

ACC 10000/148/209

201/TN/1

GENERAL TRANSPORTATION (NORTH WEST ITALY)

NOV. 1944 - AUG. 1945

1070

SECRET

ALLIED FORCES HEADQUARTERS

G-4 (Nov 1/6) D/5B

Tele FREEDOM 395

9 Aug 45

G-4 (Nov & En)

SUBJECT : Railway and Port Working Allied Zone
VENEZIA GIULIA

TO : HQ XIII Corps

Copies to : Commander-in-Chief MEDITERRANEAN
HQ Allied Commission, ITALY
DERS ITALY
D En
Movements, HQ XIII Corps
DIXIE TRUST
SAGS
Log Plans
G-5
Financial Adviser (Brit)
Office of US Political Adviser
Office of British Resident Minister

1. The following instructions are issued in order to amplify the general instructions already issued regarding VENEZIA GIULIA, with particular reference to the administrative implications of the agreement between the Supreme Allied Commander and the Yugoslav High Command.

2. RAILWAYS

- (a) DERS ITALY will be responsible for the operation of the railway system in VENEZIA GIULIA, WEST of the MORGAN line. The responsibility for the operation of the system EAST of the MORGAN line will be that of the Yugoslav Government.
- (b) XIII Corps will be responsible for allocating available capacity over the system WEST of the MORGAN line, subject to such priorities as may be laid down by AFHQ.
- (c) XIII Corps will be responsible for setting up in conjunction with the Yugoslav authorities the Railway Joint Operating Committee referred to in Appendix I of the agreement between the Supreme Allied Commander and the Yugoslav High Command. The Chairman of the Committee will be nominated by DERS and should be a senior officer not below the rank of Lt Col. The Allied members will include a representative of Movements XIII Corps.
- (d) The Joint Operating Committee should confine itself to
 - (i) considering questions regarding the movement of traffic between the Allied and Yugoslav Zones.
 - (ii) Dealing with policy matters regarding railway operation, use of railway facilities and railway finance which affect both Allied and Yugoslav Zones.

SACS

Log Plans

G-5

Financial Adviser (Brit)

Office of US Political Adviser

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- (b) XIII Corps will be responsible for allocating available capacity over the system WEST of the MORGAN line, subject to such priorities as may be laid down by AMHQ.
- (c) XIII Corps will be responsible for setting up in conjunction with the Yugoslav authorities the Railway Joint Operating Committee referred to in Appendix I of the agreement between the Supreme Allied Commander and the Yugoslav High Command. The Chairman of the Committee will be nominated by DMRS and should be a senior officer not below the rank of Lt Col. The Allied members will include a representative of movements XIII Corps.
- (d) The Joint Operating Committee should confine itself to
- (i) considering questions regarding the movement of traffic between the Allied and Yugoslav Zones.
- (ii) Dealing with policy matters regarding railway operation, use of railway facilities and railway finance which affect both Allied and Yugoslav authorities.
- (e) DMRS should allow the Yugoslavs the use of facilities in the Allied Zone such as workshops where these are not available in the Yugoslav Zone. A separate account will be kept of all services and materials supplied to the Yugoslavs.
- (f) Going to the general shortage of rolling stock in ITALY, it is essential that there should be no loss of wagons to JUGOSLAVIA. DMRS should ensure the Joint Operating Committee makes no agreement which results in the movement of wagons into JUGOSLAVIA without immediate replacement from that country.

Continued/.. (g) ..

(g) The operation of the railways in the Allied Zone will be financed by AMF XIII Corps. MRS will be responsible for keeping the necessary accounts so that any financial adjustments can be made subsequently.

3. PORT OF TRIESTE

- (a) The port of TRIESTE will be operated as a British military controlled port. Berths will be allocated for civil ships on arrival by the Port Control Committee depending on military requirements at the time.
- (b) In the case of civil ships, military responsibility will be limited to ensuring these ships are handled efficiently and expeditiously. To this end the military authorities will co-operate with all civilian agencies concerned to ensure, subject to military priorities, an adequate supply of clearance facilities, railway wagons, cargo handling gear, tugs, lighters and floating equipment.
- (c) (i) Ships carrying full cargo of military equipment and supplies, and/or AMF supplies for AUSTRIA and VIENNA, will be treated as military ships and will be handled in accordance with normal military practice.
- (ii) Ships carrying all other types of cargo including coal, URSAL cargoes and supplies for JUGOSLAVIA will be treated as civil ships and will be worked in accordance with normal civil practice.
- (iii) Ships carrying mixed cargoes of military and civil supplies, other than civil supplies defined in sub-para (i) above, may be treated as either military or civil ships at the discretion of the Port Commandant. If treated as civil, the military authorities will be responsible for taking delivery of military cargo from 'under hook'.
- (d) All civilian stevedores and dock labour for working either military or civil ships will be obtained through the Magazzini Generali di TRIESTE or appropriate civilian agency. Rates of pay will be agreed by the Joint Economic Committee.
- (e) The responsibility for the management of shore installations (other than those controlled by Royal Navy) will be that of the Magazzini Generali. This organisation will be reconstituted by XIII Corps in accordance with military requirements and a Managing Director will be appointed subject to the agreement of the Joint Economic Committee. The Managing Director of Magazzini Generali will be responsible to the Port Control Committee for the efficient working of shore installations. The Port Control Committee will co-opt such additional members as are necessary (eg Military Finance member) in dealing with matters affecting the Magazzini Generali.

- (b) In the case of civil ships, military responsibility will be limited to ensuring these ships are handled efficiently and expeditiously. To this end the military authorities will co-operate with all civilian agencies concerned to ensure, subject to military priorities, and adequate supply of clearance facilities, railway wagons, cargo handling gear, tugs, lighters and floating equipment.
- (c) (i) Ships carrying full cargo of military equipment and supplies, and/or AME supplies for AUSTRIA and YUGOSLAVIA, will be treated as military ships and will be handled in accordance with normal military practice.
- (ii) Ships carrying all other types of cargo including coal, mineral cargoes and supplies for JUGOSLAVIA will be treated as civil ships and will be worked in accordance with normal civil practice.
- (iii) Ships carrying mixed cargoes of military and civil supplies, other than civil supplies defined in sub-para (i) above, may be treated as either military or civil ships at the discretion of the Port Commandant. If treated as civil, the military authorities will be responsible for taking delivery of military cargo from 'under hook'.
- (d) All civilian stevedores and dock labour for working either military or civil ships will be obtained through the Magazzini Generali di Trieste or appropriate civilian agency. Rates of pay will be agreed by the Joint Economic Committee.
- (e) The responsibility for the management of shore installations (other than those controlled by Royal Navy) will be that of the Magazzini Generali. This organisation will be reconstituted by XIII Corps in accordance with military requirements and a Managing Director will be appointed subject to the agreement of the Joint Economic Committee. The Managing Director of Magazzini Generali will be responsible to the Port Control Committee for the efficient working of shore installations. The Port Control Committee will co-opt such additional members as are necessary (of Military Finance member) in dealing with matters affecting the Magazzini Generali.
- (f) The operation of the port will be financed by AMG XIII Corps. Magazzini Generali will assess charges for use of port facilities at normal rates and will charge them by users against an account to be held by AMG.
- (g) The Managing Director of the Magazzini Generali will be called in to attend meetings of the Port Control and Berthing Committee whenever necessary.

-3-

4. PORT OF POLA

POLA is a naval port and it is not at present intended to use it to any extent for the import of military cargoes. If the Yugoslavs request the use of port facilities, an agreement will have to be made between the local Allied commander and the Yugoslav representatives and confirmed by the Joint Economic Committee. The Yugoslavs should be informed that if it is later decided to develop POLA as a military controlled port, it may be necessary to suspend their use of some or all of these facilities.

R. W. L. Fellowes

R. W. L. FELLOWES, Brigadier,
for DQ&G (Mov & In).

TLB/dw

3717

112211

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

SECRET

Ref: 316

WED/11

201/4/11 1

SUBJECT: Priority List for Northwest Italy

27 April '45

TO : Economic Section
Civil Affairs Section
Establishment Section

1. The following extracts are taken from 57 Areas Proposed Priority List for entry into Genoa:

B represents Bay Genoa Falls.

D - AC REOC party only.

D plus 1 - AC advance party.

D plus 2 - Displaced Persons Sub-Commission representatives.

D plus 4 to D plus 7 - Balance of available AC officers.

2. This is passed to you for information only.

For the Director:

M.J. HUFF, Colonel

SECRET

5118

(4)

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

201

MHT/h1

Tel: 220

AC/TN/GTN

13 Dec. '44

SUBJECT: Planning NE Italy
Ref: 1.00/ES

TO : Executive Director, Economic Section

1. Reference is made to your communication of 12 December 1944 and inquiry attached from Regional Commissioner, Piemonte Region.

2. Transportation Sub-Commission cannot agree that no restrictions be imposed on travel and circulation within the region except those outlined in Regional Commissioner's communication under 1 (a), (b), and (c).

3. A further restriction should prohibit the travel and circulation of persons in load-bearing vehicles which will be in extremely short supply for the hauling of food necessary to sustain the population of the region.

4. Other matters covered in Regional Commissioner's inquiry are not a direct concern of Transportation Sub-Commission except to see to it that basic food commodities and other supplies necessary to sustain the population of the region receive priority over any other transport of goods.

MERITT H. TAYLOR,
Director, Tn. S/C.

3715

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201

1.00/7

HEADQUARTERS ALLIED COMMISSION

FET:heb

ECONOMIC SECTION

18 December 1944

SUBJECT: Planning for Northwest Italy

TO: Directors: Food Sub-Commission
Finance Sub-Commission
Commerce Sub-Commission
Industry Sub-Commission
Transportation Sub-Commission ✓
Price Branch, Economic Section

Attached is a copy of a letter from the Regional
Commissioner, Piemonte Region, asking for direction in the
matter of restrictions to be placed on trade and prices in
Piemonte Region. Will you please let me have your comments
not later than 16 December.


HARLAN CLEVELAND
Executive Director
Economic Section

Attachment

3711

COPY
HEADQUARTERS
PIEMONTE REGION
ALLIED MILITARY GOVERNMENT.

4th December, 1944.

REF: Pie/3/Gen/24.

SUBJECT: RESTRICTIONS TO BE APPLIED IN PIEMONTE REGION.

To: Hq A.C. (Economic Section).

1. Upon entry into Piemonte Region it is desired to apply as few restrictions in respect to trade and prices as may be compatible with operational security and assistance to Allied Forces. To this end it is suggested that no restrictions be imposed upon travel and circulation within the Region except:
 - (a) such as may be required for operational or security purposes
 - (b) such as automatically follow the control and issue of motor vehicle permits and allowances of P.O.L.
 - (c) such as are included in the regulations of any Italian Transport organisation handling the distribution of food and other essential products.
2. It is further suggested that no control be exercised in respect to trade or prices of any commodity except:
 - (a) Cereals in all forms
 - (b) Olive oil
 - (c) Sugar
 - (d) Salt
 - (e) Imported articles
 - (f) Commodities subject to Italian Government monopoly.
3. The foregoing is subject to:
 - (a) Continuance of present rationing system or modification thereof that may be directed by higher authority.
 - (b) Clear price marking of all items offered for retail sale.
4. Permissive authority or direct orders of H.Q. A.C. to implement the policies outlined above are requested.

ROBERT P. MARSHALL
Col. F.A.
Regional Commissioner.

3110

COPY

DRAFT

SUBJECT: Handling of Civil Supp.

To: AFHQ - For attention G-4
G-1 (Nov & In)

Copy to: 2

1. Nov
Th (A)
D.D.S.A.O.

1. At a meeting held on 18 Nov to bid for tonnage into ANCONA and ISERNUM for the period 17-26 Dec., the following bids were placed by AO:

ISERNUM.....350 tpd
ANCONA.....50 tpd

2. Bids for ISERNUM totalled 7,235 against a capacity of 7,500 tpd. Bids were reduced by 500 tpd, as this tonnage can be put on rail, thus bringing acceptances to 7,035. Acceptances for ANCONA totalled 3,250 which is 1,000 less than port capacity.

3. It is understood that the requirements for feeding the civil population south of the Appennine water shed do not exceed 10,000 tpd, the balance of 450 tpd bid through ISERNUM being for the PO Valley, including BOLOGNA. 465?

4. As the full rail capacity over the Appennines will be required for 5 Army, including Br. Inc, it will be necessary to truck any civil supplies from ISERNUM. There should however, be rail capacity available from ANCONA into the area and, in any case, the roads are much better. Thus, it is strongly recommended that supplies for the PO valley be brought in through ANCONA unless the present operational plan is changed. Meanwhile, there is presumably sufficient accommodation to store civil supplies at ANCONA, since large quantities of wheat are being railed south because storage accommodation does not exist in the RIMINIEST Districts. It is, therefore, recommended that requirements for the PO valley received in Italy during the period 17-26 Dec are discharged in a Southern Italy port. It is suggested that NAPLES is the most suitable port, since it may be possible to rail supplies thence to the PO valley when this is taken. If rail capacity is not available, supplies can be reshipped from NAPLES to ANCONA.

To: D.C.A.O.
D.C.M.S.

Headquarters,
Allied Armies in Italy.
Phone - TILLOT 241
NOV 5/415/23/3/

19 Nov 41.

Reference this morning's conversation, above is a draft of a letter dealing with the Civil Supply situation. It is suggested that something of this sort should be sent out as a 'Q' letter over the signature of D.C.A.O.

/s/ ?
Brigadier
D.C.M.S. (4)

3712

1. Bids for LEUROM totalled 7,235 against a capacity of 7,500 tpd. BHS was reduced by 500 tpd, as this tonnage can be put on rail, thus bringing acceptances to 7,435. Acceptances for ANCONA totalled 3,250 which is 1,000 less than port capacity.

2. It is understood that the requirements for feeding the civil population south of the Apennine water shed do not exceed 300 tpd, the balance of 850 tpd will through LEUROM being for the PO Valley, including BOLCONA. 445?

4. As the full rail capacity over the Apennines will be required for 1 Army, including Br. Inc, it will be necessary to truck any civil supplies from LEUROM. There should however, be rail capacity available from ANCONA into the area and, in any case, the roads are much better. Thus, it is strongly recommended that supplies for the PO valley be brought in through ANCONA unless the present operational plan is changed. Meanwhile, there is presumably sufficient accommodation to store civil supplies at ANCONA, since large quantities of wheat are being railed south because storage accommodation does not exist in the RIMINISE Districts. It is, therefore, recommended that requirements for the PO valley received in Italy during the period 17-26 Dec are discharged in a Southern Italy port. It is suggested that NAPLES is the most suitable port, since it may be possible to rail supplies thence to the PO valley when this is taken. If rail capacity is not available, supplies can be reshipped from NAPLES to ANCONA.

To: D.C.A.C.
D.O.M.G.

Headquarters,
Allied Armies in Italy.
Phone - 211/207 241
NOV 5/548/28/3/

19 NOV 44.

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/s/ ?
Brigadier
D.O.M.G. (4)

3712

2

Civil Affairs Section,
HQ Allied Armies in Italy
TEL: FIROPOT 56

To:-
HQ Allied Commission
(For Food Sub-Commission)

S/114/DCCAO
19 Nov 44.

1. "Q" Maintenance AAI, have raised the question of maintaining areas forward of the present line when the advance comes. Particularly, they have pointed out that with the advance of the Fifth Army, the call upon the limited rail facilities through the Apennines to Bologna and the north west provinces, may give rise to difficulty in phasing forward stocks now being accumulated in Leghorn and Florence. The present programme is set out in the AC series 40-7/Food.
2. In this latter, a four months programme was set up to cover commitments to a line roughly from the northern boundary of Liguria along the line of the river to the Po estuary. This to be set up through the ports of Leghorn and Ancona with an appreciably heavier target figure at Leghorn than at Ancona. It was anticipated that supplies for the areas north of this line would go through Genoa and Venice when these ports were opened. It is not known here whether this plan was drawn up in consultation with "Q" Movements and agreed to by them as to rail and port acceptances on the long term policy; but it seems now desirable to review it in the light of the request from "Q" Maintenance.
3. In a reconsideration of the plan the following points arise:
 - a. It might be possible to ship by coaster or schooner from Leghorn through Genoa. As against this on long term maintenance planning, schooners are usually not reliable as they depend so much on weather and in any case carry so little cargo (roughly 30 tons) and coasters are always subject to berthing difficulties and delays.
 - b. Road transport. Unless there is an appreciable increase in the lift at present available and in sight this means would not be reliable.
 - c. Whether a greater part of the reserves should not be held in Ancona than in Leghorn where facilities for movement might be better along the Po Valley. The present target figure at Leghorn is 23,000 tons and at Ancona 9,000 tons less two months supply which may be dispersed for maintenance of forward regions and Army areas.
4. The immediate problem is the move of supplies forward from Leghorn but it is thought and recommended that a comprehensive plan for the maintenance of the whole of North Italy up to the frontier, by ports, and by monthly port and rail tonnages should now be drawn up as a tentative scheme in consultation with the Staff branches concerned, at AAI.
5. The monthly figures up to the Po line are known. If HQ Allied Commission will supply estimates of requirements for the commitments beyond that line proposals will be drawn up here in consultation with "Q" Maintenance and line proposals will be drawn up here in consultation with "Q" Maintenance and

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5. The monthly figures up to the Po line are known. If HQ Allied Commission will supply estimates of requirements for the commitments beyond that line proposals will be drawn up here in consultation with "Q" Maintenance and "Q" Movements. The immediate problem of moving the Leghorn stocks will be the subject of recommendations shortly.

Copies to:

Chief of Staff, A.C.

Economic Section, A.C.

Transportation Sub-Comm., A.C.

Q (Maint) AAI

Q (Movements) AAI

AMG 5 Army

AMG 8 Army

HQ Toscana Region
(E. & S.)

File 7/5.2

File S/6

1. N. STEWART,
Lt. Colonel, RASC,
for DCCAO

1.7591