12/44
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11/12/44
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Attachment

1 - Acknowledgment form

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Liaison Division	(3)	85-85
Message Centre	(3)	86-86
Political Section	(2)	89-90
DC of 3 Civil Affairs Sec	(2)	91-92
Disp Pers & Rep S/C	(2)	93-95
Local Govt S/C	(2)	96-97
Patriots Branch	(1)	98
Pub Safety S/C	(2)	99-100
Security Division	(2)	101-102
Pub Health S/C	(4)	103-106
Legal S/C	(3)	107-108
Education S/H	(1)	109-110
Monuments, Fine Arts & Arch S/C	(2)	111-112
DC of 3 Economic Section	(5)	113-117
Requisition Division	(1)	118
Agriculture S/C	(3)	119-121
Industry S/C	(5)	122-127
Mining Division	(1)	128
Commerce S/C	(3)	129-133
Finance S/C	(10)	134-143
Prop Control Division	(2)	144-145
Labor S/C	(2)	146-147
Food S/C	(5)	148-153
Pub Gas & Util S/C	(1)	154-156
Transportation S/C	(7)	157-163
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Declassified E.O. 12356 Section 3.3/NND No. 785015

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DEC 8. REC
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HEADQUARTERS ALLIED COMMISSION
A.O. 394
ECONOMIC SECTION

7 December 1944

SUBJECT: Outline Plan of Economic Operations in Northwestern Italy
To: Distribution list below

Attached is a paper setting out present plans for economic activities of A/AC in Northwestern Italy when it has been freed from enemy occupation.

[Signature]
A.C. ANTOLINI
Acting Deputy Chief of Staff
Economic Section

Distribution List:

	copies
Distribution List "A", Group I, less Establishment Section	114
AFHQ, G-3 Section	40
AFHQ	2
AFHQ	2
AFHQ Fifth Army	5
AFHQ Eighth Army	5
Regional Commissioners	
Veneto Region	5
Lombardia Region	5
Liguria Region	5
Emilia Region	5

(2)

"NW Planning"

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PA Ser 1.00/ES of 21 Dec 4

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ECONOMIC SECTION

OUTLINE MAP OF ECONOMIC RECOVERY

1

RECOVERED FROM

0988

Declassified E.O. 12356 Section 3.3/NND No. 785015

123

OUTLINE PLAN OF JOINTED OPERATIONS

III

NOVEMBER 1944

20 November 1944

~~CONFIDENTIAL~~

(1)

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(1)

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1) Establish and maintain price ceilings.

2) Make periodic reports, collect pertinent statistical data, inventories, etc., for the use of Headquarters AG.

3) In general, to carry out the chief military mission of the Government in forward areas, AG, which are: (1) to save shipping and internal transportation by maintaining the contribution of local resources to the Allied forces; (2) to maintain a tranquil rear for the fighting forces by providing for the indispensable needs of the civilian population.

SALT AND MISCELLANEOUS - 11 TONS

FOOD

5. Emergency food rations have been planned as follows:

a) Flour. Ration basis for flour will depend on available stocks, milling conditions, transport, etc. The ration basis (on which the table of requirements is prepared) is 6 lb. per person, providing for 100 grams of flour per person per day. This ration will provide 200 grams of bread per person per day. It is noted that corn and rice may be used in sufficient quantities to add to this basic flour ration, in which case a total grain ration of 300 grams per day may be possible.

Plans call for:

(1) Five days flour ration to every ration card holder.

(11) Thirty days flour ration for persons in cities over 50,000 population.

(111) One-half of a month's flour supply to be held in reserve in each storage maintained by AG is extensive.

b) Miscellaneous supplies (except salt and soap) to persons in cities over 50,000 for the first two months.

c) Miscellaneous supplies (except salt and soap) to distressed areas, hospitals, and other selected special classes (estimated at one-tenth of the population).

d) Salt for the total population.

e) Soap for hospitals, refugees, and other selected special classes, as required by the local AG.

f) Salt and oil for the hospitals and sick, estimated at 10% of the total population.

PAGE 11 - SUB-COMMISSION LISTS

FOUR

5. Emergency food rations have been planned as follows:

a) flour. ration basis for flour will depend on available stocks, milling capacity, etc. The minimum ration (at least) for the ratio of requirements in paragraph 6 is based, provided for 160 grams of flour per person per day. This ration will provide 200 grams of bread per person per day. It is noted that grain and flour may be found in substantial quantities to add to this basic flour ration, in which case a total grain ration of 200 grams per day may be possible.

There shall be:

- (i) five days flour ration to every ration card holder.
- (ii) thirty days flour ration for persons in villages over 50,000 population.
- (iii) one-half of a month's flour supply to be held in reserve in case damage sustained by mills is extensive.
- b) as well as the above (except salt and sugar) to persons in villages over 50,000 for the first two months.

c) collections of salt (except salt and sugar) in distressed areas, for use in the collection of salt and sugar estimated at one-third of the total population.

d) Salt for the total population.

e) Sugar for hospitals, refugees, and other selected special classes, as required by the United Nations Commission.

f) Milk and olive oil on a basis for hospitals and sick, estimated at 1/2 of the total population.

g) rations for special classes will be the same as ration scales in paragraph 6, except for example, heavy workers, under the present rationing system, will be provided 12 1/2 more than the basic ration.

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OUTLINE PLAN OF ECONOMIC OPERATIONS IN NORTHWEST ITALY

GENERAL

1. Definition of Area Covered.

For the purposes of this plan Northwest Italy is defined as the four regions of Lombardy, Piemonte, Lombardia, and Emilia. This area has a total population of roughly 14,700,000. Included in the area are three of the largest cities in Italy: Genova, Torino and Milan with a population of almost a million persons, where 25% of the pre-war Italian automobiles were manufactured, with a population of a million and a quarter; and Bologna, largest city and industrial center of Italy, where population exceeds top and a quarter million.

2. Plan of Outline.

This outline is divided into two principal parts. The first part deals with general matters of organization and function; the second part describes the plans of the several Sub-Committees in the Economic Section with respect to Northwest Italy. It is impossible for the plans of certain Sub-Committees to be detailed and exact. For example, emergency feeding of the population is planned by the Food Sub-Committee on an amiable basis, while it is difficult for the Public Works and Utilities Sub-Committee to state even a priority of operations until preliminary surveys can be made of the state of public utilities in the area.

PART I - ORGANIZATION

3. Experienced teams of officers have been or will soon be assigned by each Sub-Committee to supervise operations in Northwest Italy upon the liberation of part or all of this area. These officers, who will be working in forward areas, will be alerted to move in within four hours' notice into the liberated areas. They will eventually set up the working direction of the various economic offices in regional and provincial headquarters. Each officer will handle principally matters pertaining to his own assignment, but will, of course, work in cooperation with all parts of other Sub-Committees where their work is closely related.

4. In general, these officers will have the following duties in their respective areas:

- a) Advise regional and provincial governments, and aid them in classifying and implementing AC policy.
- b) Aid in the organization and reactivation of Italian Governmental agencies at all levels; assist in establishing inter-coordination among local and regional offices agencies and the Allied Armed Forces.
- c) Determine or aid in determining supply requirements and other economic needs and facilitate distribution of available supplies.

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2. Plan of Operation.

This outline is divided into two principal parts. The first part deals with general matters of organization and function; the second part describes the plan of the several Sub-Commissions in the Economic Section with regard to the Italian economy. It is impossible for the plans of certain Sub-Commissions to be detailed and exact. For example, emergency feeding of the population is planned by the Food Sub-Commission in considerable detail, while it is difficult for the Public Works and Utilities Sub-Commission to state even a majority of operations until preliminary surveys can be made of the state of public utilities in the area.

PART I - ORGANIZATION

3. Experienced teams of officers have been or will soon be assigned by the Sub-Commission to supervising operations in Northwest Italy upon the liberation of part or all of this area. These officers, who will be working in forward areas, will be alerted to open "hot lines" with the liberated areas. They will eventually act as and assume direction of the various economic offices in Rome and the provincial headquarters. Each officer will handle principally matters pertaining to his own assignment, but will, of course, work in cooperation with officers of other Sub-Commissions where their work is closely related.

4. In general, these officers will have the following duties in their respective fields:

- a) Advise Regional and Provincial Commissions, and aid them in clarifying and implementing AC policy.
- b) Aid in the organization and reactivation of Italian Government agencies at all levels; aid in analyzing current economic needs and actions; liaison agencies and the Allied Armed Forces.
- c) Determine on aid in determining supply requirements and other economic needs and facilities; distribution of available supplies.
- d) Work with the Security Group in regard to the political wishes of Italian officials for positions having to do with economic affairs.
- e) Assist in determining needs and supplies of restricted materials, and develop plans for maintaining stocks. (This information is furnished to the AC Headquarters for action through the local Economic Board activity.)

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(1)

AGRICULTURE

10. General:

The duty of agricultural officers is that of organizing and supporting the Italian agricultural administration, and not one of "directing". Their duty is not to organize the functions of Italian agricultural services or to carry on actual agricultural work.

11. Each Regional Agricultural officer will provide each Provincial Commissioner with the following agricultural information for the use of the Provincial AG staff. Most of these materials have already been prepared and made available to Regional Agricultural offices. Where the information is dependent on surveys to be made within the area, the surveys will be made under the direction of Regional Agricultural officers.

- Unit 1 Italian personnel list. Key officials in Provincial offices.
- Unit 2 Information concerning Italian agricultural agency organization and functions.
- Unit 3 "Reactivation of Italian Agriculture", a green booklet with distribution list.
- Unit 4 General Order 26, covering the clearing of wheat and barley, which has been and will be placed in forward areas.
- Unit 5 Basic crop data, including area data, data on crops, cost and yield requirements.
- Unit 6 General crop and livestock data.
- Unit 7 Farm machinery numbers and estimates of 1943 fuel requirements.
- Unit 8 Estimates of required manure and organic fertilizers (other than fuel) for 1943.
- Unit 9 Olive oil harvest and other sources applicable to the area.
- Unit 10 List of crops to be assessed and prices at which to be assessed.
- Unit 11 Division information on questionnaire in Appendix B, P. 17, in "Reactivation of Italian Agriculture."
- Unit 12 1944-45 production program, with recommended lines of action to implement same.
- 12. The following will be sent to each Provincial office with agricultural will be per-
formed by agricultural officers:

11. Each National Agricultural Officer will provide each Provincial Commissioner with the following information for the use of the Provincial AG staff. Some of these materials have already been prepared and made available to Regional Agricultural Officers. Where the information is dependent on surveys to be made within the area, the surveys will be made under the direction of Regional Agricultural Officers.

- Unit 1 Italian personnel list. Key attached to Provincial Officer.
 - Unit 2 Information concerning Italian agricultural agency organization and facilities.
 - Unit 3 "Reactivation of Italian Agricultural Area", a green booklet with distribution list.
 - Unit 4 General Order 26, covering the harvesting of wheat and barley, which has been and will be found in forward areas.
 - Unit 5 Requisition Data, including area lists, date on pump, tower and fuel requirements.
 - Unit 6 General area and livestock data.
 - Unit 7 Peru machinery numbers and estimates of 1945 fuel requirements.
 - Unit 8 Estimates of required various agricultural supplies (other than fuel) for 1945.
 - Unit 9 Olive oil stores and other supplies applicable to the area.
 - Unit 10 List of areas to be searched and wires at which to be searched.
 - Unit 11 Provide information on Quarantine in Appendix 2, 3, 17, in "Reactivation of Italian Agriculture."
 - Unit 12 1944-45 Production Program, with recommended lines of action in implementation.
12. The following specific duties connected with agriculture will be performed by agricultural officers:
- a) Stocking of warehouses for ammunitions and for agricultural supplies.
 - b) Stocking of offices and transportation equipment for important agricultural agencies and areas.
 - c) Stocking of all machinery and machinery stocks for re-allocation or replacement, AG.

TOP SECRET

6. Table of food requirements for the first and second months. This assumes a ration population of 10,000,000; 10,000,000 in the first month; 10,000,000 in the second month; balance of 10,000,000.

Food	Grains/meal/day	Fruits/veg/day	Total	Total
			in	in
			1000	1000
Flour	150		150	150
Dried Vegetables	13		13	13
Meat & Vegetation	13		13	13
Salt	13		13	13
Sugar	0.3		0.3	0.3
Rendered milk	10		10	10
Olive oil or fat	10		10	10

7. To meet above requirements, the following arrangements have been made:

a) All foods required for the first 30 days were scheduled to be in AC forward warehouses by 30 November 1944.

b) The second month's supply of dried vegetables, meat and vegetables, with the help we intended to be in forward warehouses by 30 November 1944. The second month's supply of flour is to be in forward warehouses by 15 December 1944.

c) It is expected that planned shipments of milk, sugar, fats, soups and grains will have arrived to take care of further needs.

8. The following program has been adopted to reduce to a minimum the necessary demands on port shipping:

a) These items will be blocked: sugar, wheat, rice, corn, olive oil, and certain milk products (those which can be kept for a period of 30 days, such as condensed milk).

b) All supplies of refined concentrates are to be blocked immediately for further allocation and distribution.

c) Local grain is to be utilized at the first opportunity.

d) Stockpiles will be set up as soon as possible in Geneva.

Adopted steps will be taken to the financial costs.

9. Other planned arrangements:

a) The relative mail ration is set by the Army to civilian laborers.

Item	Quantity/Weight/Size	Quantity/Weight/Size	Quantity/Weight/Size
Flour	100	100	100
Wheat	100	100	100
Wheat & Vegetables	100	100	100
Salt	100	100	100
Sugar	100	100	100
Peas	100	100	100
Olive oil or fats	100	100	100

7. To meet above requirements, the following arrangements have been made:
- All foods required for the first 30 days were scheduled to be in AC forward warehouses by 30 Nov. 1944.
 - The wheat supply of dried vegetables, meat and vegetables, milk and oil was scheduled to be in forward warehouses by 30 November 1944. The second month's supply of flour is to be in forward warehouses by 15 December 1944.

- It is expected that planned shipments of milk, sugar, fats, soap and grain will have arrived to take care of further needs.

8. The following program has been adopted to reduce to a minimum the necessary demands on import shipping:

- These items will be blocked: sugar, wheat, rice, corn, olive oil, and certain milk products (those which can be kept for a period of 15 days, such as condensed milk).

- All supplies of rationed commodities are to be blocked immediately for further allocation and distribution.

- Local grain is to be milled at the first opportunity.

- Stockpiles will be set up as soon as possible in Japan.

- Adequate stocks will be set up in the provincial capitals.

9. Other planned arrangements:

- The military mail which is fed to the Army to civilian laborers working for the Allies will be reduced from 100,000 tons only to the quantity of 10,000 tons. This reduction will be the consequence of the reduction of the military mail, as stipulated in JMWG and the letter of 4/1/44 of 5 February 1944.

- The rationing program will be that worked out in presently-occupied territories by AC Headquarters and the Federal Reserve Bank of Germany. It is, (a) to be working on a stock report on all supplies, (b) to be working on a stock report on all supplies, and (c) to be working on a stock report on all supplies.

TOP SECRET

- d) In conjunction with officers of Industry Sub-Commission, dealing to the blocking of factories which produce machinery and critical agricultural supplies.
- e) Assisting in determinations as to movement of agricultural supplies.
- f) In conjunction with Public Works and Utilities officers, determining bondable and irrigation projects to be repaired immediately.
- g) Aiding in completing the massing of commodities.
- h) In conjunction with the Prefects and Inspector General, organizing Provincial and central agricultural committees as soon as possible.

15. Fisheries. Agricultural officers will:

- a) Put the Captains of the Ports in touch with the Provincial Commission. (The Capt. Captain, who has always and jurisdiction over fishing, know the operations and their equipment. There is a Captain of the Port or a Delegate of S. Aggria at every fishing village.)
- b) Apply the procedure in Fisheries outlined on pages 20 to 30 in "Classification of Italian Agricultural Law."
- c) Get answers, through the Provincial Commissioners to the questions on the following forms:

- (1) Questionnaire per i Pescatori (Form A) AGP/511.
- (12) Questionnaire per gli Stabilimenti Conservieri (Form B) AGP/504.
- (111) Questionnaire per i Cantieri e per le Ditta Costruttrici di Attrezzati per i Pesca (Form C) AGP/512.

- d) Make recommendations for needs based on answers to these questionnaires.

16. Forestry. Agricultural officers will:

- a) Obtain a list of all members of Royal Forest Corps on duty and submit it to AC Headquarters with recommendations for any changes.
- b) Appoint acting heads for Royal Forest Corps Group Commands (Provincial and Legion Commands).
- c) Instruct Provincial (or any) Commands of Royal Forest Corps to:
 - (1) Obtain statistics on amounts of charcoal and fuelwood on

- g) Aiding in completing the mapping of communities.
- h) In consultation with the Prefect and Regional Agrarian, organizing Provincial and communal agricultural commissions as soon as possible.
13. Ministry. Agrarian and officers will:
- a) For the Prefect of the parts in touch with the Provincial Commission. (The most important, who have always had jurisdiction over fishing, know the conditions and their equipment. There is a Captain of the Port or a Delegation of the Prefect at every fishing village.)
 - b) Apply the procedure on fisheries outlined on pages 20 to 30 in "Reclassification of Italian Agrarian."
 - c) Give answers, through the Provincial Commissioners to the questions on the following forms:
 - (i) Questionario per i Pescatori (Form A) AGP/511.
 - (ii) Questionario per gli Stabilimenti Conservatori (Form B) AGP/504.
 - (iii) Questionario per i Cantieri e per le Ditte Costruttrici di Abitacoli per la Pesca (Form C) AGP/512.
 - d) Make recommendations for funds based on answers to these questionnaires.

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14. Forestry. Agrarian and officers will:
- a) Obtain a list of all members of Royal Forest Corps on duty and submit it to AG Headquarters with recommendations for any changes.
 - b) Appoint acting head for Royal Forest Corps Group Commands (Provincial) and Legion Commands.
 - c) Instruct Provincial (Group) Commands of Royal Forest Corps to:
 - (i) Obtain statistics on amounts of charcoal and fuelwood on hand.
 - (ii) Prepare a six-month "Production and Distribution Plan for Fuelwood and Charcoal."
 - d) Obtain from Army and Navy Department Officer monthly requirements for fuelwood and charcoal and submit figures to Provincial Royal Forest Corps for inclusion in six-month plan for production.
 - e) Instruct Provincial Royal Forest Corps to:
 - (i) Obtain information requested by Sawmill questionnaires furnished in 1915.

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- (14) Take steps necessary to insure immediate production of finished and shrouded.
- (15) Supply to Provincial Agricultural Officer their recommendations for proper functioning of the Corps and for increasing production of finished and shrouded.
- (16) Call a Regional meeting of Prefects, members of Royal Forest Corps, representatives of Senate and Commercial Agency for the purpose of adopting a uniform price policy and removing obstacles placed by commerce, private owners, etc., against timber cutting for fuel.

CONCLUSION

- 15. No specialist staffs from HQ headquarters are contemplated. Civilian specialists will be employed.
- 16. Commerce officers will:
 - a) Receive and distribute among the Provincial commerce goods, such as textiles, clothing, shoes, etc., including goods produced locally.
 - b) Assist Provincial Supply Officers in the making of inventories and in blocking of non-essential materials shown are controlled by the Allied Forces Local Resources Board or by the Italian Government.
 - c) Keep essential goods and materials in short supply under supervision by inventories, freezing or blocking, and release, thereby preventing hoarding, speculation and clandestine sales, and in turn enabling distribution, especially to the needy. A list is attached showing the commodities on (1) the existing controlled list, (2) the restricted list, and (3) the list of materials under the control of the Italian Government only.
 - d) Receive demands for controlled materials from Provincial Supply Officers. Collect and enter them as to classification, quantities, and urgency. Forward them to the Sub-Commission for presentation to appropriate authority of the Allied Forces Local Resources Board.
 - e) Develop controls on sales outlets for goods that may get into black market operations.
 - f) Assist state security district officers in matches, tobacco, etc., in their operations.
 - g) Allocate raw materials and restrict production of non-essential goods which are found in the area, fuel, etc.

COMMENTS

15. No specialist staffs from AC Headquarters are contemplated. Civilian specialists will be employed.
16. Commerce officers will:
 - a) Receive and distribute among the Provincial authorities goods, such as textiles, clothing, shoes, etc., including goods produced locally.
 - b) Assist Provincial Supply Officers in the making of inventories and in the making of non-essential materials which are controlled by the Allied Forces Local Resources Board or by the Italian Government.
 - c) Keep essential goods and materials in short supply under supervision by inventories, recording or blocking, and release, thereby preventing hoarding, speculation, exorbitant sale, and in using equitable distribution, especially to the needy. A list is attached showing the commodities on (i) an existing controlled list, (ii) the restricted list, and (iii) the list of materials under the control of the Italian Government only.
 - d) Receive and issue for distribution materials from Provincial Supply Officers. Collate and forward them as to quantities, quantities, and usage. Forward them to the Sub-Commission for presentation to appropriate authorities of the Allied Forces Local Resources Board.
 - e) Exercise control of sales outlets for goods that may get into black market operations.
 - f) Assist state authority distribution of matches, tobacco, etc., in their operations.
 - g) Allocate raw materials and restrict production of non-essential goods within the limits of power, fuel, etc.
 - h) Facilitate procurement, movement, and handling of goods for export, as directed by Foreign Trade Section, Commerce Sub-Commission.
17. Commerce officers will as soon as possible work out a Planning Program for their region or area, along the following lines:
 - a) Confer with Provincial officers, Ufficio Provinciale del Commercio ed Industria and the Chief Civil Commerce, Industry, and Agriculture, to determine needs, resources, and make of distribution of materials.
 - b) Determine and requirements of consumers goods, non-substance materials, to supply civilian essential needs.

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- c) Determine local availability in terms of stocks, production, current and projected for six months.
- d) Determine maximum import requirements from other parts of Italy and from abroad.

INDUSTRY

18. Emergency.

- a) The emergency phase of the industrial program is dictated by the immediate civil needs for food, clothing and shelter. The following industries are of first priority:

Food processing
Textile industry
Building materials (brick, timber, asbestos,
glass, stone, cement, etc.)

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

- b) Power production in Northwest Italy is 90% hydroelectric. Many industries will be heavily dependent on the restoration of power production. It will be essential to plan for the reactivation of plants which consume materials necessary to aid the Public Works and Utility Offices in their task of repairing the damage wrought by German bombardments.

- c) The steel industries are of first importance to transportation, repair work and construction and are therefore of high priority, but are dependent on power and import coal. Consequently, their reactivation must be first. A policy has been established to foster the production of spare parts and assemblies necessary for repair to existing machinery and transport, rather than the manufacture of complete new units.

19. An Industrial Coordination Committee has been set up under the ARMI, primarily to control the allocation of industrial plants in the North of Italy. Its formation is calculated to minimize a very serious allocation of factories, their output and the material they require. The procedure for industrial coordination in forward areas will be determined as soon as it has been adopted by the Committee.

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- a) The emergency base of the industrial program is dictated by the immediate civil needs for food, clothing and shelter. The following industries are of first priority:

Food processing
Textile industry
Building materials (brick, timber, asbestos, tiles, glass, cement, etc.)

With the cessation of brick and cement, the fuel and power requirements of these industries are relatively small, and they have the advantage of fairly high labor requirements.

- b) Power production in Northwest Italy is 90% hydroelectric. Many industries will be heavily dependent on the resumption of power production. It will be essential to plan for the reactivation of plants which are producing materials necessary to aid the public. Work will be in progress in their task of repairing the damage wrought by German occupation.

- c) The steel industries are a first importance to transportation, repair work and construction and are therefore of high priority, but are dependent on power and import coal. Consequently, their reactivation must be taken. A railway has been established to foster the production of iron, steel and assembling necessary for repair to existing machinery and transport, rather than the manufacture of complete new units.

19. An Industrial Coordination Commission has been set up under the AFMIF, primarily to control the utilization of industrial plants in the North of Italy. Its formation is calculated to restore a more orderly allocation of factories, their output and its distribution to other regions. The procedure for industrial coordination in forward areas will be discussed as soon as it has been adopted by the Commission.

Labor

20. Labor officers will take over existing civilian labor employment offices and establish new ones as required to supply labor for:

- a) The Armed Forces
b) Local clean-up work
c) Private industry

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21. Regional and Provincial Labor offices will be established and arrangements made for a constant of civilian directors. The function of these offices will be to adjust wages, arbitrate disputes over wages and working conditions, maintain periodic inspection of working conditions in plants, put up (or serve as) employment officer, collect statistics on cost of living, etc.

22. Labor officers will:

- a) Organize and staff of all government officials working originally established under the Italian Government (National Committee of Liberation), U. S. Army Unit, or British Army Unit, including the Deputy Assistant Director of Labor, Civil Labor Officer.
- b) Publish General Order No. 28 Labor Relations--together with pertinent rules and regulations. List of rules and regulations covering General Order No. 28 has been prepared for circulation.
- c) Establish current Armed Forces rates for civil employees of the Allied Forces, as promulgated by AFHQ.

d) Publish all approved wage survey orders.

(4) Public works (state and private) employees) are to be governed by current wage increase orders.

(4) Private industrial wages are to be governed by collective contracts or by any current wage increase order agreed upon with the Italian Government.

TRANSPORTATION

23. Railways.

a) Three AG officers are to be assigned to the regions of Piemonte, Liguria, and Lombardia. The groups will be delegated to supervise the Italian State Railways Divisions of Milano, Genova, and Torino, together with the Private Railways, Company, and Ferrovie. There is there only division, the groups will work, as a team, under the command of the railway officer stationed at Milan. It is considered that Italian Railways will be concerned primarily with inventories of stocks, surveys of rail tracks that are open or in need of repairs, and existing movements effected as rapidly as possible, based upon the network open part and the demands from supply officers. Rail officers may have to supervise the

2. Labor (Continued)

- a) Coordinate work of all government officers whether officially established under the Italian Government (National Committee of Liberation), U. S. Army Units, or Italian Army Units, including the Deputy Assistant Director of Labor, Civil Labor Offices.
- b) Publish General Order No. 22-Labor Relations--together with pertinent rules and regulations. A list of rules and regulations covering General Order No. 20 has been prepared for circulation.
- c) Establish current Armed Forces Rate for civil employees of the Allied Forces, as promulgated by AFHQ.
- d) Publish all approved wage increase orders.
 - (i) Public works (state and para-statal employees) are to be governed by current wage increase orders.
 - (ii) Private industrial wages are to be governed by collective contract or by any current wage increase order agreed upon with the Italian Government.

TRANSPORTATION

23. Railways.

- a) Three AG officers are to be assigned to the regions of Piemonte, Liguria, and Lombardia. The group will be delegated to supervise the Italian State Railway Divisions of Milano, Genova, and Torino, together with the Private Railway Company. Until the situation is thoroughly clarified, the group will work, as a team, under the command of an railway officer stationed at Milan. It is contemplated that initial studies will be concerned primarily with inventorying of stations, surveys of rail tracks that are open or in need of immediate repair, identifying movements effected as rapidly as possible, based upon the nearest open port and the demands from supply officers. Rail officers may have to reorganize the whole Italian Railway Division and bring engineers, etc., from the South to operate it.
- b) It is expected that railroad movements will be interrupted for a considerable period following German withdrawal from Northwest Italy. Demolitions are expected to be extensively heavy and the number of railway branches will at least be doubled, compared to the present situation as reported by Intelligence.
- c) Although no other lines exist from West coast or as in the Bologna division, there are only two railway routes directly from Southern Italy to the Northwest coast, via Genova by the coastal route, and through from the South, via Salerno by the coastal route. Lines, one of which has been removed by the Germans and the other track is likely to be seriously damaged, if not removed. For this reason, it is suggested that any more the railroads will be. It is over

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probably that the railway cannot be used at all for a considerable period. AC has no personnel for undertaking railway repairs or reconstruction. In this regard, it will be necessary to rely entirely on the Italian staffs--upon the Military Railway Services.

24. Ports.

It is recommended that the only port which could be used will be Genova. The operation of the port by AC will depend upon the extent to which the control may be relinquished by the military and in any case, it is possible that a berth may be required to clear 100 port of Genova after the German withdrawal. It is probable that La Spezia will not be capable of utilization, as it is unsuited for use as a naval base.

25. Road Transport.

Requisition was authorized to ARMG 14 Nov. '44 for 2,326 trucks (2 1/2 ton and 3 ton) for use in the winter season. Road transport from Livorno into Piedmont Italy. If the area is not liberated until spring, the number of trucks required will be increased to 3,785. A complete mobilization with all available statistics and estimates was presented in the requisition. With regard to transport Italy, the following are the quantities of Tonnage imports per month, broken down by destination:

Trieste	10,265.2 tons
Genoa	5,907.5 "
La Spezia	12,972.4 "
Grand Total	39,145.1 tons

26. Civilian Road Transport.

All Regional Committees and Regional Transport Officers have been furnished with a directive, dated 20 Nov. '44, to organize civilian road transport in any town. This directive is available under the ARMG plan, which has been thoroughly explained to Regional Transport Officers. The East Maritime Administration of AC is a part of the Ministry of Communications and organizes the civilian road transport and agencies established by the ARMG. It is now estimated that 12,000 civilian trucks will be necessary to carry food and supplies within the liberated movement in addition to the vehicles above mentioned as requisitioned. Regional Transport Officers have been supplied with the instructions of Post and Public Works, works and agents, as well as instructions in each Province.

27. Public Works and Utilities

Towns of specialists, engineers and electricians, have been assigned to work in the transport area where it is indicated. These are qualified to handle operations dealing with waterworks, roads, highways and bridges, public utilities and electrical generation and distribution. These officers are at present in

The operation of the ship by NO will depend upon the extent to which the and control may be relinquished by the military and in any case, it is possible that a party may be required to clear the port of Genoa after the German withdrawal. It is probable that the Genoa will not be capable of utilization, as it is adapted for use as a naval base.

25. Road Transport.

Inquisition was conducted to ASAC 14 Nov. 14 for 2,325 trucks (21 ton and 5 ton) for use this winter to carry food and supplies from Livorno into northern Italy. If the area is not liberated until spring, the number of trucks required will be increased to 5,735. Complete justification with all available statistics and estimates was presented in the requisition. With regard to Northwest Italy, the following are the quantities of food imports per month, broken down by destination:

Genoa	10,265.2 tons
Liguria	6,907.8 "
Lombardy	12,075.4 "
Northwest Total	39,248.4 tons

26. Civilian Road Transport.

All Regional Committees and Regional Transport Offices have been furnished with a directive, regarding the organization of civilian road transport in any town. This document is original, and under the EMAC plan, which has been thoroughly explained to Regional Transport Offices. The EMAC National Headquarters at Genoa is a part of the Ministry of Communications and organization on a national basis in civilian road transport and agencies established by the AR/AR. It is estimated that 1200 civilian trucks will be necessary to carry food and supplies within the liberated Northwest in addition to the vehicles above mentioned as requisitioned. Regional Transport Offices have also been supplied with the listings of Fiat and Lancia Depots, trucks and agents, as well as the locations of each province.

PUBLIC WORKS AND UTILITIES

27. Some of the military engineering officers, have been assigned to work in the Northwest area, which is as illustrated. These men are qualified in the operations involving waterworks, dredged highways and bridges, public utilities and electrical generation and distribution. These officers are at present in close contact with Engineering Office of the 3rd and 5th Armies and are thus aware of conditions and are now commencing them. When known, for example, which bridges have been destroyed, they may temporarily bridge the Army has built, now long term temporary bridges will last and whether contact can be obtained from the Army to rebuild them.

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22. In the absence of desired and accurate information concerning the extent of our designs and construction which will exist when the AG Regional Offices are not in, no such information is available. The general order of priority is:

(a) structure, (b) covering, (c) light and power, (d) communications. However, qualifications may be such as to require an entirely different order of priority. Results of a preliminary survey, for example, may be crucial in making possible the movement of food from existing warehouses.

23. The officials' procedure is to work with and consult with the Italian Government's agencies and specialists which will be required. They will acquire exact information as to the state of houses, specialists, and priority of work to be done. A complete reconstruction is not to be, including plans and facilities for materials and equipment for each plant or unit in a group which it is proposed to render as habitable.

24. In the case of public power plants, a construction program for several months ahead may be planned as soon as conditions are known. Such a program can then be used as a basis for planning for local resources and imported supplies.

25. The main work and building Sub-Commission has obtained small quantities of public power equipment, but has not been able to move on with its portable equipment. Plans are being made for use of the 25,000 KW power plant which is being built from the U.S. Preliminary arrangements call for its use in Livorno, in which case it will serve as a model of the area under consideration.

CONCLUSIONS

26. Hundreds of special instructions, forms, etc., have been prepared by the Finance Sub-Commission for the Finance Office officers in every phase of Finance work. A general knowledge of their instructions is given in the following paragraphs.

27. At the time these Finance Office instructions were prepared, the Finance Office was in the process of reorganization, and it was necessary to make certain that the Finance Office was in a position to handle the following:

a) The Finance Office is the office which is responsible for the Finance Office's work, and it is necessary to make certain that the Finance Office is in a position to handle the following:

b) Accounting for financial division in the area.

c) Administration of the Finance Office, including the Finance Office's work.

d) Supervision of the Finance Office, including the Finance Office's work. As long as the Finance Office is in a position to handle the Finance Office's work, it is necessary to make certain that the Finance Office is in a position to handle the following:

29. The following procedures are to be used with and applied to the Italian Government, Agencies and officials to which will be applied. They will require exact information as to the state of change, adaptation, and priority of work to be done. A complete regulation is to be made, including plans and justifications for material and equipment for each plant or unit in a group when it is proposed to repair or rehabilitate.

30. In the case of public power plants, a construction program for several years should be prepared, as well as construction and repair. Such a program can then be used as a basis for bidding for local resources and imported supplies.

31. The Electric and Hydraulic Sub-Committee has obtained small quantities of mobile power equipment in the last two years. The Army covers its own portable equipment. (Plans are now being made for use of 25,000 KW power which is being sent from the U.S. Preliminary arrangements call for its use in Livorno, for which there is a light survey of the area under consideration.)

APPENDIX

32. Hundreds of special instructions, forms, etc., have been prepared by the Electric Sub-Committee for the assistance of plant operators in every phase of plant work. A general description of their responsibilities is given in the following paragraphs.

33. As in other areas, Electric Sub-Committee, operating under procedures and policies laid down by the Electric Sub-Committee, Headquarters AG, will be responsible for the following:

a) See living all the necessary to the plant, and to the AG for its own administration, and, as necessary, to the Italian officials to cover Government responsibilities.

b) Accounting of all other activities.

c) Reconstruction and maintenance of the Italian revenue system.

d) Supervision of plant, technical, and financial expenditures. As long as Italy is in the military government, public money cannot be spent without prior approval of budgets by the appropriate Finance Office.

e) The operations of public, stock exchanges, and post office financial services, including the termination of which each Italian will be allowed to receive the same, etc., in a brief extent.

f) The planning of many new Electric plants.

g) The operations of other and commercial insurance companies.

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LIST OF UNCLASSIFIED AND FURNISHED MATERIALS

A. - MATERIALS CONTAINED BY APL (1)B.

(1) materials under control of Directorate for Intelligence Materials Committee, AFIS (1)B.

I. Metals - Ferrous.

1. Cable 3rd.
2. Machine 4 Ford 4th.
3. Structural Steel, mechanical inspection exceeding 5".
4. Ferrous 1st.

II. Metals - Non-Ferrous.

5. Brass, which is 1st.
6. Copper, which is 1st and 2nd.
7. Chromium.
8. Iron in 1st force.
9. Nickel.
10. Zirconium.
11. Tin.
12. Other metal for 1st force.

III. Other.

13. Casing 1st in the 1st force reserved for 1st force and 1st force reserves on Oct 4, 1st.
14. 1st force.

IV. Other Building Materials.

15. 1st force.
16. 1st force for 1st force.
17. 1st force.
18. 1st force & 1st force on Oct.

V. Other Building Materials.

19. Accumulators & Batteries.
20. Copper 1st & 1st force reserves.
21. 1st force 1st force.
22. 1st force 1st force.
23. 1st force.
24. Portable Generator.
25. Switch 1st force.
26. 1st force.
27. 1st force.

I. Metals - Ferrous.

1. Carbon steel.
2. Machine & Tool steel.
3. Structural Steel, a section dimension exceeding 6".
4. Primary Pig.

II. Metals - Non-Ferrous.

5. Brass, yellow treated.
6. Copper and silver, 90% min.
7. Aluminum.
8. Lead in all forms.
9. Tin.
10. Cadmium.
11. Zinc.
12. Silver metal for bearings.

III. Plastics.

13. Specialty plastics, in unlimited reserves for British and American security in G.I. & M.
14. Plastics.

IV. Other Military Materials.

15. Soap.
16. Paper for pads.
17. Tents.
18. Linen, Laminated Oil.

V. Electrical Materials.

19. Insulated & Butcher.
20. Copper and Aluminum conductors.
21. Electric light bulbs.
22. Lead to Lead Piping.
23. Motors.
24. Portable generators.
25. Switches.
26. Transformers.
27. Wiring rods.
28. Wire and Cables.

VI. Industrial, Office & Household.

29. Gas bottles and containers.
30. Ammunition.
31. Castles, Bells.
32. Castles, Corbels.
33. Bone Ash.

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(2) Material under category 1 of MFRM, under Foreign Embassies, AFM/FB.

13. Items: raw, use and maintenance (excluding binders).

14. Items: raw, use and maintenance (excluding binders).

15. Items: raw, use and maintenance (excluding binders).

B. - MATERIALS FOR THE PRODUCTION OF THE FOLLOWING: CIGARETTES FOR CIVILIAN USE.

1. Tobacco.

2. Tobacco products.

3. Tobacco products.

4. Tobacco products.

5. Tobacco products.

C. - MATERIALS FOR THE PRODUCTION OF THE FOLLOWING: CIGARETTES FOR MILITARY USE.

1. Tobacco.

2. Tobacco products.

3. Tobacco products.

4. Tobacco products.

5. Tobacco products.

6. Tobacco products.

7. Tobacco products.

8. Tobacco products.

9. Tobacco products.

10. Tobacco products.

11. Tobacco products.

12. Tobacco products.

13. Tobacco products.

14. Tobacco products.

15. Tobacco products.

16. Tobacco products.

17. Tobacco products.

18. Tobacco products.

19. Tobacco products.

20. Tobacco products.

21. Tobacco products.

22. Tobacco products.

23. Tobacco products.

24. Tobacco products.

25. Tobacco products.

26. Tobacco products.

27. Tobacco products.

28. Tobacco products.

29. Tobacco products.

30. Tobacco products.

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