

ACC 10000/148/210

202/TN/1

GENERAL TRANSPORTATION (MINUTES OF STAFF MEETINGS - TN)

JAN. - AUG. 1945



ANG VENEZIS REGION

4424

29 AUG 45

PRIORITY

UNCLASSIFIED PD

PARA ONE PD FOR MAJOR FRY AT VERONA PD

PARA TO ANG VENEZIS REGION FROM HQ ALCON CITE ACTET PARA

OUR LETTER REF ALCON SLANT TWO ZERO TWO SLANT TWO SIX SLANT TN ONE  
OF TWO SEVEN AUGUST SUBJECT TRANSPORTATION OFFICERS CONFERENCE  
IS SUBJECT PD CONFERENCE ON FOUR SEPTEMBER IS CANCELLED DUE TO  
DIRECTORS VISIT IN NORTH PD

TRANSPORTATION SC

482

NICHOLAS PIONBINO  
CWO - U.S.A.  
Asst. Adjutant

3746

31



140

doi:10.1017/S0022292412001711

2018年08月19日 09:25:10 星期二 天气: 晴 温度: 25°C

PAGE TWO IS THE LASTED MESSAGE TO AND FROM THE AREA THE SUBJECT HAS ALL CONTACT

THE CASE OF THE SHAWAN AUGUST DELIGHT FRANCHISESATION OFFICERS CONFERENCE IS SUBJECT TO

PAID BY AND ORDER OF: OFF TO ALICE BROTHERS CAL 2012 TO ALICE BROTHERS AND SISTER

CHANGING TO ALISON ELIZABETH TO AND LIVING COGNOME TO ALISON MIA EVANSING TO ALISON

~~ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE~~

PAGE THREE (5) DEPENDENCE ON FIVE EMPLOYERS IN SAME AREA WOULD BE DISASTROUS IF ANY

11 杨成武 10

Copy by hand to: Base Transportation Office (Captain Hall)

Transportation U.S.  
(ARMY DIVISION)

1954

MR

WILLIAM F. GIBSON,  
CHIEF, IIA,  
BUREAU OF INVESTIGATION, U. S. DEPARTMENT OF JUSTICE

30



Tel. 482

HEADQUARTERS ALLIED COMMISSION

WPS/58

APO 394

Transportation Sub-Commission

Our Ref :- AC/202/27/Tn.1.

27 August, 1945

INTER OFFICE MEMORANDUM

SUBJECT :- Transportation Officers' Conference.

TO :- Administration Division.  
Accounts and Statistics Branch.  
Planning Staff  
Movements Division  
Rail Division  
Road Division  
Port and Warehouse Division.

1. A Transportation Sub-Commission conference with representatives of the Transportation Sub-Commission in Italian Government Territory has been called for 0930 hours at HQ. AC. Rome on Tuesday 4 September 1945 in the third Floor Conference Room.

2. Senior Transportation Officers at Naples, Reggio, Bari, Ancona, Rome, Florence, Leghorn, Piombino, Bologna, Verona and Milan Headquarters AC. have been requested to attend.

3. Will addressees please submit by Thursday 31 August, 1945 any points they would like incorporated in the Agenda and to arrange for suitable representation at the Conference. Matters for inclusion in the Agenda should be of general importance. Detailed discussions can be arranged with Transportation Officers concerned after the conference.

For the Director :-

*Cpl Scaggard*  
*11. August*

*WALTER P. SCAGGARD*  
*Lt. Colonel QMC*



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For the Director :-

WALTER P. SCOTT  
Lt. Colonel QMC  
Chief, Admin. Div.

*Col. Scott's list  
of points submitted  
to the Planning Staff  
on 28.8.45*

*The following are matters  
concerning  
the  
Conference*

*75/102*



HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

Tel: : 376

FDGB/hl

A 202/22/Tn 1

15 August 1945

MINUTES OF TRANSPORTATION OFFICERS CONFERENCE  
AT HQ. ALLIED COMMISSION - 7 August 1945.

1. Present -

Transportation Sub-Commission

Mr. Frank Upman - Director  
Col. P.D.G. Buchanan - A/Dep. Director  
Mr. M.J. Gailo - Admin. Asst. to Director.

Movements Division

Lt.Col. J.W. Baker - A/Chief  
Major O.R. Worthington - Rail Branch  
Capt. G. Sweet - Shipping Branch

Rail Division

Mr. R.F. Moss - Chief  
Lt.Col. O.H. Lindberg - Operation Branch  
Major A.C. Ping - Operation Branch  
Lt. B.A. Jeffreys

Road Division

Mr. G.G. Gross - Chief  
Lt.Col. G. Dennyhough - Operations Branch  
Mr. G.S. Franklin - Operations Branch  
Capt. J.S. Billinghamurst - Operations Branch  
Capt. W.C. Peterson - Supply Branch

Port & Warehouse Division

Mr. U.A. Chillard - Operations Branch  
Mr. A.C. Allman - Port Branch  
Major R.H. Klein - Warehouse Branch

Administrative Division

Lt.Col. W.F. Scoggins - Chief  
Major C.S. Wyatt - A/C's and Statistics

Adv. & Control In Sub-Commission

Lt.Col. M. Harris - Milan  
Major H.C. Talbot - Milan

Senior Transportation Officers

Major V.R. Bowers - Naples  
Major B.W. Boddy - Reggio  
Capt. M.P.M. Greany - Reggio



1. Present -

Transportation Sub-Commission

Mr. Frank Ugan  
Col. P.D.G. Buchanan  
Mr. N.J. Gallo

- Director  
- A/Dep. Director  
- Admin. Asst. to Director.

Movements Division

Lt. Col. J.W. Baker  
Major C.R. Worthington  
Capt. G. Sweet

- A/Chief  
- Rail Branch  
- Shipping Branch

Rail Division

Mr. R.P. Moss  
Lt. Col. O.H. Lindberg  
Major A.C. Ping  
Lt. E.A. Jeffreys

- Chief  
- Operation Branch  
- Operation Branch

Road Division

Mr. G.S. Gross  
Lt. Col. G. Fernyhough  
Mr. G.S. Franklin  
Capt. J.S. Billingshurst  
Capt. W.G. Peterson

- Chief  
- Operations Branch  
- Operations Branch  
- Operations Branch  
- Supply Branch

Port & Warehouse Division

Mr. U.A. Chillard  
Mr. A.C. Allman  
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- Chief  
- A/C's and Statistics

Adv. Expedition In Sub-Commission

Lt. Col. M. Harris  
Major H.C. Talbot

- Milan  
- Milan

Senior Transportation Officers

Major V.R. Sowers  
Major B.W. Boddy  
Capt. M.P.M. Greany  
Major C.W.G. Taylor  
Major W.F. Blair  
Capt. S.C. Hall  
Capt. A.C. Ramsey  
Capt. R.L. Bent  
Capt. J.C. Dadds

- Naples  
- Reggio  
- Reggio  
- Bari  
- Florence  
- Rome  
- Leghorn  
- Ancona  
- Bologna

Port Liaison Officer

Mr. S.P. France

- Piombino

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1. Mr. Frank Upman opened the meeting, and then turned it over to the direction of Colonel Buchanan, acting for Colonel Thomas, Deputy Director, in the absence of the latter.
2. LIAISON WITH G-4 (Mov & Tr)  
Lt.Col. Baker announced that since the last meeting of Transportation Officers, at which the importance was stressed of maintaining close liaison with G-4 (Mov & Tr) at Area and Sub-Area HQ, there had been a vast improvement in that liaison. However, there have been one or two instances where Regional Transportation Officers have not informed Movements of their location nor have they provided Movements with their telephone numbers. This has resulted in difficulties which would otherwise have been avoided. An even closer liaison was urged.
3. REVISED RAIL CAPACITIES  
Lt.Col. Baker stated that during the month of July there had been various meetings between representatives of AFHQ, Allied Commission and WRS for the purpose of discussing rail capacities. WRS told AFHQ it was apparent that too much traffic had been programmed for movement by rail, with the result that military traffic was moving to the detriment of civilian traffic. WRS stated that the capacities of all railway lines south of Bologna must in the future be based on the loading of a maximum of 3,500 wagons per day, which could only mean the military program must be reduced. The army, have, in fact, reduced their overall loading programs. Of the 3,500 wagons per day, 800 wagons per day will be allocated during the month of August to civilian traffic for all loadings south of Bologna, and it is expected that the decrease and unrest program will be covered by the loading of that number of wagons per day. Lt.Col. Baker asked that emergency bids be cut to a minimum since the ISR does not have the signal facilities which are available to the Army. It is of the utmost importance that Transportation Officers in the field give Rail Division immediate advice of any breakdown of loading programs due to the lack of wagons. An order will shortly be issued covering the movement of civilian traffic by rail in North Italy. Bologna will be regarded as the central exchange point between the North and the South.  
Capt. Dodds stated that the new basis of rail capacities was not clearly understood in the Bologna Compartimento, as instructions had not been received from the Central Office of the ISR in Rome. Lt.Col. Baker undertook to see that instructions were issued immediately.
4. RETURNS AND FORMS  
When the ISR were made responsible for the reception and registration of bids and the programming of civilian freight movements, a letter dated 25 June 1945 was sent to all Transportation Officers setting out their future responsibilities and requesting a short report of the weekly meetings at which bids were screened and priorities given. These weekly reports are not being received from all Transportation Officers and it was requested that this omission be corrected by those concerned.

Since the new Minister of Transport took office, the Italian Govern-



ments of their location nor have they provided Movements with their telephone numbers. This has resulted in difficulties which would otherwise have been avoided. An even closer liaison was urged.

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Since the new Minister of Transport took office, the Italian Government has been taking a greater interest in the movement of civilian traffic. It is becoming increasingly important that as soon as forms XB reach the Compartimento HQ, they be scrutinized and appropriate action taken against those who fail to load wagons which have been made available. Two examples of the attitude of the Italian Government were given:



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- a) In the Compartment of Reggio Calabria the local representative of the Minister of Food has notified the Chamber of Commerce that he will refuse to accept bids from those who have failed to use available rail transportation until satisfactory explanations of previous failures are received.
- b) The Minister of Transport has stated that a decree will be published ordering that traders, when making demands for rail transportation, will make a deposit of 4,000 lire with their bid. This deposit will be forfeited to the ISA if wagons placed are not loaded. The Ministry of Transport has notified other Ministries that no traffic whatsoever, including State traffic, will be excluded from this arrangement. It was emphasized that the issue of this decree was decided upon by the Minister of Transport and that Allied Commission had no responsibility in the matter.

Major Wyatt stated that Forms XB are improving; docks clearances should be shown separately from program tonnage. Major Wyatt also said it was of the utmost importance that Forms XB be submitted with accurate information and all Compartmenti heads should be advised of the necessity of clerical accuracy. Also, in order that figures can be of practical use, it is important that Forms XB reach his office as early as possible. Transportation Sub-Commission requires all figures in their finished statistical form two weeks after the movement period. This means that all Forms XB should reach HQ not later than 9 days after the loading period.

##### 5. REFUGEES AND DISPLACED PERSONS:

Major Worthington stated that the controlled movement of refugees from SHAEP (now known as URSST) was continuing according to program, and that 241,000 refugees had been moved, following the cessation of hostilities up to 31 July 1945. Included in the figures of refugees cleared are those from Switzerland, which movement is now complete. The movement from SHAEP (URSST) via Brenzene has in the past been limited to 1,000 daily; this figure will be increased to 2,000 daily w.e.f. 9 August 1945. The Brenner route acceptance rate was increased at the last meeting of SHAEP (URSST)/AFHQ from 3,000 to 4,500 per day, conditional on acceptance and clearance being possible at Verona. The sea lift of the "SS Garibaldi" will be replaced by other craft, when the SS "Garibaldi" goes in for repairs on about 14 August 45. The replacement lifts are now expected to be as great as that of the SS "Garibaldi". The question of sea lift from Genoa is being examined, with a view to clearing southbound refugees arriving via Brenzene. In future, the main port for clearance of refugees for Sardinia will be Civitavecchia by the "SS Roccaraja", and not thru Naples, except for isolated parties. The number of trains for movement of refugees southbound (all trains weekly) cannot at present be increased. The target date for completion of movement from SHAEP (URSST) to Italy is the end of September 45. With regard to "Train Dispatch advices", it was suggested that, when possible, these should be telephoned, as signals are often of little use as they arrived following the train to which they referred. Capt. Bent (Transportation Officer, Ancona) made the point that the responsiveness of the Italian Navy was not clear and that



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#### 6. MOVEMENTS OF WINE:

Lt. Col. Baker stated that on 6 August 1945 there had been a conference on this subject between the Ministers of Food and Transport and at which Transportation Sub-Commission was represented. The Minister of Food made a demand for the movement of approximately 150,000 tons of wine from Southern Italy during the months of August and September. The Minister of Food was told it was unlikely that such a figure could be reached. All Transportation Officers were told they could expect increased pressure on this subject from their local S.P.A.L. Existing orders regarding the transport of wine by road could not be modified. Rail, in existing circumstances, is doing all that could be expected, but Rail Division is examining the possibility of additional facilities. Efforts will be made to obtain additional shipping. All concerned will be advised of any additional rail facilities or increased shipping. Transportation Officers must insure that all cargoes are ready for ships on due dates.

#### 7. ROAD MEMORANDUM NO. 4.

Lt. Col. Ferrythorpe explained that Road Memorandum No. 4, just about to be issued, is a rewrite of Memorandum No. 1 and Amendments 1 and 2 thereto, emphasizing the responsibilities of the various authorities in AMG territory and in Italian Government territory. Bids arising in Italian Government Territory are handled by AMG, and those in AMG territory by AMG representatives. The system of return loads, however, is still being controverted; no authorities in the South may issue trip tickets to bring back foodstuffs from the north, and vice versa. The Memorandum also brings up to date the existing transportation facilities and truck organizations. The use of POL was discussed, and it was decided that petrol for return journeys should continue to be issued at destination of outward trip.

#### 8. SHIPS' DOCUMENTS:

Capt. Sweet stated that the non-receipt of Ships' Documents should be reported to this HQ immediately. Complaints have recently been received from both British and U.S. Army sources that ships from Sardinia seldom carry papers to denote what type of cargo is being carried. With regard to Extra-Mediterranean shipping, since AC is taking over more responsibility from SFA for the movement of civil supplies and reception thereof, particular attention must be given to ships' documents and their distribution. It was suggested that manifests should go thru Port & Warehouse Division to the Port Liaison Officers, in order that the latter may have correct information for the making of reception arrangements.

#### 9. SHIPS' OUT-TURN REPORTS:

It was explained by Major Wyatt that at present Category "A" supplies are being received and the Allied Treasuries have issued instructions that these cargoes must be checked. After discussions with the shipping people concerned, a system of checking operations has been worked out, which procedure will be followed by the checkers and tally clerks of AMI and ASA, I.C.L., and Federations. Tally slips will be consolidated into ships' out-turn reports by shipping agents within three days from the termination of discharge, who will hand them over to Port Liaison Officers or Italian Port Captains, 1 copy to be kept by them, and the remainder of the 4 copies to be forwarded to Transportation Sub-Commission or fastest available means. The out-turn reports do not relieve the Italian agents from render-



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It is expected that the military commitment for disease and unrest will terminate with August loadings, after which the PDA allocations will commence; the Category "B" program which will follow, is not, so far as is



known at the present time, expected to be handled by AC.

10. PRIOR ADVICE OF SHIPS' ARRIVALS AND IMMEDIATE NOTIFICATION OF DIFFICULTIES AT PORTS.

In response to Capt. Sweet's inquiry as to whether or not the advance information at present received with regard to ships' arrivals is sufficient, it was reported by Senior Transportation Officer at Reggio and Crotone that they were not usually given sufficient warning. At other ports, apparently, sufficient advance information is received. Capt. Sweet promised to insure more adequate advance information in the future whenever possible and emphasized that any difficulties at ports should be promptly reported to AC HQ.

11. ACCEPTANCE OF BIDS FOR "MERCE VARIE".

Major Boddy (Transportation Officer, Reggio) stated that consignors were having difficulty in getting bids accepted for "Merce Varie" (small consignments). The Capo Compartimento at Reggio had apparently been instructed by the ISR Central Office that such bids could not be accepted unless the consignor stated the exact weight of each commodity he proposed to load. This places the consignor in a difficult position, and it should suffice if the exact weight of each commodity is declared on completion of loading, providing the total gross weight does not exceed the original bid. Lt. Col. Baker promised to take this question up with the Central Office, ISR.

12. PENALTY FOR UNDERLOADING OF WAGONS.

Major Boddy also reported that difficulty was being experienced in the Reggio Compartimento due to the local system now in force of levying on the consignee a fine if a wagon is insufficiently loaded. Lt. Col. Baker said he would take this point up also with the Director-General's office, I.S.R. with a view to insuring that such fines, if levied, are payable by the consignor.

13. WAGON SUPPLY AND DISTRIBUTION.

Major Ping stated that in the middle of August the question of line capacity would almost disappear South of Bologna, for by that time we should be working on a total of 800 freight cars a day allocated for civilian movement. This total would exclude tankers, refrigerator cars used for traffic from Piombino, hopper wagons used for lignite, flats, and others we could possibly get excluded. The allotment of 800 cars is subject to monthly review. Reggio has a problem at Cosenza where wagons are spotted for civilian traffic, but they are taken by local military organizations for timber movement. Now that we have a specific wagon allotment, any failure of military sources to supply their own wagons will be taken up strongly if details are given.

ISR has now the responsibility for distribution of wagons to the Compartimenti, and within the Compartimenti. They have been requested to ensure that Capi send to their headquarters immediate notice of future requirements of wagons for inter-compartimental and internal needs. Field Officers were asked to ensure that such information was despatched as soon as loading programmes had been prepared. Freight stock was also used in refugee trains to supplement passenger rolling stock. The quicker the turn-round of the latter, the more freight cars would be available for civilian freight movement.



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Lt.Col. Baker asked that Transportation Officers should take note not to ring Movements Rail on wagon problems in future, but should 'phone direct to the new wagon control officer (Lt. Jeffrey, Firebox Rome ex 9582).

Mr. Moss raised the question of allocating certain priorities to military and civil traffic so that in certain cases civilian traffic might take priority over a low-category military need. This matter would be discussed with Movements (Rail).

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14. SPECIAL TRAINS FOR FREIGHT TRAFFIC.

The successful experiment of operating freight trains to set time tables, whereby considerable spoilage between Reggio and Rome Markets had been eliminated, prompted the suggestion that similar arrangements could well be established where there was an obvious demand for traffic between given points, and it had the added advantage of ensuring regular arrival of empties at known points.

Requests have also been received from ISR for box cars to be attached to freight trains for the conveyance of passengers. We could not achieve this unless the freight trains were running to a recognized schedule, and if sufficient freight traffic can be developed over branch lines to justify a service once or twice a week, we have better prospects of obtaining Military Railway Service agreement to the attachment of cars for passengers. Such methods also allow a full working of locomotive power to be planned. These conditions mainly offer in Southern territory, for conditions in the North offer better prospects of passenger movement.

A census of wagons is in hand in the north, and it is hoped as a result some transfer to the south may be possible. In the meantime, freight traffic for the north must be bid for, as it passes over the bottle-neck section between Bologna and Verona.

15. SALE OF TRUCKS TO THE ITALIAN GOVERNMENT, AND VEHICLE MARKINGS.

Lt.Col. Fernyhough stated that, by the end of August, AC will have turned over to the Italian Government approximately 5,000 trucks, comprised of the following 4 categories:

- (1) 670 trucks from old AC truck pools in Italian Government territory;
- (2) 820 trucks from ex-AC military transport units to civilian truck pools in Italian Government territory;
- (3) 1,689 trucks from ex-AC military transport units to civilian truck pools in AMG territory;
- (4) 1,860 trucks to ISR;
- (5) 158 trucks to Ministry of Public Works.

This turn-over of trucks raised three points:

- (a) Insurance. For insurance purposes, the value of a truck might be taken as 400 pounds.
- (b) Vehicle markings. Instructions have been sent out to all transportation officers about the removal of vehicle markings from the transferred trucks. AFHQ has ruled that all WD markings be taken off the trucks immediately, leaving only the registration numbers. This will be replaced by Italian Government registration numbers without delay. With regard to ex-AC truck pool vehicles at Bari, Naples and Ancona, Transportation Officers should visit the truck pools to see that all markings are taken off the vehicles. In the north, the Truck Operating Group has been asked to remove WD markings prior to the turn-over of the trucks to truck pools.



not achieve this unless the freight trains were running to a recognized schedule, and if sufficient freight traffic can be developed over branch lines to justify a service once or twice a week, we have better prospects of obtaining Military Railway Service agreement to the attachment of cars for passengers. Such methods also allow a full working of locomotive power to be planned. These conditions mainly offer in Southern territory, for conditions in the North offer better prospects of passenger movement.

A census of wagons is in hand in the north, and it is hoped as a result some transfer to the south may be possible. In the meantime, freight traffic for the north must be bid for, as it passes over the bottle-neck section between Bologna and Verona.

#### 15. SALE OF TRUCKS TO THE ITALIAN GOVERNMENT, AND VEHICLE MARKINGS.

Lt.Col. Femythouh stated that, by the end of August, AC will have turned over to the Italian Government approximately 5,000 trucks, comprised of the following 4 categories:

- (1) 670 trucks from old AC truck pools in Italian Government territory;
- (2) 820 trucks from ex-AC military transport units to civilian truck pools in Italian Government territory;
- (3) 1,689 trucks from ex-AC military transport units to civilian truck pools in AMG territory;
- (4) 1,860 trucks to ISR;
- (5) 158 trucks to Ministry of Public Works.

This turn-over of trucks raised three points:

- (a) Insurance. For insurance purposes, the value of a truck might be taken as 400 pounds.
- (b) Vehicle markings. Instructions have been sent out to all transportation officers about the removal of vehicle markings from the transferred trucks. AFHQ has ruled that all WD markings be taken off the trucks immediately, leaving only the registration numbers. This will be replaced by Italian Government registration numbers without delay. With regard to ex-AC truck pool vehicles at Bari, Naples and Ancona, Transportation Officers should visit the truck pools to see that all markings are taken off the vehicles. In the north, the Truck Operating Group has been asked to remove WD markings prior to the turn-over of the trucks to truck pools.
- (c) Distribution of Trucks. Trucks have been put into truck pools on a plan based on established commitments. These commitments may change in the future from time to time. Transportation officers should look into the question of surplus or deficiency of trucks in truck pools in their areas and report results to the Roads Division so that transfers can be made to meet altered conditions. Lt.Col. Baker stated that the suspected surplus in Ancona may not exist when Ancona becomes a "C" Port.



16. ENAC TARIFF RATES.

Lt. Col. Fernyhough reported that a letter was received from a Prefect who complained that the ENAC tariff rate for the movement of grain in his area was so high that it affected the cost of living there. There appears also to be some doubt as to what directors of truck pools can do with respect to these rates. It was brought to the attention of all concerned that the ENAC and G.O. 42 Tariffs provided for maximum charges. Special reduced rates may be instituted for transportation in bulk, particularly for the haulage of food and refugees, and in those provinces where the lower cost of living justifies a reduction.

Transportation Officers were directed to ensure that all ENAC Directors, and Directors of Truck Pools & Ufficii Autotransporti were fully acquainted with this fact, and advised to act accordingly.

17. DOCUMENTATION.

Major Watt stated that the issue of military freight warrants for the movement of civil supplies had decreased considerably, but that there were still instances where this is being done unnecessarily, resulting in extra work. There was only one case where military freight warrants might now be used, that is where civil traffic moves from areas in which ISR have not yet reinstalled its own organization. Similar complications arise where organizations and firms are producing goods for civil supply and the movement of these goods is sponsored by various Sub-Commissions at this Headquarters. Many cases "ordered" by AC. It was pointed out that, pay freight charges for goods "ordered" by AC. It was pointed out that, because such an order is sponsored by this HQ., the obligation on the consignor or consignee to pay freight charges is not thereby removed. Lt. Col. Baker pointed out that the term AC traffic was misleading; all traffic in which AC was interested should be termed "civilian traffic".

18. MODIFICATIONS OF BIDS.

Transportation Office, Naples, stated that, once bids have been made and accepted, the local Capo Compartimento refused to permit any change in dispatching or destination stations, or in the nature of the load, the traffic controlled by SE.PR.AL being that most affected. It was suggested that the ISR be asked to instruct the Capo Compartimento that any reasonable request for amendment should be met provided such requests are made in good time and do not involve the carriage of goods North of Bologna. In this way, rail capacity once allotted would not be wasted. Lt. Col. Baker agreed to make the necessary approach to ISR.

19. ADMINISTRATION.

Lt. Col. Harris asked, and it was agreed, that his office should be sent copies of any policy or other letters affecting movement or transportation matters in the North. He also asked that someone with knowledge of waterways should be added to his staff. This request was noted.

20. NEXT MEETING.

To be held at HQ. AC on 4 September 1945.



Transportation Officers were directed to ensure that all ENAC Directors, and Directors of Truck Pools & Ufficii Autotransporti were fully acquainted with this fact, and advised to act accordingly.

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# 20. NEXT MEETING.

To be held at HQ. AC on 4 September 1945.

3740



ACR/10

TRANSPORTATION SUB-COMMISSION, AC  
(RAIL DIVISION)  
c/o Transportation (Br) Main  
C.R.T.

Tel. 643238  
Ref. AC/249/Tn 4

31 July 45

SUBJECT : Transportation Officers' Conference.

TO : Chief  
Admin Division  
In Sub-Commission HQ AC

We should like to put question of "Wagon Supply and Distribution" and  
"Special trains for freight traffic" on the Agenda of the Meeting of Transportation  
Officers' Conference.

*Pauling May*  
Chief  
Rail Division.

✓

3739

*File*  
202/20



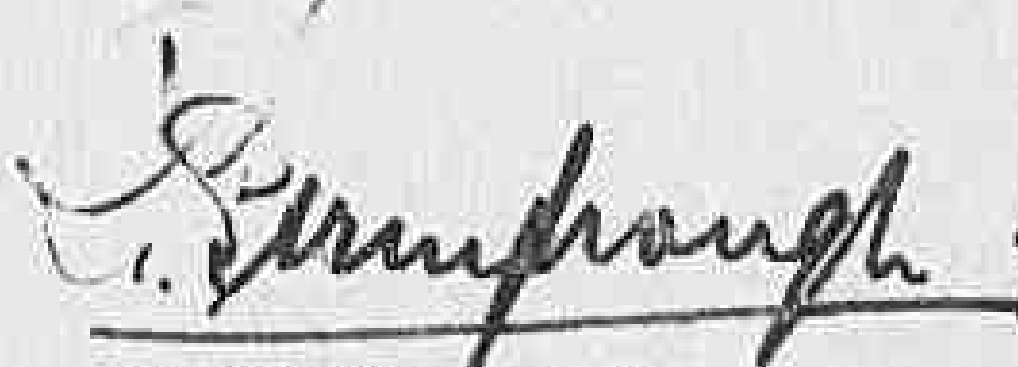
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HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION  
INTER OFFICE MEMO

EXT :- 566 28 JULY 1945  
REF :- AC/58/38/Tn5  
SUBJECT :- Transport Officer's Conference  
TO :- Administrative Division

- 1; Reference your AC/202/9/Tn1 dated 24 July '45.
2. Please include the following points in the Agenda :-
  - Sale of Trucks to the Italian Government and Vehicle markings
  - E.N.A.C. Tariff Rate .
  - ✓ Movements Memorandum No 1 (Amended ) .

For the CHIEF

  
G. FERNYMOUGH  
Lt. Col. R.A.

3738

202/17



TRANSPORTATION SUB COMMISSION  
ALLIED COMMISSION  
REGGIO-CALABRIARef: A 308  
Date: 21 Jul 49

Subject: Tptn. Officers' Conference.

To: A. C., Allied Commission,  
(Transportation Sub Commission)

1. Receipt of your letter 20/202/c/M.1 of 23 Jul is hereby acknowledged. The undersigned will attend.
2. May the following items be included in the agenda:
  - (a) acceptance of bids for conveyance by rail of "meres varie"
  - (b) penalty for underloading of wagons
3. In regard to item (b) difficulties have been experienced in this Division recently on account of a penalty which the I.C.R. are charging to consignees for wagons loaded with less tonnage than that bid for by consignors.

*Consignors?**B. W. Boddy*B. W. BODDY.  
Captain.  
Tptn. Offr., A.C.  
Reggio Calabria.

3738

202/16



RPM/ic

TRANSPORTATION SUB-COMMISSION, AC  
(RAIL DIVISION)  
c/o Transportation (R) Main  
C.M.F.

Tel. 843209  
Ref. 55/74/Tn 4

8 August 45

SUBJECT : "Organisation and Responsibility of the Rail Division."  
Audience -

TO : Director  
Tn Sub-Commission, HQ AC

1. It is requested that the Chief of the Rail Division be granted an audience with the Director at an early date. The purpose to discuss : "Organisation and Responsibility of the Rail Division".
2. It is requested that the Deputy Director Tn Sub-Commission, Chief of the Movements Division and Chief of the Admin Division be present.

*R. P. Moss*

R. P. MOSS,  
Chief,  
Rail Division.



WPS/ml

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

Tel : 482

4 August 1945

202/14/Tn.1

Conference of Transportation Officers to be held  
at HQ Allied Commission, Main Conference Room 3rd  
Floor 0930 hours 7 August 1945

AGENDA

|                              | <u>Item</u> | <u>Subject</u>                                                                                          |
|------------------------------|-------------|---------------------------------------------------------------------------------------------------------|
| Movements Division<br>(Tn.3) | 1.          | Liaison with G-4 (Mov & Tn)                                                                             |
|                              | 2.          | Revised Rail Capacities                                                                                 |
|                              | 3.          | Returns and Forms XB                                                                                    |
|                              | 4.          | Refugees and Displaced Persons                                                                          |
|                              | 5.          | Movement of Wine                                                                                        |
|                              | 6.          | Roads Memorandum No.4                                                                                   |
|                              | 7.          | Ships' Documents                                                                                        |
|                              | 8.          | Ships' Out-turn Report                                                                                  |
|                              | 9.          | Prior Advice of Ships' Arrivals                                                                         |
|                              | 10.         | Immediate Notification of difficulties<br>at Ports                                                      |
|                              | 11.         | Acceptance of Bids for Conveyance by<br>Rail of "Merce Varie" (Submitted by<br>Trans. Officer - Reggio) |
|                              | 12.         | Penalty for Underloading of Wagons<br>(Submitted by Trans. Officer - Reggio)                            |
| Rail Division<br>(Tn.4)      | 13.         | Wagon Supply and Distribution                                                                           |
|                              | 14.         | Special Trains for Freight Traffic                                                                      |
| Roads Division<br>(Tn.5)     | 15.         | Sale of Trucks to the Italian Govern-<br>ment and Vehicle Markings                                      |
|                              | 16.         | E.N.A.C. Tariff Rate                                                                                    |
|                              | 17.         | Other Business                                                                                          |

3735



SENIOR TRANSPORTATION OFFICER  
TRANSPORTATION SUB COMMISSION  
HEADQUARTERS  
ALLIED MILITARY GOVERNMENT  
NAPLES COMUNE

18/Rail/126  
Tel: 53395

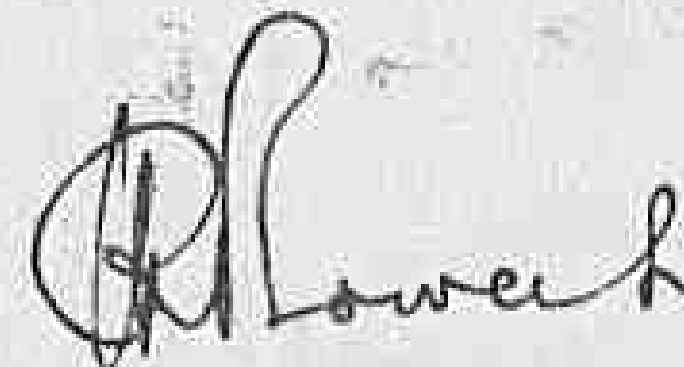
26 July 1945

SUBJECT: Transportation Conference

TO : Transportation Sub-Commission Tn.1  
H.Q. A.C. APO 394

1. Receipt is acknowledged herewith of your  
AC/202/8/Tn 1 23 July 45.
2. It is presumed that further information will be  
forthcoming on the subject of A.F.H.Q. recognition  
of A.C. high priority loadings being on a parallel  
with similar military loadings, and that cars will  
be available for such loadings, when required.

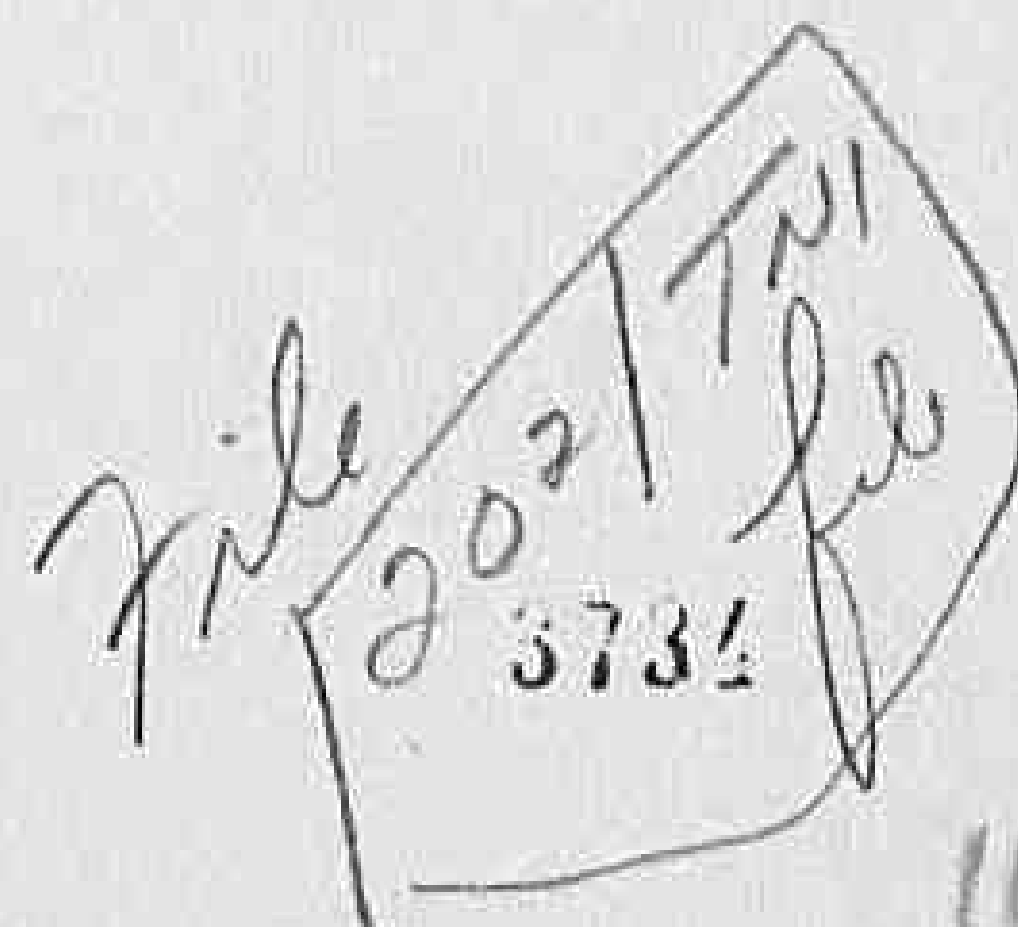
For the Commissioner:



V.R. BOWERS  
Major  
Senior Transportation Officer

Copy to: Adjutant's File  
S.T.O.'s File  
File

VRB/cg





ALLIED COMMISSION  
TRANSPORTATION SUB COMMISSION  
FLORENCE

*File*

Reference: Tn/FL/P7

26 Jul. 45

Subject : Tn Sub-Comm A.C.  
A.P.O. 394

1. Acknowledging your circular AC/202/8/Tn.1 dated 23 Jul 45 giving notice of Tn Officers Conference on 7 August.
2. It is anticipated that Lt.Col.Giles, Senior Tptn. Offr, Florence, will have departed for U K and the writer is arranging to attend in his stead.

*W. F. Blair, Major*  
W.F. BLAIR, Major  
Tn.Officer (Rail)

WFB/mm.

202/10  
23733



Tel. 482

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

WPS/lr

AC/202/9/Tn.1

24 July 1945

27 August 1945

INTER OFFICE MEMORANDUM

SUBJECT : Transportation Officers' Conference.

TO : Administration Division  
Accounts and Statistics Branch  
Planning Staff  
Movements Division  
Rail Division  
Road Division  
Port and Warehouse Division

1. A Transportation Sub-Commission conference with representatives of the Transportation Sub-Commission in Italian Government Territory has been called for 0930 hours at HQ. AC. Rome on Tuesday 7 August 1945 in the First Floor Conference Room 31.

2. Senior Transportation Officers at Naples, Reggio, Bari, Ancona, Rome, Florence, Leghorn, Piombino, Bologna, Verona and Milan Headquarters, AC, have been requested to attend.

3. Will addressees please submit by Thursday 2 August 1945 any points they would like incorporated in the Agenda and to arrange for suitable representation at the Conference. Matters for inclusion in the Agenda should be of general importance. Detailed discussions can be arranged with Transportation Officers concerned after the conference.

For the Director :

*Walter P. Scoggins*  
WALTER P. SCOGGINS  
Lt. Colonel, OMC  
Chief, Admin. Div.

3732



Tel. 482

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

WPS/lr

AC/202/8/Tn.1

23 July 1945

SUBJECT : Transportation Officers' Conference.

|                           |                                          |
|---------------------------|------------------------------------------|
| TO :                      | AC Senior Transportation Officer, Naples |
| "                         | " Reggio                                 |
| "                         | " Bari                                   |
| "                         | " Ancona                                 |
| "                         | " (Capt. Bent)                           |
| "                         | " Rome                                   |
| "                         | " Florence                               |
| "                         | " Leghorn                                |
| "                         | " (Capt. Ramsey)                         |
| "                         | " Piombino                               |
| "                         | " (Mr. France)                           |
| "                         | " Verona                                 |
| "                         | " (Major H.G. Fry)                       |
| "                         | " c/o AMG Venezia Reg.                   |
| "                         | " Bologna                                |
| "                         | " (Capt. J.O. Dadds)                     |
| "                         | " c/o AMG Emilia Reg.                    |
| Senior Officer, Advanced  | Milan                                    |
| Echelon, Trans. Sub-Comm. | c/o AMG Lombardia Reg.                   |

1. It is proposed to hold a Transportation Sub-Commission conference with representatives of the Transportation Sub-Commission in Italian Government Territory at 0930 hours at HQ AC Rome on Tuesday 7 August 1945.

2. Addressees are requested to attend.
3. Addressees are requested to submit as soon as possible any points they would like incorporated in the agenda.
4. An agenda will be issued from this HQ in due course.
5. Accommodations will be arranged in Rome for the nights of 6, 7 and 8 August.
6. Please acknowledge receipt.

By Command of Rear Admiral STONE :

*Walter P. Scott*  
WALTER P. SCOTT  
Lt. Colonel, OMC  
Chief Admin. Div 3731



|   |   |                                                      |
|---|---|------------------------------------------------------|
| " | " | Ancona<br>(Capt. Bent)                               |
| " | " | Rome                                                 |
| " | " | Florence                                             |
| " | " | Leghorn<br>(Capt. Ramsey)                            |
| " | " | Piombino<br>(Mr. France)                             |
| " | " | Verona                                               |
| " | " | (Major H.G. Fry)<br>c/o AMG Venezia Reg.             |
| " | " | Bologna<br>(Capt. J.O. Dodds)<br>c/o AMG Emilia Reg. |
| " | " | Milan<br>c/o AMG Lombardia Reg.                      |

Senior Officer, Advanced  
Echelon, Trans. Sub-Comm.

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By Command of Rear Admiral STONE:

*Walter P. Scoggins*  
WALTER P. SCOGGINS

Lt. Colonel, QMC,

Chief Admin. Div 3731

Copy to : A.C. Commissioner, Naples Commune  
A.C. Commissioner, Ancona Commune  
A.C. Commissioner, Leghorn Commune  
A.C. Liaison Officer, Bari  
Regional Commissioner, AMG, Emilia Region  
Regional Commissioner, AMG, Venezia Region



1789

MINUTES OF MEETING ON SARDINIAN SITUATION  
22 JUNE 1945

A meeting was held in the office of Director, Transportation Sub-Commission, 22 June 1945 at 4:00 P.M. to discuss transport provided for Sardinia. The Italian Government was represented by members of the Ministries of Food, Agriculture, and Transport, and Allied Commission by members of Food Sub-Commission, Agriculture Sub-Commission, Transportation Sub-Commission and Public Relations Branch.

Mr. Taylor opened the meeting with the following statements: "This meeting was called at the request of Brigadier General McKinley, Acting Vice President, Economic Section. This meeting is made necessary by the deep concern felt by the Mediterranean Shipping Board and Allied Force Headquarters in connection with the situation in Sardinia and transport provided for Sardinia. An article appeared in Stars & Stripes stating that there was a great surplus of animals in Sardinia to be transported to the mainland and the animals would die unless the Allies provided transport. The article appeared in Stars & Stripes yesterday morning. This article definitely quoted the High Commissioner of Sardinia as authority for the statement that the Allies were failing to provide transport to save this animal population, despite the fact the day before we had been advised that the livestock from Sardinia would not be available even though we had gone to the extent of refitting a vessel for this purpose."

"We feel it is time that the Italian authorities take action in this connection and see to it that the High Commissioner of Sardinia either retracts his statement in Stars & Stripes, or makes available these animals when ships are available to transport them. With the world shortage of shipping and the great needs of transport for Italy, it is nothing short of criminal to waste the transportation capacity that is available to us to serve the Italian people. I would like to ask the representatives of Agriculture and Food of the Italian Government whether we can or cannot expect this vessel to be put to use in carrying livestock from Sardinia to the mainland?"

The Italian representative of Agriculture stated that he did not believe the High Commissioner had made the statement which appeared in Stars & Stripes, and to Mr. Taylor's inquiry, "In other words, the High Commissioner did not say he had animals to export to the Italian mainland as a matter of urgency?", he stated a cable had been received that animals were available for export to the mainland. He further stated he had never spoken personally to the High Commissioner of Sardinia, and that the High Commissioner of Food who had been appointed on the day previous, had not spoken personally to the High Commissioner, but neither representative believed the statement appearing in the article was correct and they wanted the matter cleared up.



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Mr. Taylor then asked, "Which statement is true - are cattle and sheep available to be transported to the mainland, or are they not?"

To this, the Agricultural representative stated he did not know definitely outside of the cable stating cattle and sheep were available for transport to the mainland, and upon his arrival in Sardinia on the 23rd, he would investigate the matter.

785001/5



Sardinia

22 JUNE 1945

- 2 -

Colonel Sieff said, "Apparently, some of the gentlemen present do not appear to be aware of what has happened. Subsequent to the signal on the 9th of June, a meeting was held at this Headquarters at which General Pinna, Under-Secretary for Agriculture, and Sir. Storoni were present. At the meeting which took place, it was explained to the High Commissioner for Sardinia and other Italian authorities that the Allies, in order to help meet the crisis, had taken a cargo ship as requested and were having it refitted as a livestock carrier. It was explained to them that this ship was withdrawn from general trade for a period of 15 to 20 days and would not be available until the last period in June. General Pinna assured us the Italian authorities would make use of the ship. On the 19th of June, General Pinna telephoned personally to the Shipping Branch of Movements Division and informed them that he did not require the ship because Rome was not prepared to accept the animals. The ship is ready to sail on the 24th of June. We took the matter up with the Minister of Agriculture and the High Commissioner of Food who informed us this was incorrect, and that they would confirm on that same day that the ship was required."

"We were subsequently informed in writing by the High Commissioner of Food that the ship was not required and requested it be returned to the wine trade. Before the ship can be used for general trade again, it is necessary to take out the fittings they have now installed for transporting the animals. By the time the ship is back in trade, she will have been one month without carrying any cargo whatsoever. At the same time an article appears in Stars & Stripes stating that the Allies are unable to provide shipping to move this livestock."

"In addition to refusing this ship, the High Commissioner of Sardinia has refused during the middle of the month, two large motor schooners capable of transporting 1,150 sheep per week. The first intimation that we had of this problem was 31 May. An extra ship was being made available by the middle of June, a large quantity of shipping to be made available by the 4th week in June, during which time the Italian authorities were kept informed of what was being done. ALIA required an explanation and wants definite information within 24 hours as to whether this ship they have refitted will be used or not used. The ships concerned with transporting livestock are the Longano and San Antonio. The three large schooners represent 7% of the total Italian coastal trade available at this time."

The representative of the Ministry of Food stated he realized that the Allied officers had done their utmost to settle this matter. The three large schooners would be used by the Ministry of Agriculture and Food, but first they had to submit a request to the Ministry of Public Health to export the animals from Sardinia because of the hoof and mouth disease prevailing in Sardinia. The Sardinia Association appointed an individual to collect the animals and get them to the ports for shipment to Rome, but apparently he was experienced in Sardinia in 1945.



1792

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The Ministry of Food representative further advised a cable was sent on June 9th offering a price of 70 lire per kilo for cattle, in reply to a cable from the High Commissioner of Sardinia, in which it was stated a price of 120 lire per kilo was required.

Mr. Taylor asked: "Then the price offered by Rome was lower than the price required by Sardinia?"



Sardinia

- 3 -

22 JUNE 1945

The Ministry of Food representative replied that the price offered by Rome to Sardinia was a very good price, as originally they were offering a price of 50 lire which was comparable to price offered to Umbria. However, due to the serious situation in Sardinia, the price offered was increased to 70 lire. He further stated that the price offered by Rome was agreed verbally by the High Commissioner of Sardinia and the Farmers Federation of Sardinia, that is, no reply had been received and they assumed the price had been accepted. It was finally pointed out, however, that a representative of the Province of Sassari has agreed verbally to the price. When Mr. Taylor asked the name of the man who agreed, he was told the man's name was Nino Costa who also represents the Shepherd's Company of Sassari, and he is a man who keeps his word.

The Ministry of Agriculture representative stated it was not thought necessary to receive a written statement of acceptance of price, and that neither the Ministry of Agriculture nor the Ministry of Food should be held responsible.

Mr. Merritt, of Agriculture Sub-Commission registered the suggestion that the High Commissioner possibly did not recognize the problem of organization in moving the livestock which might have been one of a more serious nature than the actual movement.

Colonel Sieff, however, stated that the ships scheduled for Sardinia were not in excess of those programmed (assuming no epidemics) at the request of the Ministry of Agriculture, and claimed the major problem in this particular case seemed to be the lack of foresight in not advising AO until 31 of May.

The following telegram was submitted for the record:  
From H.E. Bergani, High Commissioner of Food, Rome,  
to H.E. Pinne, High Commissioner for Sardinia, Cagliari:

"I call your attention to the serious problems deriving from the eventual nonfulfillment of the program of livestock transportation from Sardinia as established upon your request and the execution of which you have fully guaranteed to the AO."

The Italian representatives were told that General Pinne had informed this Headquarters that he had no problem in moving livestock to ports if one ship was put in Cagliari and one ship at Olbia, which was arranged.

Mr. Taylor asked: "If General Pinne has no right to establish price and refuses to ship at the price set by the High Commissioner for Food, why does not the Italian Government issue appropriate orders to Sardinia and have the livestock moved?"

The Ministry of Food representative stated that General Pinne did have the power to establish price. He further stated the dis-



of Sassari has agreed verbally to the price. When Mr. Taylor asked the name of the man who agreed, he was told the man's name was Nino Costa who also represents the Shepherd's Company of Sassari, and he is a man who keeps his word.

The Ministry of Agriculture representative stated it was not thought necessary to receive a written statement of acceptance of price, and that neither the Ministry of Agriculture nor the Ministry of Food should be held responsible.

Mr. Merritt, of Agriculture Sub-Commission registered the suggestion that the High Commissioner possibly did not recognize the problem of organization in moving the livestock which might have been one of a more serious nature than the actual movement.

Colonel Steff, however, stated that the ships scheduled for Sardinia were not in excess of those programmed (assuming no epidemics) at the request of the Ministry of Agriculture, and claimed the major problem in this particular case seemed to be the lack of foresight in not advising 40 until 31 of May.

The following telegram was submitted for the record:

From E.E. Bergami, High Commissioner of Food, Rome, to E.E. Pinna, High Commissioner for Sardinia, Cagliari:

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The Ministry of Food representative stated that General Pinna did have the power to establish price. He further stated the disagreement over price could not be solved between the Ministry of Agriculture and Ministry of Food, but by the Ministry of Treasury, as it involves an increase in price.

Mr. Taylor told the representatives that Transportation Sub-Commission has had trouble of this kind before, particularly with pyrites when great quantities of shipping were wasted due to differences in price. "In the future," he said, "no special moves will be laid on



Sardinia

- 4 -

22 JUNE 1945

for the High Commissioner of Food unless there is certification by him that the price is agreed." To which the Ministry of Food representative replied that prices had to be agreed on by all members of the Ministerial committees.

Mr. Taylor stated: "With the world wide shipping shortage and the war with Japan, we cannot waste shipping while prices are haggled over. It must be the responsibility of the Italian Government to see that the supplies will move when special accommodations are provided."

"It is the responsibility of the Italian Government to see that supplies are available when special transport is provided at their request for the movement of certain commodities. The Italian Government must assume full responsibility for having agreed prices before presenting a special program for transportation. Unless we receive proper assurance from the Italian Government that the supplies will be available to move when special programs are prepared, Transportation Sub-Commission will not provide the transport."

Colonel Sieff summed up the meeting with the following remarks: "In this particular case, the following action is necessary:

- 1) An Italian Government retraction of the article attributed to General Pinna.
- 2) Allied Commission requires that they be informed within twenty-four hours whether the ship will be loaded or not.
- 3) On another subject, it would be of interest to these gentlemen that during the month of May, the Agriculture and Food consignors failed to load nearly 40,000 tons of rail wagons when they were placed."

The Ministries of Food and Agriculture representatives declared they were going to Sardinia on the following day and would clear up the first two points, and they requested a list of consignors who had failed to load rail wagons after having bid for the space.

# DISTRIBUTION:

G-4 (Nov &amp; In) AFHQ

MEDEO

Chief Commissioner, AC

Acting Vice President, Economic Section

Food Sub-Commission

Agriculture Sub-Commission

MERRITT H. TAYLOR,  
Director,

Transportation Sub-Commission



1798

"It is the responsibility of the Italian Government to see that supplies are available when special transport is provided at their request for the movement of certain commodities. The Italian Government must assume full responsibility for having agreed prices before presenting a special program for transportation. Unless we receive proper assurance from the Italian Government that the supplies will be available to move when special programs are prepared, Transportation Sub-Commission will not provide the transport."

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DISTRIBUTION:

G-4 (Mov & Tr) ATRQ  
MEDEC  
Chief Commissioner, AG  
Acting Vice President, Economic Section  
Food Sub-Commission  
Agriculture Sub-Commission  
Minister of Food  
Minister of Agriculture  
Minister of Transport  
Transportation Sub-Commission  
Shipping Division, Tn. S/C  
Movements Division, Tn. S/C  
Deputy Director, Tn. S/C  
Public Relations Branch, AG

*Merritt H. Taylor*  
MERRITT H. TAYLOR,  
Director,  
Transportation Sub-Commission



HEADQUARTERS ALLIED COMMISSION  
APO 354  
Transportation Sub-Commission

MJS/bjs

Tel. Ext 318  
504/63/Tn.3

23rd June

SUBJECT. Minutes of meeting held at H.Q. A.C. on  
22 June to discuss allocation of fuel to  
schooners.

TO. See distribution .

1. Present were -

COL SIEFF (in the chair)  
Major GOLFREY  
Major STANT GARDNER  
Major FAGAN  
Capt. COWLIN  
Gen. MATTEINI  
Mr. MARINA  
Mr. BAZZANZELLA  
Mr. ALLMAN  
Dott. CUSCIANNA

Capt. TOSI

Movements Division  
"  
"  
Pot. Section AFHQ  
Commerce Sub-commission  
Ministry of Marine  
Ministry of Marine  
Ports & Warehouse  
Ports & Warehouse  
Ministry of Industry,  
Commerce & Labour  
(liquid fuels div.)  
Movements Division.

2. The Chairman stated that the provision of fuel for schooners was still unsatisfactory. During 1945 large numbers of schooners had been held up on at least six occasions, and that at present over 80 schooners were idle due to lack of fuel. The Italian Government control the provision of fuel within their overall allocation from AFHQ. It had been agreed by the Allied Commission and Petroleum Section AFHQ that the Ministry of Marine and the Liquid Fuels office of the Ministry of Industry, Commerce and Labour should work out a plan for providing adequate fuel for schooners; H.Q. A.C. had requested the Ministry of Marine to inform the Transportation Sub-Commission if they were unable to make a satisfactory arrangement with the Liquid Fuel office.

3. The Director General of Merchant Marine handed a memorandum which revealed the fact that the Liquid Fuel Office was at present only allocating 50 to 55% of the amount COGENA estimated they required to run schooners under their control efficiently.

4. The Chief of the Liquid Fuel division stated that the consumer demands for POL greatly exceed the



SUBJECT.

Minutes of meeting held at K.Q. A.C. on 22 June to discuss allocation of fuel to schooners.

TO. See distribution .

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Col SIEFF (in the chair)  
Major GODFREY  
Major STAIT GARDNER  
Major FAGAN  
Capt. COWLIN  
Gen. MATTEINI  
Mr. MARINA  
Mr. BAZZANELLA  
Mr. ALLMAN  
Dott. CUSCIANNA

Capt. TOSI

Movements Division  
" "  
" "  
Pet. Section AFHQ  
Commerce Sub-commission  
Ministry of Marine  
Ministry of Marine  
Ports & Warehouse  
Ports & Warehouse  
Ministry of Industry,  
Commerce & Labour  
(liquid fuels div.)  
Movements Division.

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3. The Director General of Merchant Marine handed a memorandum which revealed the fact that the Liquid Fuel Office was at present only allocating 50 to 55% of the amount COGENA estimated they required to run schooners under their control efficiently.

4. The Chief of the Liquid Fuel division stated that the consumer demands for FOL greatly exceed the

supply/

3902/4



supply, and that all demands were cut proportionately. For example, the Ministry of Agriculture had requested 4,600 tons of diesel oil for July, and were only receiving about one third. The Chairman asked whether it was the intention of the Liquid Fuel Office to allocate an increased quantity of fuel to the Ministry of Marine for shipping purposes. The representative of the Liquid Fuel Office replied that the proportionate allocation to COGEMA is greater in relation to its demand than that of other main consumers, and it was not the Italian Government's intention to allocate more for the purpose of schooner traffic. It was pointed out that the allocation of fuel must be on a priority and not a proportionate basis, and therefore the Italian Government should immediately examine its priorities.

Action  
Italian  
Government,  
Ministry of  
Industry,  
Commerce &  
Labour.

5. The Chairman asked how much fuel was allocated to fishing vessels in relation to schooners. It was revealed that during the present period, of the total amount of fuel available for marine purposes, approximately 70% went to fishing vessels, and 30% to COGEMA. The Ministry of Agriculture indicated for fuel for fishing vessels directly on the Liquid Fuel office, and there appeared to be no coordination between the Ministry of Marine and the Ministry of Agriculture on this subject. The Chairman requested the Ministry of Marine and the Liquid Fuel office to examine immediately in conjunction with the Ministry of Agriculture relative allocations, with a view to their revision.

Action  
Ministry of  
Industry,  
Commerce &  
Labour;  
Ministry of  
Marine

6. The representative of the Petroleum Section stated that approximately 12 months ago the Ministry of Agriculture had submitted a detailed demand of their POL requirements month by month for a period of 12 months ahead, and that the Petroleum section in their overall allocation to the Italian Government had made provision to meet this programme in full. He also pointed out that between the months of December and April inclusive, figures showed that the Italian Government were left with a surplus of 3000 barrels of diesel oil over their allocation. The representative of the Liquid Fuel Office said that apparently the demand submitted by the Ministry of Agriculture to the Petroleum Section, and the demand submitted by the Ministry of Agriculture to the Liquid Fuel office did not agree, the demand being considerably higher in the latter case, and secondly, the surplus of diesel oil which existed in April had been fully consumed during May and June. The Chairman requested the Ministry of Industry, Commerce and Labour to check with the Petroleum Section the respective demands which each had received for purely agricultural purposes.

Action  
Pet.  
Section;  
Ministry  
of Industry,  
Commerce  
& Labour

Action  
Italian  
Government,  
Ministry of  
Industry,  
Commerce &  
Labour.

Action  
Ministry of  
Industry,  
Commerce &  
Labour;  
Ministry of  
Marine

Action  
Pot.  
Section:  
Ministry  
of Indus-  
try,  
Commerce  
& Labour

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The Petroleum/



The Petroleum Section agreed to make figures which the Ministry of Agriculture had submitted to them available to the Ministry of Industry, Commerce and Labour.

7. The Chairman then asked the Ministry of Industry, Commerce and Labour if they were prepared in the meantime to allocate additional fuel to COGENA to enable the 80 schooners, at present idle, to recommence operation. The representative of the Ministry of Industry, Commerce and Labour stated that unless their overall allocation was increased they were not prepared to increase the allocation to COGENA. The Chairman pointed out that the craft would remain idle, a condition which could not be tolerated. The representative of the Petroleum Section was asked if he could authorize an increase in the fuel allocation, and said that this was not possible without further examination. However he stated that the Italian authorities had always the right to draw on future months' allocation. The Chairman then requested the Liquid Fuels Office to draw on future months' allocation to enable schooners to recommence operation immediately, while the whole subject of POL allocation for schooners was under examination. The representative of Liquid Fuel office said that this would be done at once.

Action  
Ministry of  
Industry,  
Commerce &  
Labour;  
Ministry of  
Marine,  
Ports &  
Warehouse  
Division.

8. The representative of the Petroleum Section said that in his opinion the schooners were receiving ample POL in relation to the amount of POL they consumed in prewar days, taking into account the number of schooners operating then, and the number of schooners operating under COGENA. It was pointed out that at the present moment schooners, to a large extent, replace the prewar Italian coastwise merchant fleet, and that AFHQ had made the Italian authorities responsible for lifting by schooner 30,000 tons of cargo per month against the disease and unrest programme. In prewar days schooners were not used on long journeys in anything like the degree they are being used at present; in fact they were an uneconomical method of transportation, generally run by an owner family, who probably took every precaution to avoid using fuel. Their function was far different today. He therefore asked the Petroleum Section to examine their allocation of fuel for marine purposes in the light of the above position. If a satisfactory arrangement could not be reached between the Ministry of Marine, and Petroleum Section, this should be reported immediately to Allied



Action  
Ministry of  
Industry,  
Commerce &  
Labour;  
Ministry of  
Marine,  
Ports &  
Warehouse  
Division.

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Commission/

4

Commission, and the information could then be passed immediately to the interested authorities at A.F.H.Q. that the operation of schooners was likely to continue to be unsatisfactory.

Action  
Pot. Section  
Ministry of  
Marine,  
Ports & Ware-  
houses;  
Liquid fuel  
office.

M. J. SIEFF, Colonel  
Chief, Movements Division

#### Distribution

G-4 (Mov & Tr) A.F.H.Q. (2)  
Secretary MEDBO AFHQ (2)  
G-5 A.F.H.Q. (2)  
M.W.T. Rome  
W.S.A. Rome  
Petroleum Section A.F.H.Q. Advanced  
Petroleum Section A.F.H.Q.  
Economic Section, Allied Commission  
Ports & Warehouse Division (2)  
Shipping Branch, Movements Division, Allied Commission  
Director Transportation Sub-commission  
Ministry of Merchant Marine (2)  
(attention Lt. Gen. MATTINI)  
COGEMA  
Ministry of Industry, Commerce and Labour  
(Liquid fuel office) (3)  
Commerce Sub-commission (Petroleum Section)



1804

JWB/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

Tel : 478704

770/2/Tn 3

21 June 1945

SUBJECT : Transportation Officers' Conference

TO : Administration Division  
Accounts & Statistics Branch  
Planning Staff  
Movements Division - Rail Branch  
" " - Road Branch  
" " - Shipping Branch  
Rail Division  
Road Division  
Port & Warehouse Division

1. A Transportation Sub-Commission conference with representatives of the Transportation Sub-Commission in Italian Government territory has been called for 1000 hours at HQ. AC. Rome on Monday July 2nd.
2. Senior Transportation Officers at Bari, Naples, Reggio, Rome, Ancona, Florence, Leghorn and Piombino have been requested to attend.
3. Will addressees please submit by Wednesday 27 June '45 any points they would like incorporated in the Agenda and to arrange for suitable representation at the Conference. Matters for inclusion in the Agenda should be of general importance. Detailed discussions can be arranged with Transportation Officers concerned after the Conference.
4. Will Administration Division please arrange reservation of Conference Room on First Floor at this HQ.

For the Director

ms. 5. 11. 61



## Accounts &amp; Statistics Branch

## Planning Staff

Movements Division - Rail Branch

" " - Road Branch

" " - Shipping Branch

Rail Division

Road Division

Port &amp; Warehouse Division

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4. Will Administration Division please arrange reservation of Conference Room on First Floor at this HQ.

For the Director

M. J. Sieff

M.J. SIEFF, Colonel

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Ziff

URGENT

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Transportation Sub-Commission

MJS/bjs

Tel, Ext 318

770/3/Tn.3

20th June 1945

SUBJECT. Transportation Officers' Conference

|     |                                    |                    |
|-----|------------------------------------|--------------------|
| TO. | A.C. Senior Transportation Officer | Naples             |
| "   | "                                  | Reggio             |
| "   | "                                  | Bari               |
| "   | "                                  | Ancona             |
| "   | "                                  | (Capt. Bent)       |
| "   | "                                  | Rome               |
| "   | "                                  | Florence           |
| "   | "                                  | Leghorn            |
| "   | "                                  | (for Capt. Ramsay) |

1. It is proposed to hold a Transportation Sub-Commission conference with representatives of the Transportation Sub-commission in Italian Government territory at 1000 hours at H.Q. A.C. Rome on Monday July 2nd.

2. Addressees are requested to attend.

3. Addressees are requested to submit as soon as possible any points they would like incorporated in the agenda.

4. An agenda will be issued from this H.Q. in due course.

5. Please acknowledge receipt.

By command of Rear Admiral Stone

*M/Siff 69*

A.J. SIFF, Colonel.

SUBJECT. Transportation Officers' Conference

TO. A.C. Senior Transportation Officer Naples  
 " " " Reggio  
 " " " Bari  
 " " " Ancona  
 " " " (Capt. Bent)  
 " " " Rome  
 " " " Florence  
 " " " Leghorn  
 (for Capt. Ramsay)

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2. Addressees are requested to attend.
3. Addressees are requested to submit as soon as possible any points they would like incorporated in the agenda.
4. An agenda will be issued from this R.Q. in due course.
5. Please acknowledge receipt.

By command of Rear Admiral Stone

*M. J. Stone*

A.J. STIFF, Colonel.

Copy to A.C. Commissioner, Naples Commune  
 A.C. Commissioner, Ancona Commune  
 A.C. Commissioner, Leghorn Commune  
 A.C. Liaison Officer, Bari

Administrative Division Will you please arrange necessary accommodation for these officers in Rome for the nights of July 1/2, and 1/3.

3726202/2

*[Signature]*



202

Tel. 259

HEADQUARTERS ALLIED COMMISSION  
AFG 394  
TRANSPORTATION SUB-COMMISSION

JBR/eh

AC/2/1/Tn 6

3 February 1945

SUBJECT: Minutes of Meeting - Saturday, 20 January 1945, held in the Office of the Director, Transportation Sub-Commission.

TO : Deputy Director, Transportation Sub-Commission  
Chief, Movements Division  
Chief, Port and Warehouse Division

1. The meeting was called to order by Mr. Taylor, and he explained that it was for the purpose of discussing Mr. Crooks' letters of 17 January (see copies attached) in which he (Mr. Crooks) requested a clarification of his duties as Chief, Port and Warehouse Division, and its relation to the Movements Division of the Transportation Sub-Commission.

2. Mr. Taylor stated that no division within the Transportation Sub-Commission was an air-tight compartment and it was important to exchange views from time to time in order to maintain an efficient functioning organization.

3. The following questions were then taken up for discussion and decisions rendered:

Question: Chairman, Civil Ports Committee (see Mr. Crooks' letter AC/10/25/Tn/S attached).

Decision: Matter to be discussed first with Shipping Sub-Commission in order to get their views on the subject, and if they agree, then discuss informally with representatives of MEDCO on Tuesday, 23 January 1945.

Question: To whom is the Chief, Port and Warehouse Division, responsible?

Decision: Port and Warehouse Division is responsible only to the Director and Deputy Director of Transportation Sub-Commission, the same as all division heads.

3725 ①

- 2 -

Question: Policy as related to Port and Warehouse Division?

Decision: Movement policy is a movement concern; operation policy is an operations concern. Where there is an overlapping of policy questions as between movements and operations, these matters should be settled in conference between the two divisions.

Question: Selection of representative to MEDEC?

Decision: One member only normally to attend MEDEC meetings, to be Chief, Movements Division, or his representative. Port and Warehouse Division may also send representative when necessary. Port and Warehouse Division to be informed on all decisions made at MEDEC meetings.

Question: Opening of new waterway routes?

Decision: Responsibility of Movements, but must be cleared at all times with Port and Warehouse where they are directly interested.

Question: Responsibility of fixing rates, both passenger and freight, on all schooners and steamers?

Decision: Responsibility of the Port and Warehouse Division; copy of all actions on rates will be transmitted to Movements Division for their records.

Question: Repair and rehabilitation of all civil ports, concerning shipping and port operations?

Decision: Primary responsibility of Port and Warehouse Division. Movements Division will coordinate the planning in the initial stages, be responsible for arranging and coordinating the initial reconnaissance, and their approval will be obtained before work starts.

Question: Inspection parties to civil ports?

Decision: Normally members of the Movements Division will inform Port and Warehouse Division before visiting a port, in order to check up on any points that Port and Warehouse Division would like Movements to follow up, but it should be clearly understood that Movements personnel must have the right to visit any port at any time; this applies equally to Movements, Road, Rail and Shipping personnel, as they are all interested in port working from a movements angle.

3724

- 3 -

Question: Distribution of messages affecting Port and Warehouse Division?

Decision: All letters, messages, sign ls, etc., pertaining to Port and Warehouse Division should come first to that Division and then be given the widest distribution.

Question: Liaison with Italian Government on Port and Shipping matters?

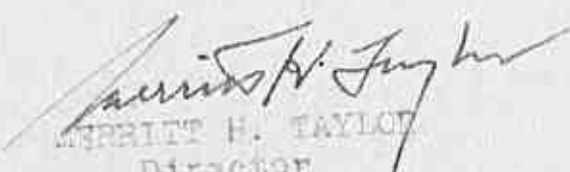
Decision: This liaison to be maintained by the Port and Warehouse Division.

Question: Representative on Schooner Control Board?

Decision: Member will be a member of Port and Warehouse Division.

4. The following members of the Transportation Sub-Commission were present:

Merritt H. Taylor, Director  
Colonel M. B. Thomas, Deputy Director  
Lt. Col. M. J. Stoff, Chief, Movements Division  
Charles C. Crooks, Chief, Port & Warehouse Div.  
Mr. James E. Hurley, Port & Warehouse Div.

  
MERRITT H. TAYLOR  
Director

2 Incls.  
1-Cy ltr 17 Jan. 45  
2-Cy ltr 17 Jan. 45. AC/10/25/Tn/E

3723



COPY

Ext. 394

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

CCC/ch

17 January 1945

Dear Mr. Taylor:

Since it has been agreed that I am to remain as Chief, Port and Warehouse Division, and in the interest of efficient operation, I feel it is necessary that the duties of the division be clarified. In the first place, it is necessary that it be made plain that I am responsible only to the Director and his Deputy in the Transportation Sub-Commission.

As has been explained to me, the operational and of Transportation is policy making and actual operations. I understand perfectly that the duties of all divisions must be coordinated to the highest degree to have a working organization, and my division will at all times cooperate to the fullest with all other divisions. However, there is certain work to be done by each division and duplication, as previously experienced, only leads to confusion. Hence, I set forth my ideas:

Transportation: shipments, ports and warehouses is an operational function distinct from movements. Operations include policy.

MEBEC is a policy making group. We will appoint the representative or agree on his selection, and we will be advised of all matters concerning MEBEC. All new routes, passenger or freight, will be our responsibility. Movements will tell us of the requirements, and we, in coordination and close collaboration, will arrange for the necessary services.

We shall be responsible for the fixing of rates, both passenger and freight. We shall receive immediately advice of complaints about loading and discharge rates in all civil ports. We shall receive immediately advice of gear requirements in any port and arrange for its procurement. We will be responsible for repairs and rehabilitation of all civil ports in all matters concerning shipping and port operations.

We will be notified in advance of any proposed inspection parties to civil ports and of their purpose so that we may send suitable representatives along with the party.

3722

- 2 -

We will be immediately furnished with all letters, signals, etc., which affect any of the above subjects, such messages to be given the widest distribution by us when necessary.

We are to maintain all liaison with the Italian government on port and shipping matters for this Sub-Commission, except in cases when the Director or Deputy take direct action. We will be responsible for supplying shipping space for special movements of minerals, wines, perishables, etc. We shall be responsible for the efficient operation of COGENA. We are responsible for operation of warehouses, their locations, sites, etc., after being informed by Movements Division where and when they are needed.

Yours very truly,

Signed/Charles C. Crooks

CHARLES C. CROOKS

Mr. Merritt H. Taylor  
Director, Transportation Sub-Commission  
Headquarters, Allied Commission

3721

COPY

Ref. 394

HEADQUARTERS ALLIED COMMISSION  
APO 394  
TRANSPORTATION SUB-COMMISSION

GCG/ah

AG/AC/25/Tn/S

17 January 1945

SUBJECT: Chairman, Civil Port Committee

TO : Director, Transportation Sub-Commission

1. In order to improve conditions in the various ports which have been or will be turned over to the Italian authorities, I suggest that an order be issued by competent authority that the Chairman of the Port Committee be the Italian naval officer in charge, or Capitano di Porto when no Nais has been appointed by the Italian government, for the following reasons:

a. It is in line with the policy of AFHQ and AC, Hq., to have the Italians assume as much responsibility as possible.

b. These Italian officials have only one objective, the more efficient and smoother operation of ports under their control.

c. Most of the other members of the committee have special services to render which could be contrary to the good of the port.

d. It would offer a certain prestige which would demonstrate to the Italians our effort to help them operate their own ports.

e. It will make for greater continuity after allied forces withdraw or when in the process of such withdrawal.

CHARLES C. CROOKS  
Chief, Port and Warehouse Division

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