Declassified E.O. 12356 Section 3.3/NND No. 785021

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ECITO MATTERS

vol. I

Sept. 1944 - Sept. 1945

Declassified E.O. 12356 Section 3.3/NND No. 785021

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O MATTERS Vol. I

1944 - Sept. 1945

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Declassified E.O. 12356 Section 3.3/NND No. 18502

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

PDGB/lrv

Ref. 870/59/Tn 1

24 September 1945

Col. M.B. Thomas
c/o C.A.2(b), War Office,
Hotel Victoria
Northumberland Avenue,
London, W.C.2.

Dear Ethelred Thomas:

Thank you very much for your letter of 15 September, which arrived here on the 21st. I have read the minutes of your meetings with interest, and have also shown them to Girling who was up here on a short visit last week. He says that it reminds him very forcibly of the meetings he attended in the same position just one year ago, and very little seems to have altered meanwhile.

With regard to your demobilization and our own respective positions. Girling has tackled me about this, in that he expects to have to revise his Movement establishment for Italy about the end of this month, and the Movement appointment which I now hold is likely to lapse about that time. I gather from your letter that you expect to become a civilian again about that time, in which case things would fit nicely. Otherwise, it seems that my Movement appointment may lapse and I may have to assume your mantle a little before you are really ready to relinquish it. Things may, therefore, be a little tight, and I would ask you to keep me closely posted as to your own position, and I will try and do the same for you. It would, however, seem quite possible for you to remain in England, not having been demobilized but having relinquished the appointment you still hold as Deputy Director here. Is there any objection to that from your point of view?

There is not much news here. People seem to think that AC is likely to fold up about the end of the year. Cooper has now come in Baker's place. Worthington has gone on LIAP; his extra pip came through just before he left. I think that is all for now.

Yours

P—.1

FILE

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c/c C.A.2(b).,
War Office,
Hotel Victoria,
Northumberland Avenue,
London, W.C.2.

15th September, 1945.

To:-
H.Q. Allied Commission.,
Italy.

(Attention Transportation Sub-Commission).

E.C.I.T.O.

1. In accordance with instructions I reported to the War Office, C.A.2(b) on 20 Aug 45. Contact was also made with Brigadier SIMNER, Inspector of Transportation, who represents the War Office on the U.K. delegation to E.C.I.T.O.

2. It was decided that I should attand the E.C.I.T.O. Conferences as an Observer for A.C. Italy, not as an adviser to the British delegation; the change was theoretical rather than practical.

3. The Meeting scheduled for 22 Aug. was postponed until 24 Aug., but on the latter date little could be done owing to the non-arrival of certain delegations (Russian and Polish) and to the fact that other countries (Yugoslavia and Czechoslovakia) stated that for the present they could attend only as observers. After some desultory discussions the meeting adjourned until 28 Aug. Minutes of this meeting are attached at Appendix "A".

4. On 28 Aug the Russian and Polish delegations attended; a full list of the delegates is shewn in Appendix "B". After M.JEAN LEVY. Chairman of the Provisional Executive, had submitted a report (attached as Appendix "C") on the activities of the Provisional Organisation and answered questions, a discussion as to further procedure took place. Reference was made to the new Draft Agreement (Appendix "D") and it was decided that further amendments should be submitted by Thursday 30 Aug. and considered at a meeting on Friday 31 Aug. The minutes of this meeting are attached at Appendix "E".

5. At the meeting on 31 Aug. various amendments to the Draft Agreement were considered in detail; the agreed amendments have been shewn in M.S. on the draft at Appendix "D". The minutes of this meeting are attached at Appendix "F".

6. On 4 and 5 Sept. further amendments were discussed; minutes are attached at Appendices "G" and "H".

7. During the last week the Russian delegation has proposed a major amendment to the Agreement, briefly that it should apply only to railways. This is fundamentally against the original concept of the organisation and, as will be seen from the minutes at Appendix "I", the feeling of the meeting was against the proposal; the question has been deferred in order to enable the Russian delegation

Declassified E.O. 12356 Section 3.3/NND No. 785021

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8. A number of questions affecting Italy have been discussed with various people before and after the meetings. Mr. NOEL-BAKER, the Minister of State, asked me how soon Italy could become wholly responsible for her own transport system and when she might be considered for membership of the E.C.I.T.O. I answered that there was little practical or technical difficulty about handing over control to the Italians; that we had already gone a long way towards it; but that the

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Declassified E.O. 12356 Section 3.3/NND No. 785021

final step was dependent on political factors and on the views of the Supreme Allied Commander as to the need for safeguarding military requirements; Mr. NOEL-BAKER agreed that Italy could hardly be considered for membership of E.C.I.T.O. until she is Mistress of her own transport system.
I also answered several other questions regarding transport conditions and facilities in Italy, but the questions and replies hardly need detailing here.

9. There is a further meeting of the Conference shortly and I will report again in about a fortnight or at the conclusion of the conferences, whichever is earlier.

10. As far as can be foreseen it should be possible for me to be demobilised about the end of the month without return to Italy, but a definite recommendation will be made on this point inthe next report.

M.B. Thomas

M.B. Thomas, Colonel.
Deputy Director Transportation Sub-Commission.
Allied Commission, Italy.

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDICES TO FIRST REPORT ON E.C.I.T.O.

"A". Minutes of 2nd Meeting 24 Aug 45.

"B". Revised List of Delegates.

"C". M.Levy's Statement on Provisional Organisation.

"D". Draft Agreement for E.C.I.T.O.

"E". Minutes of 3rd Meeting 28 Aug 45.

"F". Minutes of 4th Meeting 31 Aug 45.

"G". Minutes of 5th Meeting 4 Sept 45.

"H". Minutes of 6th Meeting 5 Sept 45.

"I". Minutes of 7th Meeting 7 Sept 45.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Appendix 'A'

EIT/Second Meeting.

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Draft Minutes of Second Meeting, held at Lancaster House, St. James's, London, 24th August, 1945, at 11.0 a.m.

PRESENT:

Chairman: Mr. P.J. Noel-Baker, M.P.
Minister of State.

BELGIUM

Viscount Obert de Thieusies
M. M. Mineur
M. E. Harford

FRANCE

M. R. Massigli
M. E. Dorges
M. C. Lebel

GREECE

Mr.G. Drecopoulos

NETHERLANDS

Dr. W. Huender
Mr. C. J. Schaepman

NORWAY

Mr.T. Wold
Mr.K. Somme
Mr.O. Holtmon
Mr.V. Paus

UNITED KINGDOM

Mr. P.J. Noel-Baker
Sir Cyril Hurcomb
Mr. C.A. Birtchnell
Mr. N. Ronald
Brigadier K.N. Simmer
Mr. P.A. Brunt

OBSERVERS

CZECHOSLOVAKIA

M. Baraček-Jacquier
Captain V.J. Kříž

DENMARK

Count Knuth

YUGOSLAVIA

Dr. Vladimir Rybář

ALLIED COMMISSION, ITALY

Colonel M.B. Thomas

UNRRA

Colonel F.J. Easterbrook

PROVISIONAL EXECUTIVE FOR EUROPEAN INLAND TRANSPORT

M.J. Lévy
Colonel C. Gildea

SECRETARIAT OF THE CONFERENCE

Mr. J. Kahane
Mr. A.A. Evans

Declassified E.O. 12356 Section 3.3/NND No. 785021

Viscount Obert de Thieusies
M. M. Mineur
M. E. Harford

FRANCE

M. R. Massigli
M. E. Dorges
M. C. Lebel

GREECE

Mr.G. Drecopoulos

NETHERLANDS

Dr. W. Huender
Mr. C. J. Schaepman

NORWAY

Mr.T. Wold
Mr.K. Somme
Mr.C. Holtmon
Mr.V. Paus

UNITED KINGDOM

Mr. P.J. Noel-Baker
Sir Cyril Hurcomb
Mr. C.A. Birtchnell
Mr. N. Ronald
Brigadier K.N. Simner
Mr. P.A. Brunt

UNITED STATES OF AMERICA

Mr. R. Hooker, Jr.
Miss H. Moats
Mr. J.M. Allison
Colonel C. Sibley

CZECHOSLOVAKIA

M. Baraček-Jacquier
Captain V.J. Kriz

DENMARK

Count Knuth

YUGOSLAVIA

Dr. Vladimir Rybář

ALLIED COMMISSION, ITALY

Colonel M.B. Thomas

UNRRA

Colonel F.J. Easterbrook

PROVISIONAL EXECUTIVE FOR EUROPEAN INLAND TRANSPORT

M.J. Lévy
Colonel C. Gildea

SECRETARIAT OF THE CONFERENCE

Mr. J. Kahane
Mr. A.A. Evans

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7. OPENING STATEMENT.

THE CHAIRMAN apologised for the delay in the opening of the proceedings, which was not due to any fault of his own but to circumstances over which he had no control. He wished to say how very happy he was to be able to welcome once again the delegates who came from many capitals to re-start the Conference. It was many months, far too many in his view, since they had suspended the work that they had begun. Everything that had happened in

Declassified E.O. 12356 Section 3.3/NND No. 785021

the interval of time had only served to show the vast importance of their task. Since then they had seen yet new destruction of the means of transport in the concluding operations of the war, and they had learned how vast and widespread was the destruction in the countries which were already freed. It was true that in the north of Italy, thanks, in part, to the valour of the Allied Armies, thanks, in part, to the help which the Italian democratic patriots gave them, the railway system, the rolling stock, the power stations and much else was, in fact, saved, but in other countries, for example, Holland, Yugoslavia and Greece, we knew now that the destruction of the means of transport was virtually complete. He did not need to harrow the feelings of transport experts with the relevant statistics. They knew them, by this time, all too well. Broadly speaking, last winter, over a great part of Europe, the means of moving men and goods had ceased to exist, and, alas, whatever the lorries of the liberating armies were able to do, they by no means filled the gap. They understood now, even better than when the Conference first met, what this destruction of the transport system had meant. It had been the first and major problem of reconstruction with which the Government of every liberated country had been faced.

Transport was the life-blood of society. It was the essential instrument of agriculture, industry and government. All last winter, all through these summer months, transport had meant food and clothes and raw materials and therefore work to men and women who had been hungry, ragged and unemployed.

Without transport, there could be no hope of a return to law and order, to stable political conditions, to working democratic institutions. All last winter, and all through these summer months, they had seen how lack of transport had prevented the production and the proper distribution of the wealth which Europe itself should have been able to turn out. The victorious Allied Nations were now importing from overseas many a ton of food and other goods which might have been produced in Europe if a little, a very little, more transport could have been provided, or if the transport that existed could have been put to better use. The same problems still existed today. In the intervening time, many bridges had been built, locomotives and railways and rolling stock had been repaired, some waterways had started operation on a minor scale, UNRRA had obtained 20,000 motor vehicles for the countries which needed them most, but there was still a desperate shortage of transport. With the winter coming on, they could see the political and economic dangers which might lie ahead unless

Declassified E.O. 12356 Section 3.3/NND No. 785021

first met, what this destruction of the transport system meant. It had been the first and major problem of reconstruction with which the Government of every liberated country had been faced.

Transport was the life-blood of society. It was the essential instrument of agriculture, industry and government. All last winter, all through these summer months, transport had meant food and clothes and raw materials and therefore work to men and women who had been hungry, ragged and unemployed.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

8. THE CHAIRMAN announced that he had received a message from the Polish Delegation giving the names of the Delegates who would participate in the Conference, but explaining that some of them had not yet arrived. It was hoped, however, that they would be here for the next Meetings.

9. STATEMENTS BY DELEGATIONS.

DR. RYBAR (Yugoslavia) explained that the Yugoslav Delegation would take part in the proceedings of the Conference as observers.

10. M. BARAČEK-JACQUIER (Czechoslovakia) explained that the Czechoslovak representatives also could act only as observers pending the arrival of a Delegation.

11. DISCUSSION.

M. MASSIGLI (France) raised the question as to whether the Conference should be continued on the present basis, since some of the Delegates were not ready to attend it, while others were acting only as observers. He suggested that the Provisional Organisation might simply continue until the absent Governments arrived and were ready to participate.

THE CHAIRMAN said that they had given long enough notice of the Meeting, and that they had postponed it from Wednesday to Thursday, and from Thursday to Friday. It was regrettable that some of the Delegations were not present but as others had travelled from great distances he felt it was essential that the work should go on. He suggested that it would be advisable to discuss the present Draft Agreement, and submit any amendments or recommendations, which could then be discussed in a few days.

VISCOUNT OBERT DE THIEUSIES (Belgium) associated himself with the French position. The Belgian Government was satisfied with the Provisional Organisation and the draft Agreement, and had no suggestions or amendments to make.

MR. HOOKER (U.S.) agreed that the Conference should not be abandoned because of delays, which in a number of cases were due to circumstances beyond control. He thought that the object of the Conference would be furthered if questions could be discussed and arrangements made for the submission of comments within a few days, by which time the Conference might be in a position to go ahead with the participation of all Delegations.

12. DR. HUENDER (Netherlands) thought that there was something to be said for both attitudes. He suggested that those who participated in the Provisional Organisation would have points to bring up as a result of practical developments in recent months. The Netherlands Delegation wished to raise the following

Declassified E.O. 12356 Section 3.3/NND No. 785021

of the Delegates [illegible] acting only as observers. He suggested that the [illegible] Organisation might simply continue until the absent Governments arrived and were ready to participate.

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12. DR. HUENDER (Netherlands) thought that there was something to be said for both attitudes. He suggested that those who participated in the Provisional Organisation would have points to bring up as a result of practical developments in recent months. The Netherlands Delegation wished to raise the following two questions, pending the arrival of the other Delegations:-

(i) Contacts between the Provisional Organisation and the Governments concerned;

(ii) Status of the Organisation with particular reference to diplomatic or other immunities.

He elaborated the first point by stating that the working of the Provisional Organisation had shown that there were certain difficulties in finding the right channel through which to approach the Governments on particular subjects, such as monetary matters, immunities, etc. He suggested that the Organisation should have someone in each Government to whom it could refer on any matter, and recommended that this should be taken care of by an amendment to the Agreement.

Declassified E.O. 12356 Section 3.3/NND No. 785021

MR.HOOKER (U.S.) said that he thought this was an excellent suggestion, and suggested that the Netherlands Delegation should submit a draft.

DR. HUENDER reminded the Conference that the proposal had been made to it at an earlier stage to outline in the text of the Agreement itself the facilities and immunities to be accorded to the Organisation. At thattime Dr. Huender had urged that these matters should be left to the Organisation to take up with each Government concerned, who would take the necessary action. Experience had shown that this point, which was still in abeyance in view of the submission of an Amendment to Article VIII, paragraph 13, by the United States Delegation (EIT/32) might need further consideration.

VISCOUNT OBERT DE THIEUSIES (Belgium) suggested that written proposals be submitted on the above points.

DR. HUENDER (Netherlands) pointed out that under existing circumstances it would only be possible for the Conference to discuss such improvements to the existing text as the Delegations present might care to suggest.

13. THE CHAIRMAN noted that the Delegations agreed to take the Draft Agreement in its present form (EIT/36) as a basis for discussion.

14. After a short discussion, it was agreed that the various Delegations should send in their specific proposals for amendments, and that the Conference should proceed to consider them within a few days, by which time it was hoped that all Delegations could be present.

15. THE CHAIRMAN hoped that at an early stage the Organisation would become a definitive one, and that other countries would be able to participate. The fact that the Organisation had not been set up last winter had resulted in a real loss for all the countries concerned. In view of the great difficulties of the coming winter, it was imperative that the present ambiguous position should end. The Conference would have to decide whether it wanted to set up a permanent Organisation, or whether it was desirable to continue on a provisional basis.

VISCOUNT OBERT DE THIEUSIES (Belgium) agreed that the present situation should not be allowed to continue for an indefinite period, and suggested that the Conference wait for a few days and then take a decision.

MR. HOOKER (U.S.) pointed out that the decision to set up a permanent Organisation should be the final rather than the initial act of the Conference. It

Declassified E.O. 12356 Section 3.3/NND No. 785021

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VISCOUNT OBERT DE THIEUSIES (Belgium) agreed that the present situation should not be allowed to continue for an indefinite period, and suggested that the Conference wait for a few days and then take a decision.

MR. HOOKER (U.S.) pointed out that the decision to set up a permanent Organisation should be the final rather than the initial act of the Conference. It was suggested that meanwhile the Conference should adjourn until Tuesday, by which time he hoped there would be sufficient suggestions for discussion. This would enable the other Delegations to arrive, and it might then be possible to wind up in a few days with an agreement satisfactory to all.

16. STATEMENT ON PROVISIONAL ORGANISATION.

It was agreed that M. LEVY Chairman of the Provisional Executive for European Inland Transport, would make a statement at the next Meeting on the activities, difficulties and prospects of the Provisional Organisation.

17. PRESS STATEMENT.

It was agreed that a Press Statement stating that the Conference was again in Session should be issued by the Secretariat of the Conference.

Declassified E.O. 12356 Section 3.3/NND No. 785021

0315

Declassified E.O. 12356 Section 3.3/NND No. 185021

18. PROCEDURE.

THE CHAIRMAN proposed that the Conference should carry on its work regularly in plenary session rather than in Committee.

19. NEXT MEETING.

The Conference adjourned until Tuesday, 28th August, at 3 p.m.

20. The Meeting closed at 12.0 a.m.

3343

Appendix B

EIT/39
(Previous reference EIT/15)

CONFERENCE ON EUROPEAN INLAND TRANSPORT

REVISED LIST OF DELEGATES

BELGIUM

VISCOUNT OBERT DE THIEUSIES	Head of the Delegation Minister Plenipotentiary
M.E. VAN De PITTE	Consul General (Alternate)
M. HALENGREAU	Ministry of Foreign Affairs (Alternate)
M.E. ANSEELE	Member of Parliament Mayor of Ghent (Advisor)
M.M. MINEUR	Minister Plenipotentiary (Deputy for M. Van de Pitte)
M. ETIENNE HARFORD	Secretary to the Delegation

FRANCE

M.R. MASSIGLI	Head of the Delegation Ambassador
M.E. DORGES	Director General of Railways and Transport. Ministry of Public Works
M.C. LEBEL	Ministry of Foreign Affairs
M.O. WORMSER	Secretary to the French Embassy in London

GREECE

Declassified E.O. 12356 Section 3.3/NND No. 785021

M.E. VAN De PITTE	Consul General (Alternate)
M. MALENGREAU	Ministry of Foreign Affairs (Alternate)
M.E. ANSEELE	Member of Parliament Mayor of Ghent (Advisor)
M.M. MINEUR	Minister Plenipotentiary (Deputy for M. Van de Pitte)
M. ETIENNE HARFORD	Secretary to the Delegation

FRANCE

M.R. MASSIGLI	Head of the Delegation Ambassador
M.E. DORGELS	Director General of Railways and Transport. Ministry of Public Works
M.C. LEBEL	Ministry of Foreign Affairs
M.C. WORMSER	Secretary to the French Embassy in London

GREECE

GENERAL T.N. BOTZARIS	Head of the Delegation Minister Plenipotentiary. Civil Engineer, Former Minister of Communications.
M.G.C. DRACOPOULOS	Former Consul General, London.

LUXEMBOURG

M.A. J. CLASEN	Chargé d'Affaires in [illegible]
M.A. AIS	Chef de Cabinet to the Minister of Foreign Affairs.

3242

Declassified E.O. 12356 Section 3.3/NND No. 785021

NETHERLANDS

DR. W. HUENDER	Head of the Delegation, Netherlands Foreign Office.
MR. C.J.M. SCHAEPMAN	Netherlands Foreign Office.
MR. C.C. GIESCHEN	Netherlands Ministry of Shipping.

NORWAY

MINISTER TERJE WOLD	Head of the Delegation
MR. K. SOGE	
MR. C. HOLTMON	Director of Traffic of Norwegian Railways
MR. S. MEHLUMDER	Commercial Counsellor of the Norwegian Embassy in London.
MR. V. PAUS	Secretary to the Norwegian Embassy

POLAND

MR. MLODECKI	Head of the Delegation Director of Mechanical Department of Ministry of Communications.
MR. ZIELINSKI	Director of Railways, Warsaw.
MR. TILLINGER	Member of Technical Council
MR. PERLOWSKI	Head of Treaty Section Ministry of Communications Secretary to the Delegation
MR. WICHRZECKI	Chief of Road Transport Ministry of Communications
MR. ALEXANDROWICZ	Counsellor to the Polish Embassy

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINISTER TERJE WOLD	Head of the Delegation
MR. H. SOLSE	
MR. O. HOLTMON	Director of Traffic of Norwegian Railways
MR. J. HELANDER	Commercial Counsellor of the Norwegian Embassy in London.
MR. V. PAUS	Secretary to the Norwegian Embassy

POLAND

MR. MLODECKI	Head of the Delegation Director of Mechanical Department of Ministry of Communications.
MR. ZIELINSKI	Director of Railways, Warsaw.
MR. TILLINGER	Member of Technical Council
MR. PERLOWSKI	Head of Treaty Section Ministry of Communications Secretary to the Delegation
MR. WICHRZECKI	Chief of Road Transport Ministry of Communications
MR. ALEXANDROWICZ	Counsellor to the Polish Embassy

U.S.S.R.

MAJOR-GENERAL F.S. RADULIN	Head of the Delegation
M. T.S. KHACHATUROV	Director General of Railway Traffic. Corresponding member of the Academy of Science of the U.S.S.R. Professor.
M. A.I. KONDEEV	Director General of Railway Traffic
M. A.C. BOYAR	Representative of the Commissariat of Foreign Trade.
JR.LT. NIKOLAEV	Secretary-Interpreter.

Declassified E.O. 12356 Section 3.3/NND No. 785021

UNITED KINGDOM

MR. P.J. NOEL-BAKER M.P.	Head of the Delegation Minister of State
SIR CYRIL HURCOMB MR. C.I.A. BIRTCHNELL MR.W.G. WESTON	Ministry of War Transport
MR. N.B. ROWALD MR. N.J.A. GREENHILL	Foreign Office
BRIGADIER K.E. SKINNER	War Office
MR.G.E. DUNNETT MR. E.R. COPLESTON	Treasury
MR. P.A. BRUNT	Secretary to the Delegation

UNITED STATES

MR. JOHN G. WINANT	Head of the Delegation Ambassador
MAJOR-GENERAL FRANK S. ROSS	Chief of Transportation, (Theatre Service Forces European Theatre U.S.A.)
MR. ROBERT HOOKER, JR.	Department of State
MISS H. MOATS	U.S.A. Embassy
MR. JOHN ALLISON	U.S.A. Embassy
COLONEL C.C. SIBLEY	Representing Major General Frank S. Ross

OBSERVERS

CZECHOSLOVAKIA

M.F. DAŘÁČEK-JACQUIER	Minister Plenipotentiary
DR. O. EISLER	Ministry of Foreign Trade

Declassified E.O. 12356 Section 3.3/NND No. 785021

MR.G.E. DUNNETT MR. E.R. COPLESTON	Treasury
MR. P.A. BRUNT	Secretary to the Delegation

UNITED STATES

MR. JOHN G. WINANT	Head of the Delegation Ambassador
MAJOR-GENERAL FRANK S. ROSS	Chief of Transportation, (Theatre Service Forces European Theatre U.S.A.)
MR. ROBERT HOUGEN, JR.	Department of State
MISS H. NOATS	U.S.A. Embassy
MR. JOHN ALLISON	U.S.A. Embassy
COLONEL C.C. SMITH	Representing Major General Frank S. Ross

OBSERVERS

CZECHOSLOVAKIA

M.P. BARUCH-JACQUIER	Minister Plenipotentiary
DR. O. EISLER	Ministry of Foreign Trade
CAPTAIN KRIŽ	Secretary of the Delegation

DENMARK

COUNT KNUTH	Counsellor, Danish Legation

YUGOSLAVIA

DR. VLADIMIR PAVLAR	Minister Plenipotentiary

3341

Declassified E.O. 12356 Section 3.3/NND No. 785021

ALLIED COMMISSION, ITALY

COLONEL M.B. THOMAS — Deputy Director Transportation Sub-Commission.

U.N.R.R.A.

COLONEL F.J. EASTERBROOK

PROVISIONAL EXECUTIVE FOR EUROPEAN ENLIED TRANSPORT

M.J. LÉVY — Chairman of the Provisional Executive.

COLONEL C. GILBEA

SECRETARIAT OF THE CONFERENCE

MR. J. KAHANE

MR. A.A. EVANS

Declassified E.O. 12356 Section 3.3/NND No. 785021

Appendix 'C'

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STATEMENT OF PROVISIONAL ORGANISATION FOR EUROPEAN INLAND TRANSPORT

(Submitted by M. Jean Lévy, Chairman of the Provisional Executive at the request of the Chairman of the Conference on European Inland Transport.)

I. INTRODUCTION

1. The Provisional Organisation for European Inland Transport was formed by an Agreement signed in London on VE-Day, May 8th, 1945, by the Governments of Belgium, France, Luxembourg, the Netherlands, Norway, the United Kingdom and the United States of America.

2. This Agreement brought into force between the Signatory Governments in respect of the territories in Continental Europe under their authority, the draft Agreement which was the result of discussion at the Conference of European Inland Transport which had met in London on October 10th, 1944.

3. The Signatory Governments issued a Declaration stating that the Provisional Organisation would be available to give any assistance which might be desired by those Governments who were participating in the Conference, but were not Signatories of the Agreement of May 8th.

II. FUNCTION

4. The main purpose of the Organisation is to advise and guide the Governments and Authorities concerned on the problems of co-ordinating the movement of traffic of an international character, and of rehabilitating the surface transport system of Europe by rail, road and inland waterways.

5. The manner in which this purpose can be fulfilled is described in considerable detail in the twenty-three paragraphs of Article VII of the Draft Agreement, which describes the Executive Functions of the Organisation. Regarding the more urgent problems confronting the Organisation, they may be summed up under the following headings :-

(a) Supply of Transport Equipment
(b) Movement Questions

Supply

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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(a) Supply of Transport Equipment
(b) Movement Questions

Supply

6. As regards Supply of Transport Equipment, our function is to assist the realisation of the requirements of any Member Government of Continental Europe for equipment and material. This assistance involves on the one hand certain functions of allocation and distribution, but the assistance may be found welcome to the Member Governments even when Transport Equipment is no longer subject to the International Allocation. In view of the very great disturbance of pre-war supply relations, it should be useful to all concerned to have a central body where information on the possibilities of supplying transport equipment, and on the needs for this equipment, can be surveyed, not merely for any particular area, but for the whole of Continental Europe.

7. The Organisation has negotiated, with good results, with the Combined Production and Resources Board, (CPRB) and National Allocation Agencies for the implementation of the Draft Agreement as far as distribution and allocation of new equipment is concerned. The CPRB has agreed not to allocate without taking into consideration the recommendation of the Organisation. The U.K. "Supplies for Liberated Areas Committee" which deals with both civilian and military sources of supply is drafting a similar agreement. The Army-Navy Liquidation Board (U.S.Military Surpluses) has agreed to utilize the advice of the Organisation in distributing equipment and supplies.

Declassified E.O. 12356 Section 3.3/NND No. 785021

We have obtained phased lists of U.S.A. transportation equipment to be declared surplus to military requirements up to June, 1946. As regards these surpluses, we enjoy close collaboration from the British and United States authorities concerned, but our contacts with, and the support we receive from, the appropriate agencies of the European countries to be supplied, are not yet as perfect. We think that, in the general interest, these relations should be improved.

8. The Organisation has prepared specifications on the basis of which U.N.R.R.A. has ordered 120 locomotives and 6,000 wagons. We are assisting U.N.R.R.A. to meet Yugoslav requirements for 100 standard-gauge and 100 narrow-gauge locomotives.

The Organisation is assisting the Netherlands in the procurement of tank wagons surplus to railway requirements.

Specifications of Diesel Locomotives are under discussion between the Netherlands and our experts.

A considerable quantity of transport equipment exists in liberated areas of which much is damaged, worn out or not fit for work on account of lack of spares. The Organisation has carefully considered the means by which such existing transport equipment could be quickly rehabilitated. For this purpose the Organisation is helping to secure railway workshops for liberated areas. Further, British experts who had been engaged in reclamation of worn out and damaged mechanical parts of transport equipment in England, are being sent at an early date to France, Belgium and Holland; they will accompany four demonstration mobile workshops which have been purchased for the purpose of teaching new methods of electric and oxyacetylenic welding. These demonstration vans will be taken over at cost; two by the Government of France and one each by the Governments of Belgium and Holland.

The necessary steps have been taken to ensure quick delivery of essential welding material at cost to the Governments concerned.

There are good reasons to believe that within a few weeks time after this rehabilitation organisation has begun to function, a great deal of immobilised transport equipment will be able to resume its work. (Railcars, electric locomotives, lorries, motor barges, tugs, cranes, waterway locks etc.)

Through its Regional Offices and Member Governments, the Organisation is assembling lists of transport equipment which the Member Governments feel they could obtain from enemy sources. Such a list has already been received from France.

9. A question allied to that of supply of Transport equipment is that of the

Declassified E.O. 12356 Section 3.3/NND No. 785021

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9. A question allied to that of supply of Transport equipment is that of the restitution of transport equipment and material belonging to a Member Government, or to its Nationals from outside the territories under the authority of a Member Government, and outside its control.

The Organisation has been represented at meetings of the Combined Administrative Liquidation Agency (C.A.L.A.) and has obtained invitations to be represented on committees dealing with allocation of mobile transportation equipment such as NELMOT, GERMOT, USMOT. We shall try to see that allocations are so made that equipment will gradually be restored to the national systems from which it was taken. This has the advantage that maintenance is simplified.

The Organisation is arranging with Member Governments the co-ordination of their efforts to seek out and identify equipment belonging to them.

The Organisation has asked C.A.L.A. to assist the Netherlands Government in the recovery of inland waterway craft used by the Allied Military in Norway and North Italy. We have suggested that Canadian (Minca) barges available in the United Kingdom be substituted for the barges in the hands of the military.

10. Restitution involves a good deal of preliminary fact finding, i.e. a

Declassified E.O. 12356 Section 3.3/NND No. 785021

census. A plan for taking a census of all means of inland transport has been worked out and sets of forms were elaborated and are being submitted to the Control Commission for Germany and to Member Governments for comment. Directives and recommendations concerning the data to be collected and the form in which it is to be tabulated were designed to ensure simple and uniform presentation.

The military authorities in preliminary conversations have expressed their agreement with most of the Organisation's recommendations.

Special attention was devoted to the question of the general census of railway stock in Europe. Preliminary census was taken by the national railway systems of France, Belgium and the Netherlands. It was hoped that a general census could be taken simultaneously in the whole of Europe by September, but owing to the disorganisation still prevailing over large areas, this seems impossible, and meanwhile a preliminary and necessarily incomplete census will have to be taken.

A census of inland waterway transport presents even greater difficulties, particularly because it is so scattered and the ownership so diffuse, but plans are being worked out.

Movement

11. International traffic has so far been handled almost entirely by the Military Authorities. Following on the abolition of the unified command of the Allied Armies in North Western Europe, the Organisation is becoming increasingly concerned with movement problems. We have been engaged in close discussion with the Civil Governments and Military Authorities in the countries concerned, as well as with the Combined Administrative Liquidation Agency. As a result of these discussions, the Organisation will be represented - through its Military Liaison Office - on the various Movement Committees dealing with traffic on Railways and Inland Waterways in North Western Europe.

At present these various Movement Committees are presided by military officers and our Organisation appears to be called in to assist only in an advisory capacity. Nevertheless, although the Occupation Authorities in Germany are of a military nature, it is probable that in the due course of time the military predominance will decrease in the field of transport as well as in other fields. The question then arises what role ECITO will play in these Movement Committees under such altered conditions. The answer will depend on the reputation which ECITO has been able to build up for itself but also on the manner in which the Governments concerned will play their part in international co-operation.

12. The Organisation is assisting in the re-establishment of through routes

Declassified E.O. 12356 Section 3.3/NND No. 785021

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12. The Organisation is assisting in the re-establishment of through routes from North Sea ports to Czechoslovakia. Advice has been given on the routing of traffic from Sweden to Switzerland.

Studies are being made of actual and possible international routes for passenger traffic.

Special attention is being paid to the through-movement of coal, 3339 particularly from the Ruhr.

III. A. PROVISIONAL COUNCIL AND EXECUTIVE

13. The Provisional Council of the Organisation has held two Meetings. The third one was due to take place on August 30th but in view of the resumption of the Meetings of the Conference, Member Governments were warned that it might be advisable to postpone the Meeting of the Council for a short while.

14. The Provisional Executive consists at present of M. Jean Lévy (France) as Chairman, Mr.V.M.Barrington-Ward (U.K.), Col.J.H.Gilden (U.S.), Mr.P.de Groote (Belgium) and Mr.C.Gischler (Netherlands). The Executive has held eleven long Meetings.

Declassified E.O. 12356 Section 3.3/NND No. 785021

B. STAFF

15. The Provisional Executive appointed Mr. E.R. Hondelink (Netherlands) to be the chief officer of the Organisation with the title of Director General. Mr. Hondelink is well known to all members of the Conference which he attended as an observer in the capacity of Chairman of the Inter-Allied Technical Advisory Committee on Inland Transport. The Provisional Executive has approved a number of appointments put forward by the Director General. In this connection I should like to stress the difficulty which our Organisation, like all other international Organisations and, no doubt, even national administrations, has found in recruiting suitable personnel of all grades. The Organisation has been anxious to recruit its personnel from as wide a geographical field as possible and this has naturally caused additional difficulties since it was first necessary to interview the candidates in their own countries. Above all, it has proved a very slow matter to get all the necessary travelling papers and facilities for some of the persons appointed to the Headquarters staff.

Recruitment of the Organisation has, however, now made considerable progress, most of the senior posts which are needed for the sphere of the Provisional Organisation having been filled although, naturally, should the field of the Organisation be extended to cover other member Governments, further vacancies would occur.

C. OFFICE

16. (i) The Headquarters of the Provisional Organisation are at present in London. There are three main parts

(a) Movements Office, consisting of Directors of Railways, Roads, Inland Waterways and Ports

(b) Supplies Office, consisting of Directors of Supplies from America, the U.K. and the Continent

(c) Administration which includes the Treasurer and the Secretary General

(ii) Regional Offices

17. The Provisional Organisation has set up regional offices in Paris, Brussels, and The Hague. Consideration is being given to the establishment of offices in Oslo, Luxembourg and the Mediterranean Area. In this connection, the Director General has just paid a visit to Luxembourg, and a visit was also paid to Rome to discuss a similar question in Italy.

18. In Washington the Secretariat of the Transportation Committee of the Combined Production Resources Board is acting as a liaison channel for the

Declassified E.O. 12356 Section 3.3/NND No. 785021

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(iii) Military & Occupation Authorities

19. Germany has presented a critical problem for the organisation since restitution, through traffic and supplies from military surpluses all involve the co-operation of the Occupation Authorities for Germany and of the Military Authorities concerned with the supply route to Germany through Allied countries. The establishment of proper channels of collaboration has, therefore, been one of our main tasks.

20. We have enjoyed the wholehearted support of the American and British Armies, but even so, great difficulties were encountered in finding suitable candidates whom the Armies would be willing to release and who could be induced to take on the work. Unfortunately two of the senior officers designate suffered a breakdown in health owing to overwork and had to be replaced.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 185021

21. The Officers effect liaison with the Military and Occupation authorities has now been established. For the present it is located in Brussels, but its members will spend most of their time in attending meetings in various transport centres, particularly in Germany.

Revenue

22. The Member Governments of the Provisional Organisation have agreed to contribute for the period from the 8th May 1945 to the 31st December 1945, the sum of £167,491 to cover the expenses of the Organisation. Of this amount £41,750 has actually been received. Five-eighths of these receipts represent contributions received so far from the United Kingdom, but it is hoped that other contributions will be paid up shortly.

Expenditure

23. From its setting up on the 8th May 1945 until the 31st August 1945, the Provisional Organisation spent £21,757.9.6. This figure includes both the money actually disbursed and such liabilities as can be estimated at present.

24. The comparatively small total of expenditure as compared with the estimated is due to the following causes:-

(a) Development of the Organisation being less rapid than was expected when the Budget was prepared, particularly with regard to the opening of Regional Offices

(b) Substantial savings effected through facilities being placed at the disposal of the Organisation by Member Governments.

These benefits affect expenditure on account of :-

Air Travel
Rent
Light, Car Expenses
Passenger Services
Stationery
Postal, Telegraphic and Telephone Services
Office Furniture and Equipment

3338

The Organisation is deeply indebted for all the assistance received and the goodwill shown by Member Governments.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Appendix 'D' E.I.T./36.

DRAFT AGREEMENT CONCERNING THE ESTABLISHMENT OF AN EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION.

WHEREAS, upon the liberation of any territories of the United Nations in Europe, and upon the occupation of any enemy territories in Europe, it is expedient for the fulfilment of the common military needs of the United Nations and in the interests of the social and economic progress of Europe, to provide for co-ordination both in the movement of traffic and in the allocation of transport equipment and material with a view to ensuring the best possible movement of supplies both for military forces and the civil population and the speedy repatriation of displaced persons, and also with a view to creating conditions in which the normal movement of traffic can be more rapidly resumed;

The Governments whose duly authorised representatives have subscribed hereto

Have agreed as follows:—

ARTICLE I.

There is hereby established the European Central Inland Transport Organisation, hereinafter called "the Organisation," which shall act in accordance with the provisions of the following Articles. The Organisation is estabished as a co-ordinating and consultative organ. It shall co-ordinate efforts to utilise all means of transport for the successful completion of the war and for the improvement of transport communications so as to provide for the restoration of normal conditions of economic life. It shall also provide assistance to the Allied Commanders-in-Chief ~~during the war~~ and to the Occupation Authorities set up by Governments of the United Nations ~~during the first period after the war~~ to maintain and improve the carrying capacity of transport.

ARTICLE II.—*Membership.*

The members of the Organisation shall be the Governments signatory hereto and such other Governments as may be admitted thereto by the Council.

ARTICLE III.—*Constitution.*

1. The Organisation shall consist of a Council and an Executive Board with the necessary headquarters, regional and local staff.

The Council.

2. Each member Government shall name one representative and such alternates as may be necessary upon the Council. The Council shall, for each of its sessions, select one of its members to preside. The Council shall determine its own rules of procedure. Unless otherwise provided in this Agreement or by action of the Council, the Council shall vote by simple majority.

3. The Council shall be convened in regular session not less than twice a year by the Executive Board. It may be convened in special session whenever the Executive Board shall deem necessary and shall be convened within thirty days after request by one-third of the members of the Council.

4. The Council shall perform the functions assigned to it under this [illegible] the work of the Organisation generally to ensure its

Declassified E.O. 12356 Section 3.3/NND No. 185021

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4. The Council shall perform the functions assigned to it under this Agreement and review the work of the Organisation generally to ensure its conformity with the broad policies determined by the Council.

The Executive Board.

5. The Executive Board shall consist of seven members who shall be appointed by the Council. It shall include one member nominated by each of the following Governments, the Provisional Government of the French Republic and the Governments of the Union of Soviet Socialist Republics, the United Kingdom of Great Britain and Northern Ireland and the United States of America. Each member of the Executive Board shall be provided with a deputy similarly nominated and appointed. The members and their deputies shall be appointed for not longer than one year. The Executive Board shall choose its own Chairman, subject to confirmation by the Council.

6. The Executive Board shall perform the executive functions assigned to the Organisation within the framework of the broad policies determined by the Council. It shall act in accordance with the ruling of the majority of its members. It shall present to the Council such reports on the performance of its functions as the Council may require.

Declassified E.O. 12356 Section 3.3/NND No. 785021

PROJET D'ACCORD PORTANT CRÉATION D'UN OFFICE CENTRAL DES TRANSPORTS INTÉRIEURS EUROPÉENS.

CONSIDÉRANT qu'il est opportun, lors de la libération des territoires des Nations Unies en Europe et de l'occupation de territoires ennemis en Europe, en vue de satisfaire aux besoins militaires communs des Nations Unies et dans l'intérêt du progrès social et économique de l'Europe, de concerter l'action des autorités compétentes en matière de mouvement du trafic et de fourniture de moyens de transport et de matériel et

Estimant qu'ainsi le transport du ravitaillement destiné tant aux armées alliées qu'aux populations civiles sera amélioré autant que possible; que le retour rapide des personnes à rapatrier sera facilité; enfin, que le mouvement normal du trafic pourra être plus rapidement repris,

Les Gouvernements dont les Représentants dûment autorisés ont signé le présent accord

Sont convenus de ce qui suit:

ARTICLE I.

Il est créé par le présent accord un Office Central des Transports Intérieurs Européens, ci-après dénommé "l'Office," qui exercera son activité dans les conditions prévues par les articles qui suivent. L'Office est établi en qualité d'organisme de coordination et de consultation. Il coordonne les efforts tendant à utiliser tous moyens de transport en vue de l'issue favorable de la guerre et de l'amélioration des transports, de manière à aider au rétablissement des conditions normales de la vie économique. Il aidera également les Commandants en Chef Alliés pendant la guerre, et les Autorités d'occupation établies par les Gouvernements des Nations Unies pendant la première période qui suivra la guerre, à maintenir et à améliorer les possibilités de transport adéquates.

ARTICLE II.—*Composition.*

Sont membres de l'Office les Gouvernements contractants et tels autres Gouvernements qui pourront y être admis par le Conseil.

ARTICLE III.—*Constitution.*

1. L'Office comporte un Conseil, un Comité Exécutif, et les services centraux, régionaux et locaux nécessaires.

Conseil.

2. Chaque Gouvernement contractant nomme un représentant au Conseil et autant de suppléants qu'il est nécessaire. Le Conseil choisit l'un de ses membres pour présider chacune de ses sessions. Le Conseil fixe ses propres règles de procédure. A moins qu'il n'en soit disposé autrement dans le présent accord ou par le Conseil, les décisions de ce dernier sont prises à la majorité simple.

3. Le Conseil est réuni en session ordinaire au moins deux fois par an par le Comité Exécutif. Il peut être réuni en session spéciale chaque fois que le Comité Exécutif l'estime nécessaire et se réunira également dans les 30 jours après que la demande en aura été faite par le tiers des membres du Conseil.

4. Le Conseil remplit les fonctions qui lui sont assignées par le présent accord et exerce un contrôle d'ordre général sur l'activité de l'Office, pour en assurer la conformité avec les directives qu'il a lui-même établies.

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Comité Exécutif.

5. Le Comité Exécutif est composé de sept membres nommés par le Conseil. Il comprend un membre désigné par chacun des Gouvernements suivants: le Gouvernement Provisoire de la République Française, et les Gouvernements des Etats-Unis d'Amérique, du Royaume-Uni de Grande-Bretagne et d'Irlande du Nord et de l'Union des Républiques Soviétistes Socialistes. Chaque membre du Comité Exécutif est ~~secondé par un~~ doublé par un remplaçant suppléant désigné et nommé de la même manière. Les membres et leurs suppléants sont désignés pour une période ne dépassant pas un an. Le Comité Exécutif choisira son Président sous réserve de confirmation par le Conseil.

6. Le Comité Exécutif remplit les fonctions de direction assignées à l'Office dans le cadre des directives arrêtées par le Conseil. Il agit en conformité des décisions de la majorité de ses membres. Il présente au Conseil sur l'accomplissement de sa mission les rapports que le Conseil peut lui demander.

Declassified E.O. 12356 Section 3.3/NND No. 785021

7. The Executive Board shall appoint a chief officer to direct the technical and administrative work of the Organisation under its supervision and in conformity with the broad policies determined by the Council. This officer shall appoint the staff at headquarters, regional and local offices, subject to the approval of the Executive Board, taking into account the exigencies of the various branches of transport concerned. The responsibilities of the chief officer and staff shall be exclusively international in character.

8. Each member Government ~~may~~ shall appoint a representative for purposes of consultation and communication with the Executive Board. Such representatives shall be fully informed by the Board of all activities of the Organisation. Each time that any important question is discussed concerning the interests of a member Government, ~~this representative~~ such representatives of the Member Government shall be entitled to take part in the discussion without right of vote.

Article IV.

1. The Organisation shall have power to perform any legal act appropriate to its object and purposes, including the power to acquire, hold and convey property, to enter into contracts and undertake obligations, to designate or create subordinate organs and to review their activity. The Organisation shall not, however, have power to own transport equipment and material except with the unanimous consent of the Council.

2. These powers are vested in the Council. Subject to the provisions of paragraph 2 of Article V, the Council may delegate such of these powers as it may deem necessary to the Executive Board, including the power of subdelegation. The Executive Board shall be responsible to the Council for the upkeep and administration of any property owned by the Organisation.

Article V.—*Finance.*

1. The Executive Board shall submit to the Council an initial budget and from time to time such supplementary budgets as may be required, covering the administrative expenses of the Organisation. Upon approval of a budget by the Council the total amount approved shall be raised in such manner or be allocated in such proportions as may be agreed between the member Governments. Each member Government undertakes, subject to the requirements of its constitutional procedure, promptly to contribute to the Organisation, in such currency or currencies as may be agreed by such Government with the Executive Board, its share of these expenses. Each member Government shall also provide such facilities as are required for the transfer into other currencies of sums so contributed and held by the Organisation in that Government's own currency.

2. The Organisation shall not incur any expenses, other than administrative expenses, except under the authority of the Council. Proposals for such expenses shall be submitted by the Executive Board to the Council, and when approved by the Council such expenses shall be met by contributions which a member Government or member Governments may agree to make or in such other manner as may be agreed between member Governments.

3. Nothing in this Agreement shall require any member Government or transport administration under its authority to perform services without remuneration.

Article VI.—*Scope of the Organisation.*

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. The Organisation shall have power to perform [illegible] appropriate to its object and purposes, including the power to acquire, hold and convey property, to enter into contracts and undertake obligations, to designate or create subordinate organs and to review their activity. The Organisation shall not, however, have power to own transport equipment and material except with the unanimous consent of the Council.

2. These powers are vested in the Council. Subject to the provisions of paragraph 2 of Article V, the Council may delegate such of these powers as it may deem necessary to the Executive Board, including the power of subdelegation. The Executive Board shall be responsible to the Council for the upkeep and administration of any property owned by the Organisation.

ARTICLE V.—*Finance.*

1. The Executive Board shall submit to the Council an initial budget and from time to time such supplementary budgets as may be required, covering the administrative expenses of the Organisation. Upon approval of a budget by the Council the total amount approved shall be raised in such manner or be allocated in such proportions as may be agreed between the member Governments. Each member Government undertakes, subject to the requirements of its constitutional procedure, promptly to contribute to the Organisation, in such currency or currencies as may be agreed by such Government with the Executive Board, its share of these expenses. Each member Government shall also provide such facilities as are required for the transfer into other currencies of sums so contributed and held by the Organisation in that Government's own currency.

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3. Nothing in this Agreement shall require any member Government or transport administration under its authority to perform services without remuneration.

ARTICLE VI.—*Scope of the Organisation.*

1. The Organisation shall exercise its functions in any territory in Continental Europe as soon as the member Government concerned becomes the effective authority for transport in that territory, provided that the Allied Commander-in-Chief concerned is satisfied that military necessity permits and under such conditions as he may deem necessary.

2. In respect of any territory in Continental Europe in which the Allied Commanders-in-Chief retain responsibility for the direction of the transport system, the Organisation shall on request give advice or assistance to the Allied Commanders-in-Chief, and, in consultation with the Allied Commander-in-Chief concerned, to any member Government or to other appropriate authorities of the United Nations, on any question with which it is empowered to deal under Article VII.

3. The Organisation shall treat with any of the Occupation Authorities set up by Governments of the United Nations in respect of any territory in Continental Europe in which such Occupation Authorities are exercising authority.

Declassified E.O. 12356 Section 3.3/NND No. 785021

7. Le Comité Exécutif désigne un haut fonctionnaire pour diriger, sous son contrôle général et en conformité des directives arrêtées par le Conseil, le travail technique et administratif de l'Office. Ce fonctionnaire nomme le personnel des services centraux, régionaux et locaux sous réserve de l'approbation du Comité Exécutif, en tenant compte des exigences des diverses catégories de transports intéressées. Ce haut fonctionnaire et son personnel sont exclusivement responsables vis-à-vis de l'Office international.

8. Chaque Gouvernement contractant peut désigner un représentant aux fins de se concerter avec le Comité Exécutif et de communiquer avec lui. Ces représentants sont tenus pleinement informés par le Comité de toutes les activités de l'Office. Chaque fois qu'une question importante concernant les intérêts d'un Gouvernement contractant est discutée, ce représentant a la faculté de prendre part à la discussion, sans droit de vote.

ARTICLE IV.

1. L'Office a le pouvoir d'accomplir tout acte juridique approprié à ses activités, y compris celui d'acquérir des biens, de les conserver et d'en disposer, de signer des contrats, d'assumer des obligations, de désigner ou de créer des organismes subordonnés et de contrôler leur activité. Toutefois, l'Office n'a pas le pouvoir de posséder des moyens de transport et du matériel, sauf avec le consentement unanime du Conseil.

2. Les pouvoirs définis ci-dessus appartiennent au Conseil. Sous réserve des dispositions du paragraphe 2 de l'article V, le Conseil peut déléguer au Comité Exécutif tels de ses pouvoirs qu'il juge utile, y compris le pouvoir de sous-délégation. Le Comité Exécutif est responsable devant le Conseil de l'entretien et de l'administration de tous biens possédés par l'Office.

ARTICLE V.—*Ressources.*

1. Le Comité Exécutif soumet au Conseil un budget initial et de temps à autre, en tant que de besoin, des budgets supplémentaires couvrant les dépenses administratives de l'Office. Après l'approbation d'un budget par le Conseil, le montant total en est perçu suivant les procédures ou réparti dans les proportions qui auront pu être fixées d'accord entre les Gouvernements contractants. Chaque Gouvernement contractant s'engage, sous réserve des exigences de sa procédure constitutionnelle, à verser promptement sa part des frais de l'Office en telle monnaie dont il pourra être convenu avec le Comité Exécutif. Chaque Gouvernement contractant doit aussi faciliter, en tant que de besoin, le transfert en d'autres monnaies des sommes ainsi versées dans sa propre monnaie et détenues par l'Office.

2. L'Office n'engage aucune dépense autre que des dépenses administratives, si ce n'est par décision du Conseil. Les autres dépenses font l'objet de propositions soumises par le Comité Exécutif au Conseil et, après approbation par le Conseil, sont couvertes par les contributions qu'un ou plusieurs Gouvernements contractants pourraient consentir à fournir ou de telle autre manière dont les Gouvernements contractants pourraient convenir.

3. Aucune disposition du présent accord ne peut être interprétée comme obligeant un Gouvernement contractant, ou une administration de transport placée sous l'autorité de celui-ci, à effectuer des services sans rémunération.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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3. Aucune disposition du présent accord ne peut être interprétée comme obligeant un Gouvernement contractant, ou une administration de transport placée sous l'autorité de celui-ci, à effectuer des services sans rémunération.

ARTICLE VI.—*Champ d'Action de l'Office.*

1. L'Office exerce ses activités dans tout territoire de l'Europe Continentale aussitôt que le Gouvernement contractant intéressé devient l'autorité effective en matière de transports, à condition toutefois que le Commandant en Chef Allié intéressé le juge possible du point de vue des nécessités militaires, et sous réserve des modalités qu'il estimerait utile de fixer.

2. En ce qui concerne tout territoire de l'Europe Continentale sur lequel les Commandants en Chef Alliés conservent la responsabilité de la direction des transports et sur toutes questions de sa compétence aux termes de l'Article VII, l'Office donne, sur demande, avis ou assistance aux Commandants en Chef Alliés et, en accord avec le Commandant en Chef Allié intéressé, à tout Gouvernement contractant ou à toute autre Autorité compétente des Nations Unies.

3. L'Office traite avec toutes Autorités d'occupation établies par les Gouvernements des Nations Unies, en ce qui touche les territoires de l'Europe Continentale sur lesquels ces Autorités d'occupation exercent leurs pouvoirs.

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE VII.—*Executive Functions of the Organisation.*

Introductory.

1. The Organisation shall carry out thorough studies of the technical and economic conditions affecting traffic of an international character and shall give to the Governments concerned with such traffic technical advice and recommendations directed to restoring and increasing the carrying capacity of the transport systems in Continental Europe and to co-ordinating the movement of traffic of common concern on these systems.

2. In case any member Government meets with difficulties in carrying out these recommendations owing to reasons of a material and economic character, the Organisation shall investigate with the member Governments concerned means of practical help.

Information on Transport Equipment and Material.

3. The Organisation shall receive and collect information concerning the requirements of transport equipment and material for Continental Europe.

Realisation of Requirements for Transport Equipment and Material.

4. The Organisation shall assist the realisation of requirements of any member Government in Continental Europe for transport equipment and material.

Allocation and Distribution for Use of Transport Equipment and Material.

5. The Organisation shall, within the framework of the priorities determined by the appropriate authorities of the United Nations, determine the allocation or distribution for use to Governments in Continental Europe, on such conditions as it may deem necessary, of such transport equipment and material as may be made available for this purpose by the Allied Commanders-in-Chief, by Occupation Authorities, or by agencies of any one or more of the United Nations. To enable the Organisation to carry out this function effectively, it may consult with the Governments concerned on their export possibilities and import needs for transport equipment and material for Continental Europe and will receive from such Governments notification of all arrangements made in respect thereto of which they have notice.

Arrangements to make Mobile Transport Equipment and Material available.

6. In cases where temporary emergency requirements of mobile transport equipment for carrying traffic of common concern arise and normal arrangements for the interchange of such mobile transport equipment are inadequate, the Organisation shall arrange with member Governments concerned to make available mobile transport equipment for the purpose of meeting such requirements. Such mobile transport equipment shall be made available under arrangements made between the member Governments concerned, with the assistance of the Organisation.

Restoration of Transport Equipment and Material.

7. The Organisation shall arrange, as soon as practicable, to restore to the member Government concerned transport equipment and material belonging to a member Government or to its nationals, found outside the territories under the authority of that member Government and outside its control. These arrangements shall be made in accordance with any general policies which may be determined by the appropriate authorities of the United Nations regarding restoration and restitution of property removed

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Census of Transport Equipment and Material.

8. The Organisation shall at the earliest practicable time arrange through the member Governments for a census of rolling-stock in Continental Europe and of such other transport equipment and material there as may appear necessary for the proper discharge of its functions.

Traffic.

9. The Organisation may make such recommendations to the appropriate authorities as it deems necessary with respect to particulars of projected movements of traffic of common concern, having regard to the transport facilities available for the movement of such traffic.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(a) transport equipment and material in Continental Europe found outside the territories under its authority, even though such equipment and material may belong to it or to any of its nationals;

(b) transport equipment and material found within territory under its authority but not belonging to it or any of its nationals;

(c) transport equipment and material coming within territory under its authority under arrangements made under the auspices of the Organisation for the movement of traffic of common concern;

Provided, however:-

(i) that every member Government shall be permitted to use equipment defined under (b) and (c) subject to the provision of Paragraph 5 and 8 of Article VII and in the case of enemy or ex-enemy transport equipment and material without prejudice to its ultimate disposal by the appropriate authorities of the United Nations.

(B) nothing in this paragraph shall debar any member Government or any of its nationals from continuing the management of its or his own inland vessels.

ARTICLE VIII Paragraph 3.

This paragraph should be renumbered paragraph 4, and should read:-

4. "The provisions of paragraph of this Article shall not affect the rights of the Allied Commanders in Chief within any territory in respect of which the Organisation has not begun to exercise its functions under Article VII."

Declassified E.O. 12356 Section 3.3/NND No. 785021

EIT/50.

CONFERENCE ON EUROPEAN INLAND TRANSPORT

REPORT BY A DRAFTING COMMITTEE

The Drafting Committee, appointed by the Conference at its fifth meeting, consisting of representatives of Czechoslovakia, France, Netherlands, Poland, and the United Kingdom, together with M. Lévy, Chairman of the Provisional Executive for European Inland Transport, recommend to the Conference the following changes in ARTICLES VII and VIII

ARTICLE VII Paragraph 8.

Paragraph 8 should precede paragraph 7, and should be renumbered 7.

ARTICLE 7, Paragraph 7.

Paragraph 7 should be renumbered 8, and should read as follows:-

IDENTIFICATION AND RESTORATION OF TRANSPORT EQUIPMENT AND MATERIAL.

8. "The Organisation shall arrange, as soon as practicable, to restore to the member Government concerned transport equipment and material belonging to a member Government or to its nationals, found outside the territories under the authority of that member Government and outside its control. Should any difficulties of identification arise the Organisation shall arrange immediately for such special measures to be taken as may be necessary to meet them. Where such restoration would unduly prejudice the operation of essential transport, the Organisation shall work out agreements with the Governments concerned for the temporary use of equipment pending its restoration. The arrangements for restoration shall be made in accordance with any general policies which may be determined by the appropriate authorities of the United Nations in the field."

(Note that the order of the last two sentences has been inverted.)

ARTICLE VIII Paragraph 4.

Paragraph 4 should precede paragraph 2, and should be renumbered 2. It should read:-

Declassified E.O. 12356 Section 3.3/NND No. 785021

for European Inland Transport, recommend to the Conference the following changes in ARTICLES VII and VIII

ARTICLE VII paragraph 8.

Paragraph 8 should precede paragraph 7, and should be renumbered 7.

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(Note that the order of the last two sentences has been inverted.)

ARTICLE VIII Paragraph 4.

Paragraph 4 should precede paragraph 2, and should be renumbered 2. It should read:-

2. "Every member Government undertakes to co-operate fully with the Organisation in arranging any census for which provision is made in paragraph 7 of Article VII

ARTICLE VIII Paragraph 2.

Paragraph 2 should be renumbered 3, and should read as follows:-

IDENTIFICATION AND RESTORATION OF TRANSPORT EQUIPMENT AND MATERIAL

3. "Every member Government, in respect of territory which is in the field of activity of the Organisation, undertakes that:-

(i) It will facilitate the execution of Paragraph 8 of Article VII.

(ii) It will not seize:-

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE VII.—*Fonctions de Direction de l'Office.*

Introduction.

1. L'Office procède à des études approfondies des conditions techniques et économiques affectant le trafic de caractère international et donne aux Gouvernements intéressés à ce trafic tous avis techniques et recommandations en vue de rétablir et d'augmenter la capacité des réseaux de transport de l'Europe Continentale et de coordonner les mouvements du trafic d'intérêt commun sur ces réseaux.

2. Lorsqu'un Gouvernement contractant rencontre des difficultés à appliquer ces recommandations pour des motifs d'ordre matériel et économique, l'Office recherche avec les Gouvernements contractants intéressés des moyens d'aide pratique.

Renseignements sur les Moyens de Transport et le Matériel.

3. L'Office reçoit et réunit les informations concernant les besoins en moyens de transport et en matériel de l'Europe Continentale.

Satisfaction des Besoins en Moyens de Transport et Matériel.

4. L'Office donne son aide à tous les Gouvernements contractants en Europe Continentale en vue de la satisfaction de leurs besoins en moyens de transport et en matériel.

Attribution et Répartition des Moyens de Transport et du Matériel.

5. Dans le cadre des priorités établies par les Autorités compétentes des Nations Unies, l'Office attribue aux Gouvernements en Europe Continentale ou répartit entre ces Gouvernements, pour usage et sous telles conditions qui peuvent être jugées nécessaires, les moyens de transport et le matériel qui peuvent être rendus disponibles à cet effet par les Commandants en Chef Alliés, par les Autorités d'occupation ou par les organismes relevant d'une ou de plusieurs des Nations Unies. Pour pouvoir exercer ces fonctions avec efficacité, l'Office peut se concerter avec les Gouvernements intéressés sur leurs possibilités d'exportation et leurs besoins d'importation pour l'Europe Continentale en moyens de transport et en matériel; il est avisé par ces Gouvernements de tous arrangements faits à ce sujet dont ils auraient connaissance.

Arrangements en vue de rendre disponibles des Moyens de Transport et du Matériel.

6. S'il se présente des besoins urgents et temporaires de moyens mobiles de transport pour faire face à un trafic d'intérêt commun, et si les arrangements normaux concernant l'échange de ces moyens de transport se révèlent insuffisants, l'Office s'entend avec les Gouvernements contractants intéressés pour rendre disponibles les moyens de transport nécessaires à la satisfaction de ces besoins. De tels moyens de transport sont rendus disponibles par des arrangements entre les Gouvernements contractants intéressés, avec l'assistance de l'Office.

Restitution des Moyens de Transport et du Matériel.

7. L'Office prend aussitôt que possible les dispositions voulues en vue de la restitution à tout Gouvernement contractant intéressé des moyens de transport et du matériel appartenant à ce Gouvernement ou à ses ressortissants et trouvés dans des territoires qui ne relèvent pas de son autorité et ne sont pas placés sous son contrôle. Ces dispositions sont prises dans le cadre de la politique générale qui pourra être déterminée par les Autorités compétentes des Nations Unies en ce qui concerne la restitution des biens enlevés par l'ennemi. Au cas où la restitution entraverait indûment les transports essentiels dans la région considérée, l'Office négo-

Declassified E.O. 12356 Section 3.3/NND No. 918502

Satisfaction des Besoins en Moyens de Transport et Matériel.

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Restitution des Moyens de Transport et du Matériel.

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Recensement des Moyens de Transport et du Matériel.

8. L'Office fait procéder, aussitôt que possible, par l'entremise des Gouvernements contractants à un recensement du matériel roulant en Europe Continentale et de telles catégories de moyens de transport et de matériel qui paraîtraient nécessaires pour lui permettre de remplir correctement ses fonctions.

Trafic.

9. L'Office peut faire telles recommandations qu'il estime nécessaire aux Autorités compétentes au sujet des modalités des programmes concernant le trafic d'intérêt commun, en tenant compte des moyens et du matériel disponibles pour assurer ce trafic.

Declassified E.O. 12356 Section 3.3/NND No. 785021

10. The Organisation shall make recommendations to the Governments concerned in order to ensure the movement of traffic of common concern on all routes of transport in Continental Europe in accordance with the priorities determined by the appropriate authorities of the United Nations. In respect of traffic of military importance sponsored by the Allied Commanders-in-Chief, the appropriate authority for this purpose will be the Allied Commander-in-Chief concerned.

Charges.

11. The Organisation may work out the unification of tariffs, terms and conditions of transport and the like applicable to traffic of an international character. It shall recommend to the Government concerned the principles by which reasonable transport charges for traffic of common concern in Continental Europe should be fixed by them in accordance with the provisions of paragraph 9 of Article VIII. This paragraph shall not apply to military traffic under the control of the Allied Commanders-in-Chief except at their request.

Rehabilitation of Transport Systems.

12. The Organisation may study the conditions of transport affecting traffic of an international character in individual countries and make recommendations to the Governments concerned as to technical measures directed to the quickest restoration of transport facilities and their most effective use, and as to the priority in which works or projects in respect of the restoration or improvement of transport facilities shall be carried out.

Operation of Transport

13. While it remains the task of each member Government to provide for the efficient operation of the transport systems in Continental Europe for which it is responsible, the Organisation may exceptionally, at the request of any member Government, give any practicable assistance in the rehabilitation or operation of transport in any territory in Continental Europe under the authority of such Government on such conditions as may be agreed between such Government and the Organisation, having due regard to the rights of other member Governments.

Co-ordination of European Transport.

14. The Organisation shall work out and co-ordinate common action to secure the inauguration, maintenance, modification, resumption or, where appropriate, suppression, of international arrangements for through working of railways and exchange of rolling-stock of the Continental European countries for carrying out international transport. In particular, it shall ensure a unified clearing system for traffic operations between the different countries in Continental Europe. In general, it shall promote where necessary the establishment of appropriate machinery for co-operation between railway administrations.

15. The Organisation shall place its services at the disposal of member Governments and make recommendations with a view to ensuring the most efficient movement of international traffic on waterways.

16. The Organisation shall take such steps as may be practicable through the Governments concerned to facilitate the movement across frontiers of road transport vehicles.

17. In carrying out the functions mentioned in paragraphs 14 and 16 of this Article and in placing its services at the disposal of member Governments as described in paragraph 15 of this Article, the Organisation shall

Declassified E.O. 12356 Section 3.3/NND No. 785021

except at their request.

Rehabilitation of Transport Systems.

12. The Organisation may study the conditions of transport affecting traffic of an international character in individual countries and make recommendations to the Governments concerned as to technical measures directed to the quickest restoration of transport facilities and their most effective use, and as to the priority in which works or projects in respect of the restoration or improvement of transport facilities shall be carried out.

Operation of Transport

13. While it remains the task of each member Government to provide for the efficient operation of the transport systems in Continental Europe for which it is responsible, the Organisation may exceptionally, at the request of any member Government, give any practicable assistance in the rehabilitation or operation of transport in any territory in Continental Europe under the authority of such Government on such conditions as may be agreed between such Government and the Organisation, having due regard to the rights of other member Governments.

Co-ordination of European Transport.

14. The Organisation shall work out and co-ordinate common action to secure the inauguration, maintenance, modification, resumption or, where appropriate, suppression, of international arrangements for through working of railways and exchange of rolling-stock of the Continental European countries for carrying out international transport. In particular, it shall ensure a unified clearing system for traffic operations between the different countries in Continental Europe. In general, it shall promote where necessary the establishment of appropriate machinery for co-operation between railway administrations.

15. The Organisation shall place its services at the disposal of member Governments and make recommendations with a view to ensuring the most efficient movement of international traffic on waterways.

16. The Organisation shall take such steps as may be practicable through the Governments concerned to facilitate the movement across frontiers of road transport vehicles.

17. In carrying out the functions mentioned in paragraphs 14 and 16 of this Article and in placing its services at the disposal of member Governments as described in paragraph 15 of this Article, the Organisation shall make use, to the extent practicable, of conventions in force between member Governments so as to obtain the greatest benefit therefrom for the fulfilment of its task in this respect, provided that the Organisation shall act—

(*a*) in accordance with any general policies which may be determined by the appropriate authorities of the United Nations; and
(*b*) with due respect for existing rights and obligations.

18. The Organisation shall make recommendations to the Governments concerned designed to promote adequate co-ordination of all European transport for the fulfilment of the common military needs of the United Nations or in the interests of traffic of an international character.

Relations with other Agencies.

19. The Organisation shall co-operate as may be required with the appropriate authorities and agencies of any one or more of the United Nations and with international organisations.

Declassified E.O. 12356 Section 3.3/NND No. 785021

10. L'Office fait des recommandations aux Gouvernements intéressés en vue d'assurer le trafic d'intérêt commun sur tous les itinéraires de transport en Europe Continentale, en accord avec les priorités établies par les Autorités compétentes des Nations Unies. En ce qui concerne le trafic d'intérêt militaire relevant des Commandants en Chef Alliés, l'Autorité compétente à cet égard est le Commandant en Chef Allié intéressé.

Tarifs.

11. L'Office peut étudier l'unification des tarifs, des clauses et des conditions de transport applicables au trafic de caractère international, ainsi que les questions connexes. Il recommande au Gouvernement intéressé les principes d'après lesquels des tarifs raisonnables pour le trafic d'intérêt commun en Europe Continentale devraient être fixés par lui conformément aux dispositions du paragraphe 9 de l'Article VIII. Le présent paragraphe ne s'applique pas au trafic militaire sous le contrôle des Commandants en Chef Alliés, sauf s'ils en font la demande.

Remise en état des Réseaux de Transport.

12. L'Office peut étudier les conditions de transport intéressant le trafic de caractère international dans des pays déterminés et faire aux Gouvernements intéressés des recommandations en ce qui concerne les mesures techniques susceptibles d'assurer le rétablissement rapide des réseaux de transport, leur utilisation la plus efficace et les priorités selon lesquelles les travaux ou projets concernant la remise en état ou l'amélioration de ces réseaux devraient être exécutés.

Exploitation.

13. Bien qu'il appartienne à chaque Gouvernement contractant d'assurer l'exploitation satisfaisante des réseaux de transport dont il est responsable en Europe Continentale, l'Office peut, exceptionnellement, à la demande de l'un quelconque des Gouvernements contractants, donner à celui-ci toute l'aide en son pouvoir pour la réorganisation ou l'exploitation des transports dans tous les territoires de l'Europe Continentale sous l'autorité de ce Gouvernement, aux conditions fixées d'accord entre ce Gouvernement et l'Office, compte tenu des droits des autres Gouvernements contractants.

Coordination des Transports Européens.

14. L'Office prépare et coordonne l'action commune en vue d'assurer l'établissement, le maintien, la modification, le rétablissement, ou, s'il est opportun, la suppression d'arrangements internationaux pour l'exploitation en transit des chemins de fer et l'échange du matériel roulant dans les pays de l'Europe Continentale, en vue d'assurer les transports internationaux. En particulier, il établit un système de clearing unifié pour le trafic entre les différents pays de l'Europe Continentale. En général l'Office provoque, là où les circonstances le demandent, l'établissement de procédures appropriées pour la coopération entre les administrations des Chemins de Fer.

15. L'Office met ses services à la disposition des Gouvernements contractants et fait des recommandations en vue d'assurer sur toutes les voies navigables le trafic international de la manière la plus satisfaisante.

16. L'Office prend toutes mesures utiles, par l'entremise des Gouvernements intéressés, pour faciliter le passage aux frontières des véhicules de transports routiers.

17. En remplissant les fonctions définies aux paragraphes 14 et 16 du présent article et en mettant ses services à la disposition des Gouvernements contractants comme il est dit au paragraphe 15 du présent article, l'Office applique dans la mesure du possible les conventions en vigueur entre

Declassified E.O. 12356 Section 3.3/NND No. 785021

techniques susceptibles d'assurer le rétablissement rapide [illegible] transport, leur utilisation la plus efficace et les priorités selon lesquelles les travaux ou projets concernant la remise en état ou l'amélioration de ces réseaux devraient être exécutés.

Exploitation.

13. Bien qu'il appartienne à chaque Gouvernement contractant d'assurer l'exploitation satisfaisante des réseaux de transport dont il est responsable en Europe Continentale, l'Office peut, exceptionnellement, à la demande de l'un quelconque des Gouvernements contractants, donner à celui-ci toute l'aide en son pouvoir pour la réorganisation ou l'exploitation des transports dans tous les territoires de l'Europe Continentale sous l'autorité de ce Gouvernement, aux conditions fixées d'accord entre ce Gouvernement et l'Office, compte tenu des droits des autres Gouvernements contractants.

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17. En remplissant les fonctions définies aux paragraphes 14 et 16 du présent article et en mettant ses services à la disposition des Gouvernements contractants comme il est dit au paragraphe 15 du présent article, l'Office applique dans la mesure du possible les conventions en vigueur entre les Gouvernements contractants de manière à en tirer le plus grand avantage pour l'accomplissement de sa mission dans ce domaine, et à cet effet l'Office agit—

(*a*) en accord avec les directives générales qui peuvent être données par les Autorités compétentes des Nations Unies;

(*b*) en respectant les obligations et droits existants.

18. L'Office adresse aux Gouvernements intéressés des recommandations tendant à promouvoir la coordination nécessaire de tous les transports européens, en vue d'assurer les besoins militaires communs des Nations Unies ou dans l'intérêt du trafic de caractère international.

Relations avec les autres Organismes.

19. L'Office coopère, en tant que de besoin, avec les Autorités compétentes ou organismes d'une ou plusieurs des Nations Unies et avec les organisations internationales.

Declassified E.O. 12356 Section 3.3/NND No. 785021

20. The Organisation shall provide all possible assistance to the Allied Commanders-in-Chief in meeting their needs for transport facilities and improving the use of these facilities for the successful fulfilment of military requirements.

21. The Organisation shall arrange for consultation through appropriate machinery with representatives of persons employed in inland transport on international questions of mutual concern to the Organisation and such representatives within the field of the Organisation's activities.

Miscellaneous.

22. The Organisation may advise the Governments concerned and the appropriate authorities of the United Nations on the priority to be given, in the interests of the rehabilitation of European transport, to the repatriation of displaced transport personnel and to workers required for the production, maintenance or repair of transport equipment and material.

23. The Organisation shall give all practicable assistance through the appropriate authorities to any Government concerned at its request in obtaining supplies of fuel, power and lubricants to meet the needs of traffic of common concern, in order that that Government may fulfil its obligations under paragraph 7 of Article VIII.

ARTICLE VIII.—*Obligations of Member Governments.*

Information.

1. Every member Government, in respect of territory which is in the field of activity of the Organisation, shall, upon request of the Organisation, provide it with such information as is essential for the performance of its functions.

Restoration of Transport Equipment and Material.

2. Every member Government, in respect of territory which is in the field of activity of the Organisation, undertakes that:—

(i) it will facilitate the execution of paragraph 7 of Article VII;
(ii) except with the consent of the Organisation, it will neither seize nor make use of—

(*a*) transport equipment and material in Continental Europe found outside the territories under its authority, even though such equipment and material may belong to it or to any of its nationals; provided that this sub-paragraph shall not debar any member Government or any of its nationals from continuing the management of its or his own inland vessels;

(*b*) transport equipment and material found within territory under its authority but not belonging to it or any of its nationals, provided that a member Government may make temporary use of enemy or ex-enemy transport equipment and material pending any arrangements that may be made in accordance with the provisions of paragraph 5 of Article VII and without prejudice to the ultimate disposal of such transport equipment and material by the appropriate authorities of the United Nations;

(*c*) transport equipment and material coming within territory under

Declassified E.O. 12356 Section 3.3/NND No. 785021

23. The Organisation shall give all practicable assistance through the appropriate authorities to any Government concerned at its request in obtaining supplies of fuel, power and lubricants to meet the needs of traffic of common concern, in order that that Government may fulfil its obligations under paragraph 7 of Article VIII.

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(*a*) transport equipment and material in Continental Europe found outside the territories under its authority, even though such equipment and material may belong to it or to any of its nationals; provided that this sub-paragraph shall not debar any member Government or any of its nationals from continuing the management of its or his own inland vessels;

(*b*) transport equipment and material found within territory under its authority but not belonging to it or any of its nationals, provided that a member Government may make temporary use of enemy or ex-enemy transport equipment and material pending any arrangements that may be made in accordance with the provisions of paragraph 5 of Article VII and without prejudice to the ultimate disposal of such transport equipment and material by the appropriate authorities of the United Nations;

(*c*) transport equipment and material coming within territory under its authority under arrangements made under the auspices of the Organisation for the movement of traffic of common concern.

3. The provisions of paragraph 2 of this Article shall not affect the rights of the Allied Commanders-in-Chief within any territory in respect of which the Organisation has not begun to exercise its functions under Article VII.

Census of Transport Equipment and Material.

4. Every member Government undertakes to co-operate fully with the Organisation in arranging any census for which provision is made in paragraph 8 of Article VII.

Traffic.

5. Every member Government undertakes to ensure by any means in its power the best possible movement of traffic of common concern in accordance with the recommendations made by the Organisation under paragraph 10 of Article VII.

Declassified E.O. 12356 Section 3.3/NND No. 785021

20. L'Office donne toute assistance possible aux Commandants en Chef Alliés pour faire face à leurs besoins en matière de matériel et d'équipement de transport, de manière à améliorer le rendement de ces derniers en vue de la satisfaction des besoins militaires.

21. L'Office prend toutes dispositions pour se concerter, selon les procédures appropriées, avec les représentants des personnes employées dans les transports intérieurs au sujet des questions internationales de la compétence de l'Office et intéressant aussi bien celui-ci que lesdites personnes.

Dispositions diverses.

22. L'Office peut donner des avis aux Gouvernements intéressés et à toutes les Autorités compétentes des Nations Unies sur les priorités à accorder, dans l'intérêt de la réorganisation des transports européens, au rapatriement du personnel des transports déporté et à la main-d'œuvre exigée pour la production, l'entretien ou les réparations des moyens de transport et du matériel.

23. L'Office donne toute l'assistance possible, par l'entremise des Autorités compétentes, aux Gouvernements intéressés, et à la demande de ceux-ci, pour leur procurer des approvisionnements en combustibles, en carburants, en énergie électrique et en lubrifiants en vue d'assurer les besoins du trafic d'intérêt commun, de telle manière que ces Gouvernements puissent remplir leurs obligations conformément au paragraphe 7 de l'Article VIII.

ARTICLE VIII.—*Obligations des Gouvernements contractants.*

Informations.

1. Tout Gouvernement contractant fournit à l'Office, pour ce qui concerne les territoires sur lesquels s'étend la compétence de celui-ci et à sa demande, tous renseignements indispensables à l'exercice des fonctions qui lui sont dévolues.

Restitution des Moyens de Transport et du Matériel.

2. Chaque Gouvernement contractant, pour ce qui concerne les territoires sur lesquels s'étend la compétence de l'Office, prend l'engagement:

1° de faciliter l'exécution du paragraphe 7 de l'Article VII;

2° sauf autorisation de l'Office, de ne pas saisir ou utiliser:

(*a*) des moyens de transport et du matériel en Europe Continentale en dehors des territoires relevant de son autorité, même si ces moyens de transport et ce matériel lui appartenaient ou appartenaient à ses ressortissants, étant entendu que cette disposition ne mettra pas obstacle à ce qu'un Gouvernement contractant, ou les ressortissants de ce dernier, continuent à gérer leurs bateaux de navigation intérieure;

(*b*) des moyens de transport et du matériel trouvés sur un territoire placé sous son autorité, mais qui n'appartiennent ni à ce Gouvernement ni à ses ressortissants, étant entendu toutefois qu'un Gouvernement contractant peut faire usage temporaire de moyens de transport et de matériel ennemis ou ex-ennemis, en attendant tous arrangements qui pourront être conclus par application des dispositions du paragraphe 5 de l'article VII et sans préjudice de l'attribution finale de ces moyens de transport et de ce matériel qui serait décidée par les Autorités compétentes des Nations Unies;

(*c*) des moyens de transport et du matériel entrant dans un territoire placé sous leur autorité en vertu d'arrangements [illegible] de l'Office pour le trafic d'intérêt

3336

Declassified E.O. 12356 Section 3.3/NND No. 785021

ceux-ci, pour leur procurer des approvisionnements en combustibles, en carburants, en énergie électrique et en lubrifiants en vue d'assurer les besoins du trafic d'intérêt commun, de telle manière que ces Gouvernements puissent remplir leurs obligations conformément au paragraphe 7 de l'Article VIII.

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Restitution des Moyens de Transport et du Matériel.

2. Chaque Gouvernement contractant, pour ce qui concerne les territoires sur lesquels s'étend la compétence de l'Office, prend l'engagement:

1° de faciliter l'exécution du paragraphe 7 de l'Article VII;
2° sauf autorisation de l'Office, de ne pas saisir ou utiliser:

(*a*) des moyens de transport et du matériel en Europe Continentale en dehors des territoires relevant de son autorité, même si ces moyens de transport et ce matériel lui appartenaient ou appartenaient à ses ressortissants, étant entendu que cette disposition ne mettra pas obstacle à ce qu'un Gouvernement contractant, ou les ressortissants de ce dernier, continuent à gérer leurs bateaux de navigation intérieure;

(*b*) des moyens de transport et du matériel trouvés sur un territoire placé sous son autorité, mais qui n'appartiennent ni à ce Gouvernement ni à ses ressortissants, étant entendu toutefois qu'un Gouvernement contractant peut faire usage temporaire de moyens de transport et de matériel ennemis ou ex-ennemis, en attendant tous arrangements qui pourront être conclus par application des dispositions du paragraphe 5 de l'article VII et sans préjudice de l'attribution finale de ces moyens de transport et de ce matériel qui serait décidée par les Autorités compétentes des Nations Unies;

(*c*) des moyens de transport et du matériel entrant dans un territoire placé sous leur autorité en vertu d'arrangements conclus sous les auspices de l'Office pour le trafic d'intérêt commun.

3. Les dispositions du paragraphe 2 du présent article n'affectent pas les droits des Commandants en Chef Alliés à l'intérieur de tout territoire sur lequel l'Office n'a pas commencé à exercer ses fonctions en vertu de l'Article VII.

Recensement des Moyens de Transport et du Matériel.

4. Chaque Gouvernement contractant s'engage à coopérer pleinement avec l'Office pour effectuer tout recensement prévu au paragraphe 8 de l'Article VII.

Trafic.

5. Chaque Gouvernement contractant s'engage à assurer, par tous les moyens en son pouvoir, la meilleure circulation possible du trafic d'intérêt commun, conformément aux recommandations faites par l'Office en vertu du paragraphe 10 de l'Article VII.

Declassified E.O. 12356 Section 3.3/NND No. 785021

6. Every member Government undertakes to provide inland vessels under its control in Continental Europe required for traffic of common concern,

(i) in accordance with the recommendations of the Organisation generally, and
(ii) if signatory to the Annex to this Agreement, in accordance with its terms.

Provision of Fuel, Power and Lubricants.

7. Every member Government shall take all measures necessary and practicable to ensure, in respect of the territory in Continental Europe under its authority, that adequate supplies of fuel, power and lubricants are available for traffic of common concern, provided that the Organisation has made suitable arrangements with the Government concerned.

Charges.

8. Every member Government undertakes not to levy or permit the levy of customs duties or other charges, other than transport charges, and admissible transit charges on traffic of common concern in transit through territories in Continental Europe under its authority. No discrimination shall be made in respect of import duties levied on goods of common concern, dependent on the route the goods have travelled prior to importation into the country concerned.

9. Every member Government undertakes to secure that transport charges made within territories in Continental Europe under its authority on traffic of common concern, including such traffic in transit through such territories, shall be as low and simple and as uniform with those in other territories, to which this Agreement applies, as is practicable. Every member Government shall give the fullest consideration to recommendations made by the Organisation in accordance with paragraph 11 of Article VII and report to the Organisation on the action taken.

Miscellaneous.

10. Every member Government undertakes to co-operate with the Organisation in the exercise of its functions under paragraphs 14 and 16 of Article VII.

11. Every member Government shall use its best endeavours in its relations with any other international organisations, agencies or authorities to give effect to the provisions of this Agreement.

12. Every member Government shall give the fullest consideration to any recommendations made by the Organisation in accordance with paragraphs 12, 15 and 18 of Article VII and report to the Organisation on the action taken.

13. Every member Government shall respect the exclusively international character of the chief officer and the staff of the Organisation, and shall grant such facilities to the Organisation, to members of its constituent bodies, and to members of its staff as are necessary to the performance by the Organisation of its functions in accordance with Article VII.

14. Every member Government shall in territory under its authority take all steps in its power to facilitate the exercise by the Organisation of any of the powers referred to in Article IV.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Miscellaneous.

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11. Every member Government shall use its best endeavours in its relations with any other international organisations, agencies or authorities to give effect to the provisions of this Agreement.

12. Every member Government shall give the fullest consideration to any recommendations made by the Organisation in accordance with paragraphs 12, 15 and 18 of Article VII and report to the Organisation on the action taken.

13. Every member Government shall respect the exclusively international character of the chief officer and the staff of the Organisation, and shall grant such facilities to the Organisation, to members of its constituent bodies, and to members of its staff as are necessary to the performance by the Organisation of its functions in accordance with Article VII.

14. Every member Government shall in territory under its authority take all steps in its power to facilitate the exercise by the Organisation of any of the powers referred to in Article IV.

ARTICLE IX.

The Organisation shall be related to any general international organisation to which may be entrusted the co-ordination of the activities of international organisations with specialised responsibilities.

ARTICLE X.

1. The functions of the Organisation shall relate to all forms of transport by road, rail or waterway, within the territories of the Continent of Europe in which the Organisation operates, but not to sea-going shipping, except that the provisions of paragraph 10 of Article VII and paragraph 5 of Article VIII shall apply in respect of such shipping when employed in Continental Europe on inland waterways.

Declassified E.O. 12356 Section 3.3/NND No. 785021

0358

Declassified E.O. 12356 Section 3.3/NND No. 185021

Article VIII, Paragraph 13, should read:

(13) Every Member Government shall recognize the international personality and legal capacity, which the Organization possesses.

(14) Every Member Government shall respect the exclusively international character of the functions of the Executive Board, the Chief Officer and the staff of the Organization.

(15) Every Member Government shall accord to the Organization the privileges, immunities and facilities which they grant to each other, including in particular:-

(a) immunity from every form of legal process;

(b) exemption from taxation and customs duties;

and(c) inviolability of premises occupied by, and of the archives and communications of the organization.

(16) Every Member Government shall accord diplomatic privileges and immunities to persons appointed by other Members as their representatives in or to the Organization, to the Members of the Executive Board, and to the higher officials of the Organization not being their own nationals.

(17) Every Member Government shall accord to all officials and employees of the Organization:-

(a) immunity from suit and legal process relating to acts performed by them in their official capacity;

(b) all such facilities as they may need for the execution of their functions as are deemed necessary by the Organization for the speedy and effective fulfilment of their official duties; and

(c) except in the case of their own nationals, exemption from taxation of their official salaries and emoluments.

(18) Every Member Government shall in territory under its authority take all steps in its power to facilitate the exercise by the Organization of any of the powers referred to in Article IV.

6. Chaque Gouvernement contractant s'engage à procurer les bateaux de navigation intérieure nécessaires au trafic d'intérêt commun se trouvant sous son contrôle en Europe Continentale:

1° conformément aux recommandations de l'Office d'une manière générale;
2° et, si ce Gouvernement est signataire de l'annexe au présent accord, conformément aux dispositions de celle-ci.

Ravitaillement en Combustibles, Carburants, Energie électrique et Lubrifiants.

7. Chaque Gouvernement contractant prend dans la limite du possible toutes mesures nécessaires en ce qui concerne les territoires de l'Europe Continentale relevant de son autorité, pour qu'un ravitaillement suffisant en combustibles, carburants, énergie électrique et lubrifiants soit disponible pour le trafic d'intérêt commun, sous réserve que l'Office ait conclu des arrangements adéquats avec le Gouvernement intéressé.

Perceptions.

8. Chaque Gouvernement contractant s'engage à ne pas percevoir et à ne pas autoriser la perception de droits de douane et d'autres droits, si ce n'est les frais de transport et les frais de transit normaux, sur le trafic d'intérêt commun transitant sur les territoires de l'Europe Continentale relevant de son autorité. Aucune discrimination n'est faite en ce qui concerne les droits d'importation perçus sur les matières d'intérêt commun, suivant l'itinéraire que ces matières ont emprunté avant leur importation dans le pays intéressé.

3335

9. Chaque Gouvernement contractant s'engage à prendre des dispositions pour que les tarifs de transport perçus sur les territoires de l'Europe Continentale relevant de son autorité intéressant le trafic d'intérêt commun, y compris le trafic en transit par lesdits territoires, soient aussi modérés, simples et voisins de ceux perçus sur les autres territoires auxquels le présent accord est appliqué, qu'il est possible. Chaque Gouvernement contractant tient le plus grand compte des recommandations faites par l'Office conformément au paragraphe 11 de l'Article VII et rend compte à l'Office des mesures qu'il a prises à cet égard.

Dispositions diverses.

10. Chaque Gouvernement contractant s'engage à coopérer avec l'Office dans l'exercice des fonctions qui lui sont dévolues par les paragraphes 14 et 16 de l'Article VII.

11. Chaque Gouvernement contractant fait tous ses efforts dans ses relations avec tous autres organismes, administrations ou autorités internationales pour donner effet aux dispositions du présent accord.

12. Chaque Gouvernement contractant tient le plus grand compte de toutes recommandations faites par l'Office par application des paragraphes 12, 15, 18 de l'Article VII et rend compte à l'Office des mesures qu'il a prises à cet égard

13. Chaque Gouvernement contractant respecte le caractère exclusivement international du haut fonctionnaire et du personnel de l'Office, et accorde à l'Office, aux membres de son Conseil, de son Comité exécutif et de son personnel toutes facilités nécessaires à l'accomplissement, par l'Office, des fonctions qui lui sont dévolues par l'Article VII.

14. Chaque Gouvernement contractant prend, sur les territoires relevant de son autorité, toutes mesures en son pouvoir pour faciliter l'exercice par l'Office de tous les droits énumérés à l'Article IV.

Declassified E.O. 12356 Section 3.3/NND No. 785021

3335

les droits d'importation perçus sur les matières d'intérêt commun, suivant l'itinéraire que ces matières ont emprunté avant leur importation dans le pays intéressé.

9. Chaque Gouvernement contractant s'engage à prendre des dispositions pour que les tarifs de transport perçus sur les territoires de l'Europe Continentale relevant de son autorité intéressant le trafic d'intérêt commun, y compris le trafic en transit par lesdits territoires, soient aussi modérés, simples et voisins de ceux perçus sur les autres territoires auxquels le présent accord est appliqué, qu'il est possible. Chaque Gouvernement contractant tient le plus grand compte des recommandations faites par l'Office conformément au paragraphe 11 de l'Article VII et rend compte à l'Office des mesures qu'il a prises à cet égard.

Dispositions diverses.

10. Chaque Gouvernement contractant s'engage à coopérer avec l'Office dans l'exercice des fonctions qui lui sont dévolues par les paragraphes 14 et 16 de l'Article VII.

11. Chaque Gouvernement contractant fait tous ses efforts dans ses relations avec tous autres organismes, administrations ou autorités internationales pour donner effet aux dispositions du présent accord.

12. Chaque Gouvernement contractant tient le plus grand compte de toutes recommandations faites par l'Office par application des paragraphes 12, 15, 18 de l'Article VII et rend compte à l'Office des mesures qu'il a prises à cet égard

13. Chaque Gouvernement contractant respecte le caractère exclusivement international du haut fonctionnaire et du personnel de l'Office, et accorde à l'Office, aux membres de son Conseil, de son Comité exécutif et de son personnel toutes facilités nécessaires à l'accomplissement, par l'Office, des fonctions qui lui sont dévolues par l'Article VII.

14. Chaque Gouvernement contractant prend, sur les territoires relevant de son autorité, toutes mesures en son pouvoir pour faciliter l'exercice par l'Office de tous les droits énumérés à l'Article IV.

ARTICLE IX.

L'Office sera affilié à toute organisation internationale générale qui viendrait à être chargée de coordonner les activités des organisations internationales à compétence spécialisée.

ARTICLE X.

1. Les attributions de l'Office s'étendent à toutes les formes de transport, par route, rail ou voie d'eau à l'intérieur des territoires du Continent européen sur lesquels il exerce son activité. Elles ne s'étendent pas aux navires de mer; toutefois les dispositions du paragraphe 10 de l'Article VII et du paragraphe 5 de l'Article VIII sont applicables à ces navires lorsqu'ils sont employés en Europe Continentale sur des voies de navigation intérieure.

Declassified E.O. 12356 Section 3.3/NND No. 785021

2. In regard to the handling of traffic in ports where sea-going vessels are discharged or loaded, the Organisation shall co-operate with the appropriate authorities of the member Government concerned and any shipping organisation set up by them to ensure—

(i) the rapid turn-round of ships;
(ii) the efficient use of port facilities in the best interests of the prompt clearance of cargo of common concern.

ARTICLE XI.

In the event of there being any direct inconsistency between the provisions of this Agreement and the provisions of any agreement already existing between any of the member Governments, the provisions of this Agreement shall, as between such member Governments, be deemed to prevail, due respect being had to the provisions of paragraph 17 of Article VII, provided, however, that nothing in this Article shall be construed to prevent member Governments from entering into agreements to facilitate the working of traffic across national frontiers.

ARTICLE XII.

Until the end of the period of two years after the general suspension of hostilities with Germany, the provisions of this Agreement may be amended, suspended or terminated only by a unanimous vote of the Council. At any time after that date any provision of this Agreement may be amended, suspended or terminated by a two-thirds majority of the Council, provided that no alteration shall be made in the provisions of this Agreement so as to extend the obligations or financial liability of any member Government without that Government's consent.

ARTICLE XIII.

1. This Agreement shall come into force for each member Government on the date of signature.

2. It shall remain in force for two years from the ~~date of the general suspension of hostilities with Germany~~ signature of the Act. It shall thereafter remain in force, subject to the right of any member Government, after the expiration of eighteen months from the date of such ~~general suspension of hostilities~~ signature to give six months' notice in writing to the Council of its intention to withdraw from this Agreement.

ARTICLE XIV.—*Definitions.*

1. For the purpose of this Agreement and its Annex, the definitions given in this Article have been adopted.

2. The term "inland transport" shall include all forms of transport as referred to in Article X of this Agreement.

3. The term "Continental Europe" shall mean all territories in Europe under the authority or control of member Governments, but shall not extend to territory of the United Kingdom or of the Union of Soviet Socialist Republics.

4. The term "territory under the authority of a member Government" shall be construed to mean territory in Continental Europe either under the sovereignty of a member Government or territory over which a member Government or member Governments is or are exercising authority or control.

5. The term "transport equipment and material" shall include, so far

Declassified E.O. 12356 Section 3.3/NND No. 785021

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4. The term "territory under the authority of a member Government" shall be construed to mean territory in Continental Europe either under the sovereignty of a member Government or territory over which a member Government or member Governments is or are exercising authority or control.

5. The term "transport equipment and material" shall include, so far as the Executive Board deems it necessary for the execution of the functions of the Organisation:—

(i) any items of fixed and mobile equipment, stores (other than fuel), plant and spares and accessories of all kinds specifically intended and required for use of transport undertakings, including equipment required for use in ports, whether ashore or afloat;

(ii) equipment and material specifically intended and required for the rehabilitation, maintenance or construction of roads, railways, bridges, ports and inland waterways;

(iii) major plant and tools specifically required for the repair of transport equipment and material for use by transport authorities.

6. The term "traffic of common concern" shall include—

(i) personnel, stores, supplies or other traffic to be moved in accordance with the requirements of the Allied Commanders-in-Chief;

Declassified E.O. 12356 Section 3.3/NND No. 785021

2. En ce qui concerne le trafic dans les ports où des navires de mer sont chargés ou déchargés, l'Office coopère avec les administrations compétentes des Gouvernements contractants, et avec toutes organisations établies par ces Gouvernements pour la marine marchande, afin d'assurer:

(i) une rotation rapide des navires,
(ii) l'emploi rationnel des installations portuaires dans l'intérêt bien compris d'une rapide réexpédition des cargaisons d'intérêt commun.

ARTICLE XI.

Au cas où une disposition du présent accord serait en contradiction formelle avec les dispositions d'une convention en vigueur entre les Gouvernements contractants ou certains d'entre eux, les dispositions du présent accord prévaudront dans les rapports entre Gouvernements contractants, compte tenu des dispositions du paragraphe 17 de l'Article VII.

Toutefois, aucune disposition du présent article ne pourra être opposée à des Gouvernements contractants pour faire obstacle à la conclusion d'accords destinés à faciliter le passage du trafic aux frontières nationales.

ARTICLE XII.

A condition qu'aucune disposition de l'accord ne soit modifiée de manière à augmenter les obligations ou les engagements financiers d'aucun Gouvernement contractant, sans le consentement de celui-ci, et jusqu'à l'expiration d'une période de deux ans après la suspension des hostilités avec l'Allemagne, un vote unanime du Conseil est nécessaire pour amender ou suspendre le présent accord ou y mettre fin; passé ce délai, ces mesures pourront être prises à la majorité des deux tiers du Conseil.

ARTICLE XIII.

1. Le présent accord entrera en vigueur, pour chaque Gouvernement contractant, à la date de sa signature.

2. Il restera en vigueur pendant deux années à compter de la date de la suspension générale des hostilités avec l'Allemagne. Il demeurera ensuite en vigueur, sous réserve du droit pour tout Gouvernement contractant de notifier par écrit au Conseil, après l'expiration d'un délai de dix-huit mois à compter de ladite suspension, son intention de le dénoncer; l'accord sera tenu pour caduc à l'égard de ce Gouvernement six mois après une telle notification.

ARTICLE XIV.—*Définitions.*

1. Pour l'application du présent accord et de son annexe, les termes énumérés dans le présent article seront entendus dans le sens indiqué ci-après.

2. Les mots " transports intérieurs " s'entendent de tous les moyens de transport énumérés à l'Article X du présent accord.

3. Les mots " Europe Continentale " s'entendent de tous les territoires d'Europe placés sous l'autorité ou le contrôle des Gouvernements contractants, mais ne s'appliquent pas aux territoires du Royaume-Uni et de l'Union des Républiques Soviétistes Socialistes.

4. Les mots " territoires sous l'autorité d'un Gouvernement contractant " s'entendent des territoires d'Europe Continentale placés sous la souveraineté d'un Gouvernement contractant, ou sur lesquels un ou plusieurs Gouvernements contractants exercent leur autorité ou leur contrôle.

5. Les mots " les moyens de transport et le matériel " comprennent, dans la mesure où le Comité Exécutif le jugera nécessaire à l'accomplissement des tâches de l'Office:

Declassified E.O. 12356 Section 3.3/NND No. 785021

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4. Les mots "territoires sous l'autorité d'un Gouvernement contractant" s'entendent des territoires d'Europe Continentale placés sous la souveraineté d'un Gouvernement contractant, ou sur lesquels un ou plusieurs Gouvernements contractants exercent leur autorité ou leur contrôle.

5. Les mots "les moyens de transport et le matériel" comprennent, dans la mesure où le Comité Exécutif le jugera nécessaire à l'accomplissement des tâches de l'Office:

(i) Tous articles d'équipement fixe ou mobile, les approvisionnements (autres que le combustible), l'outillage, les pièces détachées et accessoires de toutes espèces nécessaires et destinés à l'usage des entreprises de transport, y compris l'outillage nécessaire flottant ou fixe pour usage dans les ports.

(ii) L'équipement et le matériel spécialement destiné et nécessaire au rétablissement, à l'entretien ou à la construction de routes, voies ferrées, ponts, ports et voies d'eau intérieures.

(iii) Les grands ateliers et outillages spécialement nécessaires à la réparation des moyens de transport et le matériel à l'usage des Autorités de transport.

6. Les mots "trafic d'intérêt commun" comprennent les transports suivants:

(i) personnes, approvisionnements, ravitaillement, et toutes autres matières dont le transport doit s'exécuter en fonction des besoins des Commandants en Chef Alliés;

Declassified E.O. 12356 Section 3.3/NND No. 785021

(ii) displaced and other persons to be moved in accordance with the priorities determined by the appropriate United Nations authorities;

(iii) supplies for civil needs to be moved in Continental Europe in accordance with the priorities determined by the appropriate United Nations authorities;

(iv) property removed by the enemy.

7. The term "transport charges" shall include, in addition to freight or conveyance charges, any other incidental charges, such as tolls, port charges, charges for warehousing and handling goods in transit which may affect the cost of transport.

8. The term "admissible transit charges" means dues intended solely to defray expenses of supervision and administration entailed by the transit traffic concerned.

9. The term "Allied Commanders-in-Chief" shall mean Commanders-in-Chief designated ~~by the appropriate authorities of the French Republic, the Union of Soviet Socialist Republics, the United Kingdom and the United States~~ for commands on the Continent of Europe. by the appropriate authorities by any of the following:- the French Republic, USSR, UK, USA

10. The term "Government" includes any Provisional Government.

ANNEX.

Protocol relating to Traffic on Inland Waterways.

Preamble.

With a view to fulfilling, in respect of traffic on inland waterways, the obligations assumed by the Agreement concerning the establishment of an European Central Inland Transport Organisation (hereinafter referred to as the Agreement), and subject to the conditions set out therein, the member Governments signatory hereto have agreed as follows:—

Article I.

Every member Government signatory hereto undertakes to establish appropriate machinery necessary for the application of all the obligations assumed in paragraphs 5 and 6 of Article VIII of the Agreement to traffic on Inland Waterways and to appoint persons or organisations entitled to treat with the Organisation on questions of this nature.

Article II.

The member Governments signatory hereto, taking into account the geographical, technical and other peculiarities connected with traffic on inland waterways and the needs of each of them in these respects, will form committees of experts to be consulted by the chief officer on questions of traffic on inland waterways within the various areas of such traffic.

Article III.

For each waterways traffic area concerned in Continental Europe, the allocation of inland shipping and, if necessary, shipping space for carrying approved programmes of traffic of common concern will be determined from time to time by the Organisation in agreement with the Governments concerned. In determining this allocation, due account shall be taken of

Declassified E.O. 12356 Section 3.3/NND No. 785021

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For each waterways traffic area concerned in Continental Europe, the allocation of inland shipping and, if necessary, shipping space for carrying approved programmes of traffic of common concern will be determined from time to time by the Organisation in agreement with the Governments concerned. In determining this allocation, due account shall be taken of the particulars of the vessel, its equipment and crew and of its normal traffic.

Article IV.

The terms of remuneration to be paid by the users of inland vessels for traffic of common concern shall be worked out by the Organisation in agreement with the Governments and/or the authorities concerned on a fair and reasonable basis in such a manner as to give effect to the following two principles:

(i) inland vessels of all flags performing the same services should receive the same freights;

(ii) freights with reference to paragraph 11 of Article VII shall be calculated so as to include, after providing for depreciation of the ship, a reasonable margin of profit.

0366

Declassified E.O. 12356 Section 3.3/NND No. 785021

(ii) personnes à rapatrier et toutes autres personnes à transporter conformément aux priorités établies par les Autorités compétentes des Nations Unies;

(iii) fournitures pour les besoins civils qui doivent être transportées en Europe Continentale, conformément aux priorités fixées par les Autorités compétentes des Nations Unies;

(iv) biens emportés par l'ennemi.

7. Les mots "tarifs de transport" comprendront, outre le prix du fret ou des expéditions proprement dites, tous autres frais supplémentaires, tels que redevances, frais de ports, frais de magasinage et de manutention de marchandises en transit qui peuvent affecter le prix du transport.

8. Les mots "frais de transit normaux" visent les droits ayant uniquement pour objet de couvrir les dépenses de contrôle et d'administration entraînées par ce transit.

9. Les mots "Commandants en Chef Alliés" visent les Commandants en Chef désignés par les Autorités compétentes des États-Unis d'Amérique, de la République Française, du Royaume-Uni et de l'Union des Républiques Soviétistes Socialistes, pour les Commandements en Europe Continentale.

10. Le terme "Gouvernement" s'entend de tout "Gouvernement Provisoire."

ANNEXE.

Protocole relatif au Trafic de la Navigation Intérieure.

Préambule.

En vue de remplir, en ce qui concerne le trafic de la navigation intérieure, les obligations assumées en vertu du Projet d'Accord portant création d'un Office Central Européen des Transports Intérieurs (ci-après dénommé "l'accord principal"), et en conformité avec les dispositions de cet accord, les Gouvernements contractants soussignés sont convenus de ce qui suit:

Article I.

Chaque Gouvernement contractant signataire de la présente annexe s'engage à mettre en œuvre l'organisation nécessaire pour remplir les obligations prévues aux paragraphes 5 et 6 de l'Article VIII de l'Accord principal en ce qui concerne la navigation intérieure, et à désigner des personnes ou créer des organisations ayant qualité pour traiter avec l'Office les questions du même ordre.

Article II.

Les Gouvernements contractants, signataires de la présente annexe, prenant en considération les conditions géographiques, techniques et autres ayant trait au trafic de la navigation intérieure, ainsi que les besoins de chacun d'entre eux dans ce domaine, constitueront des comités d'experts qui seront consultés par le haut fonctionnaire sur certaines questions de trafic de navigation intérieure à traiter dans les zones de ce trafic.

Article III.

Pour chaque zone de navigation intérieure en Europe Continentale, l'allocation de tonnage de navigation intérieure, et, si nécessaire, de tonnage pour certains programmes approuvés de transport pour le trafic d'intérêt commun, sera déterminée de temps à autre par l'Office en accord avec les Gouvernements intéressés. En fixant cette allocation, compte sera tenu des particularités de bâtiment, de son outillage, de son personnel et de son

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Les Gouvernements contractants, signataires de la présente annexe, prenant en considération les conditions géographiques, techniques et autres ayant trait au trafic de la navigation intérieure, ainsi que les besoins de chacun d'entre eux dans ce domaine, constitueront des comités d'experts qui seront consultés par le haut fonctionnaire sur certaines questions de trafic de navigation intérieure à traiter dans les zones de ce trafic.

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Pour chaque zone de navigation intérieure en Europe Continentale, l'allocation de tonnage de navigation intérieure, et, si nécessaire, de tonnage pour certains programmes approuvés de transport pour le trafic d'intérêt commun, sera déterminée de temps à autre par l'Office en accord avec les Gouvernements intéressés. En fixant cette allocation, compte sera tenu des particularités du bâtiment, de son outillage, de son personnel et de son exploitation normale.

Article IV.

Les taux de la rémunération qui sera allouée par les utilisateurs des bâtiments de navigation intérieure pour le trafic d'intérêt commun, seront calculés par l'Office en accord avec les Gouvernements aussi bien qu'avec les autorités intéressés, sur une base juste et raisonnable, de façon à donner effet aux deux principes suivants:

(*a*) Les bâtiments de navigation intérieure battant tous pavillons et utilisés d'une manière identique devront recevoir le même fret;

(*b*) Les frets mentionnés au paragraphe 11 de l'Article VII seront calculés sur des bases qui permettront d'inclure une marge raisonnable de bénéfice, après avoir prévu une part d'amortissement du bâtiment.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Appendix 'E'

SIT/Third section.

CONFERENCE OF HIS GREAT BRITAIN TRANSPORT

Draft minutes of Third section, held at Lancaster House, St. James's, London, 28th August, 1945, at 3.0 p.m.

PRESENT:

Chairman: Mr. P.J. Noel-Baker, M.P.
Minister of State.

BELGIUM

Viscount Obert de Thieusies.
M.E. Van de Pitte.
M. Malengreau.
M.E. Anseele.

FRANCE

M.E. Massigli.
M.C. Lebel.

GREECE

M.G.C. Dracopoulos.

LUXEMBOURG

M.A. Als.

NETHERLANDS

Dr. W. Muender.
Mr. C.J. M. Schaepman.
Mr. C.C. Gischler.

NORWAY

Mr. Terje Wold.
Mr. K. Somme.
Mr. O. Holtmon.
Mr. J. Kolsrud.

UNITED KINGDOM

Mr. P.J. Noel-Baker, M.P.
Sir Cyril Hurcomb.
Mr. C.I.A. Birtchnell.
Mr. M.B. Ronald.
Brigadier R.E. Bimmer.
Mr. P.A. Brunt.

UNITED STATES OF AMERICA

Mr. Robert Hooker, Jn.
Miss M. Coats.
Mr. J.M. Allison.
Colonel C.O. Sibley.

OBSERVERS

CZECHOSLOVAKIA

M.P. Baráček-Jacquier.
Dr. O. Bisler.

YUGOSLAVIA

Dr. Vladimir Rybář.

ALLIED COMMISSION, ITALY

Colonel M.B. Thomas.

PROVISIONAL ORGANISATION FOR

3334

Declassified E.O. 12356 Section 3.3/NND No. 785021

BELGIUM

Viscount Obert de Thieusies.
M. Van de Putte.
M. Malengreau
M.E. Anselle.

FRANCE

M.R. Massigli.
M.C. Lebel.

GREECE

M.G.C. Dracopoulos.

LUXEMBOURG

M.A. Als.

NETHERLANDS

Dr. W. Buchner.
Mr. C.J. M. Schneppen.
Mr. C.C. Gischler.

NORWAY

Mr. Terje Wold.
Mr. K. Somme.
Mr. O. Moltmen.
Mr. J. Mellander.
Mr. V. Paus.

POLAND

Mr. Modecki.
Mr. Zielinski.
Mr. Tillinger.
Mr. Porlowski.
Mr. Widhrzecki.
Mr. Alexandrowicz.

U.S.S.R.

Major-General I.S. Gadulin.
M. T.S. Khachaturov.
M. A.I. Kornaev.
M. A.S. Boyar.
JR.-Lt. Nikolaev.

UNITED KINGDOM

Mr. P.J. Noel-Baker, M.P.
Sir Cyril Hurcomb.
Mr. C.I.A. Birtchnell.
Mr. H.E. Ronald.
Brigadier R.M. Skinner.
Mr. P.A. Brunt.

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Dr. Vladimir Rybář.

ALLIED COMMISSION, ITALY

Colonel M.B. Thomas.

PROVISIONAL ORGANISATION FOR EUROPEAN INLAND TRANSPORT

Mr. J. Lévy - Chairman of Executive.
Colonel C. Gilder - Member " "
Mr. E.R. Hondelink - Director-General.

SECRETARIAT OF THE CONFERENCE

Mr. J. Nehmz.
Mr. A.A. Evers.

Declassified E.O. 12356 Section 3.3/NND No. 785021

21. WELCOME TO NEW DELEGATES

THE CHAIRMAN opened the Meeting with a welcome to the Delegations which had not been present at the Second Meeting, and extended a special greeting to the Polish Delegation, which was there for the first time, in particular to Mr. Mlodecki, head of the Delegation.

MR. ALEXANDROWICZ: (Poland), responded for the Delegation. He thanked the Chairman for his welcome and expressed their pleasure in being present. Transport difficulties had delayed the arrival of the Delegation and consequently they had not had time to give adequate study to the documents; they would therefore merely observe proceedings to-day, but looked forward to taking an active part in the Conference.

22. APPROVAL OF MINUTES.

The Minutes of the last Meeting were approved.

23. REPORT ON THE PROVISIONAL ORGANISATION

M. LEVY, Chairman of the Provisional Executive for European Inland Transport made a statement on the activities of the Provisional Organisation, which has been circulated as a separate document (EIT/41).

24. DISCUSSION ON REPORT

THE CHAIRMAN asked whether any of the Delegates wished to ask questions on M. LEVY'S report.

M. MASSIGLI (France) stated that in order to expedite the proceedings of the Conference, the French Delegation would not ask for a translation of M. Lévy's report.

24. MAJ. GENERAL BADULIN (U.S.S.R.) wished to ask a few questions. He was not clear as to whether:-

(i) a Railway Census had been carried out in Western Europe;

(ii) through transport of a non-military character has been re-established in Western Europe;

(iii) the Organisation's Regional Officers were connected with the Ministries of Transport of the countries in which they had been set up or were independent;

(iv) any equipment from enemy countries had been sent back to its owners;

M. LEVY explained that

(i) no general census has been taken. France, Belgium and the Netherlands had carried out a census on their own but to be adequate, a census should be general, simultaneous, and carried out on the same principles. The Organisation was endeavouring to bring about the

Declassified E.O. 12356 Section 3.3/NND No. 785021

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M. LEVY explained that

(i) no general census has been taken. France, Belgium and the Netherlands had carried out a census on their own but to be adequate, a census should be general, simultaneous, and carried out on the same principles. The Organisation was endeavouring to bring about the taking of such a census as soon as possible and also to follow up with regular records on the transfer of equipment between countries.

(ii) No through transport of a non-military nature had been established in Western Europe as a whole. Lines were open, but not for civilian use, e.g., there was a through service from Italy to North-West European ports for military leave. of demobilisation

(iii) The staff of the Organisation's regional offices is appointed by the Organisation but is, of course, in constant touch with the various Transport Authorities of the Member Governments.

(iv) M. LEVY made it clear that no equipment had been returned from enemy countries to its owners.

Declassified E.O. 12356 Section 3.3/NND No. 785021

25. THE CHAIRMAN noted that U.N.R.R.A. had ordered 120 locomotives and 8,000 wagons, and was trying to obtain 100 standard gauge and 100 narrow gauge locomotives for Yugoslavia. He assumed that a good deal more rolling-stock was being ordered by the various European countries from the United Kingdom and America. Was the advice of the Organisation taken on these other orders?

M. LEVY stated that no other official orders had been placed with the endorsement of the Organisation. Some countries, as for instance France and Belgium, had placed orders for locomotives directly with the U.S.A., and U.N.R.R.A. was trying to pass orders for use in Eastern Europe, but the various Governments generally were hesitant to place new orders.

THE CHAIRMAN remarked that in fact a good deal of uncoordinated ordering was going on, and that if this continued it might result in the evil effects anticipated in the absence of an International Transport Organisation.

M. LEVY, elaborating his previous statement, explained that the various European countries hesitated to place orders for two reasons:-

(i) because they did not know what quantities of their own rolling-stock they would find in other countries, and especially Germany; and could therefore not estimate how much they required to order.

(ii) there was uncertainty regarding development of Lend/Lease.

26. THE CHAIRMAN noted that in paragraph 8 of M. LEVY'S report, reference was made to mobile workshops which had been purchased by the Provisional Organisation for the purpose of teaching new methods of electric and oxyacetylenic welding. These mobile workshops had been bought from the British Government and he believed that more could be produced quite soon if needed.

M. LEVY pointed out that the main difficulty was that of obtaining instructors. The Organisation was going to send instructors along with these workshops next week, who could in their turn train technicians in the European countries. Some electrode and soldering apparatus had also been sent and would enable the quick repair of lorries. Railways were more accustomed to make their own repairs. He believed that other workshops could be provided if asked for.

THE CHAIRMAN expressed the view that there were plenty of mechanics on the Continent who would need only a little training in order to handle the workshops and effect quick repairs. If any assistance were needed in the way of priorities he was convinced that his Government would do its best to ensure this being given.

27. He then asked for clarification on two further points of M. Levy's statement:-

(i) the question of the recovery of inland waterway craft used by the Allied military in Norway;

Declassified E.O. 12356 Section 3.3/NND No. 785021

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27. He then asked for clarification on two further points of M. Levy's statement:-

(i) the question of the recovery of inland waterway craft used by the Allied military in Norway;

(ii) the position of coal movement from the Ruhr

MR. HONDELINK (Director-General of the Provisional Organisation) replied:-

(i) the Military Authorities had been asked to release those barges which were used to house prisoners, replacing them, if necessary, by others not being used at present. They had agreed to release them at the earliest possible moment.

(ii) the situation had become much brighter, and that neither rail nor water transport should be a bottleneck in the transport of coal from the Ruhr this winter. The Rhine should be navigable in October, and there should be a barge tonnage of half a million tons available on both the Rhine and the Meuse. The overall shortage of railway wagons presented a most difficult problem.

Declassified E.O. 12356 Section 3.3/NND No. 785021

28. THE CHAIRMAN then enquired if any progress had been made in organising a passenger train-route from Paris to Moscow.

MR. HOUDELINK said that progress had been made, and that he hoped that a Conference would soon be held with the Military Authorities and the Governments concerned.

29. THE CHAIRMAN asked if the Provisional Organisation was still having difficulty in obtaining personnel from the various Governments.

M. LEVY replied that the difficulty was not very substantial, except with regard to a few specialists. He pointed out that there were still certain minor difficulties concerning passports, visas, etc., but that the Governments had given the Organisation a very great deal of assistance, for which he would like to express his gratitude.

THE CHAIRMAN said that any difficulty about specialists should be raised at the Council. How long was the Meeting of the Council to be postponed?

M. LEVY said it was difficult to reply to this question, as it depended so much on the duration of this Conference. He hoped that at its end a definitive Organisation would be in a position to take over the work of the Provisional Organisation and the meeting of the Provisional Council should be timed accordingly.

30. THE CHAIRMAN commented that this discussion had brought out the urgency of the transport problems to be dealt with in Europe, and expressed his thanks to M. Levy and Mr. Houdelink for the help they had given the Conference. He proposed that M. Levy's statement be given to the Press.

31. PROCEDURE

THE CHAIRMAN referred to the Amendments which had been received from the United States and Netherlands Delegations (ATT/38, 40 and 42), and invited the Conference to decide the procedure now to be followed.

MR. HOOKER (U.S.A.) suggested there had been inadequate time as yet to study the amendments, and they should therefore not be considered until the next Meeting; also there might be further proposals from other Delegations and it would be better to consider them all at once.

MAJOR-GENERAL ZABOLIN (U.S.S.R.) supported Mr. Hooker's suggestion, as the Soviet Delegation had only just received the Amendments, and wished to have time to consider them before discussion.

VISCOUNT OBERT DE THIEUSIES (Belgium) also agreed, but suggested that a time limit be fixed for the submission of Amendments, and he thought they should all be in by the next Meeting.

THE CHAIRMAN proposed that the last date for the receipt of Amendments should be Thursday next. It was agreed that every effort should be made by the Delegations to put in their proposed Amendments by that date for consideration at a Meeting on Friday. Should any Delegation find it impossible to submit its

Declassified E.O. 12356 Section 3.3/NND No. 785021

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MAJOR-GENERAL BABULIN made it clear that the Soviet Delegation would feel unable to consider on Friday amendments which they only received on Thursday.

THE CHAIRMAN replied that in that event the Conference would be asked to consider the amendments already received, i.e. EET/38, 40 and 42.

32. NEXT MEETING

The Conference adjourned at 5 o'clock until Friday, 31st August, at 3 p.m.

-1-

Declassified E.O. 12356 Section 3.3/NND No. 785021

Appendix 'F'

EIT/Fourth Meeting.

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Draft Minutes of Fourth Meeting, held at Senford House, Belgrave Square, London, 31st August, 1945.

at 3.0 p.m.

PRESENT:

Chairman Mr. P.J. Noel-Baker, M.P.
Minister of State.

BELGIUM

Viscount Obert de Thieusies.
M. E. Van de Pitte.
M. Mulengreau.
M. E. Anseele.

CZECHOSLOVAKIA

Mr. P. Barříček-Jacquier.
Mr. F. Wellner.

FRANCE

M. C. Lebel.

GREECE

Mr. G.C. Dracopoulos.
Mr. A. Manueliàes.

LUXEMBOURG

M. [illegible].

NETHERLANDS

Dr. W. Hüsender.

NORWAY

Mr. Terje Wold.

U.S.S.R.

Major-General F.S. Badulin.
Mr. T.S. Khachaturov.
Mr. A.I. Kornsev.
Mr. A.C. Boyar.
Jr.-Lt. Nikolaev.

UNITED KINGDOM

Mr. P.J. Noel-Baker, M.P.
Sir Cyril Hurcomb.
Mr. M.S. Ronald.
Mr. C.I.A. Birtchnell.
Brigadier R.N. Simner.
Mr. P.A. Brunt.

UNITED STATES OF AMERICA

Mr. Robert Hooker, Jn.
Miss H. Metts.
Mr. J.M. Allison.
Colonel C.C. Sibley.

OBSERVERS

ALLIED COMMISSION, ITALY

Colonel M.B. Thomas.

PROVISIONAL ORGANISATION FOR EUROPEAN INLAND TRANSPORT

3332

Declassified E.O. 12356 Section 3.3/NND No. 785021

BELGIUM

Viscount Obert de Thieusies.
M. E. Van de Pitte.
M. Halengreau.
M. E. Anselé.

CZECHOSLOVAKIA

Mr. P. Barůček-Jacquier.
Mr. P. Wellner.

FRANCE

M. C. Lebel.

GREECE

Mr. G.C. Dracopoulos.
Mr. A. Manuelides.

LUXEMBOURG

M. A. Als.

NETHERLANDS

Dr. W. Muender.

NORWAY

Mr. Terje Wold.
Mr. H. Somme.
Mr. O. Holtmon.
Mr. V. Paus.

POLAND

Mr. Modecki.
Mr. Zielinski.
Mr. Tillinger.
Mr. Perlowski.
Mr. Wichrzecki.
Mr. Alexandrowicz.

U.S.S.R.

Major-General F.S. Bedulin.
Mr. T.S. Khachaturov.
Mr. A.I. Korneev.
Mr. A.C. Soyer.
Jr.-Lt. Nikolaev.

3332

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Brigadier R.H. Sinner.
Mr. P.A. Brunt.

UNITED STATES OF AMERICA

Mr. Robert Hooker, Jr.
Miss H. Hoots.
Mr. J.M. Allison.
Colonel C.C. Sibley.

OBSERVERS

ALLIED COMMISSION, ITALY

Colonel M.S. Thomas.

PROVISIONAL ORGANISATION FOR EUROPEAN INLAND TRANSPORT

Colonel C. Gilder, Member of Executive
Mr. P. de Crook, Member of Executive
Mr. E.R. Hondelink, Director-General.

SECRETARIAT OF THE CONFERENCE

Mr. J. Kehane.
Mr. A.A. Evans.

Declassified E.O. 12356 Section 3.3/NND No. 785021

35. APPROVAL OF MINUTES.

On MR. HOOKER'S (United States) proposal it was decided to postpone consideration of the minutes until the next meeting as delegates had not had much time to study them.

34. STATEMENTS OF POLISH AND CZECHOSLOVAK DELEGATIONS.

MR. ALEXANDROWICZ (Poland) stated on behalf of the Polish Delegation that the Polish representatives had studied the Agreement closely and would take part in the Conference as active participants. They would submit some amendments.

MR. BARANEK-JACQUIER (Czechoslovakia) stated that the Czechoslovak Delegation had now received instructions from their Government authorising them to act as delegates to the Conference.

35. APOLOGIES BY DR. RYBAR

The Chairman said he had received from the Yugoslav delegate, Dr. Rybar, his apologies for being unable to be present to-day, but hoped to attend the next meeting.

36. AMENDMENT BY NETHERLANDS DELEGATION. (EIC/58).

Article III, Paragraph 8

DR. HUENDER (Netherlands) explained the purpose of this amendment. During the first months of the Provisional Organisation's existence, valuable time had been lost in trying to find the right channel through which to contact a Member Government. In view of the urgency of the transport problem, it was imperative to do everything to speed up decisions.

MR. HOOKER, (United States) agreed with the proposed amendment, and, in particular, with the substitution of the word "shall" for the word "may". He suggested that the words "with the Organisation" should be substituted for "Executive Board" and "Chief Officer".

DR. HUENDER (Netherlands) expressed the view that this alteration would entail further modifications of the text elsewhere.

MR. HOOKER (U.S.) said that either wording was acceptable.

MR. LEGEL, (France) thought that it might on occasions be necessary to have, as a representative at meetings of the Executive Board, a person with special technical qualifications. He would therefore prefer to see the words "or representatives" added after the word "representative".

VISCOUNT CHEVRY DE THEUSSIES, (Belgium) supported the Netherlands amendment with the French modification.

SIR CYRIL HURCOMB (United Kingdom) stated that he would prefer the U.S. text, but he did not wish to press his point.

DR. HUENDER (Netherlands) wished to make two short observations.

Declassified E.O. 12356 Section 3.3/NND No. 785021

36. AMENDMENT BY NETHERLANDS DELEGATION. (WIW/30).

Article III, Paragraph 3.

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MR. LIEBL, (France) thought that it might on occasions be necessary to have, as a representative at meetings of the Executive Board, a person with special technical qualifications. He would therefore prefer to see the words "or representatives" added after the word "representative".

VISCOUNT OBERT DE THIEUSIES, (Belgium) supported the Netherlands amendment with the French modification.

SIR CYRIL HURCOMB (United Kingdom) stated that he would prefer the U.S. text, but he did not wish to press his point.

DR. HUENDER (Netherlands) wished to make two short observations.

(1) He did not object to introducing Mr. Hooker's wording but felt that it should not go under the sections of the article dealing specifically with the Executive Board and the Chief Officer.

(2) He was in favour of introducing the plural "representatives" but he thought it should be made clear that the persons so named from any country must be different from any named as a member of the Executive Board from that country.

THE CHAIRMAN felt that everyone would agree with Dr. Huender's second point. If his first point were accepted, he suggested its reference to a Drafting Committee; or, alternatively, a notation in the minutes to the effect that "Chief Officer" was a collective term including the members of his staff.

Declassified E.O. 12356 Section 3.3/NND No. 785021

57. GENERAL BADULIN, (U.S.S.R.) said that he had understood the paragraph to mean that such representatives would be appointed only for those countries not having members on the Executive Board; but the discussion seemed to indicate that there would be double representation in those cases where there was already a national of the country on the Executive Board.

THE CHAIRMAN pointed out that members of the Executive Board acted for the Organization as a whole in an international capacity, whereas the liaison officials were to be representatives of their respective countries and to act for them. Dr. Mudder's comments were therefore correct. While it would be impossible to foretell all future developments of an international organization, he did not think there could be any future trouble if the amendment were adopted as now proposed.

GENERAL BADULIN, (U.S.S.R.) enquired whether it would not be more elastic to leave "may" instead of "shall".

THE CHAIRMAN stated that it was the specific aim of the amendment to eliminate this elasticity.

3331

GENERAL BADULIN (U.S.S.R.) had no objection to this.

MR. LEREL, (France) pointed out that the last sentence should be modified to fit the earlier changes; "this representative" would require alteration to fit the insertion of the plural in the first sentence.

THE CHAIRMAN agreed and suggested the following wording; "Such representative of the Member Government".

The amendments as then proposed were generally agreed to, Article III, Paragraph 8 now to read as follows:

> 8. Each member Government shall appoint a representative or representatives for purposes of consultation and communication with the Executive Board or with the Chief Officer. Such representatives shall be fully informed by the Board of all activities of the Organization. Each time that any important question is discussed concerning the interests of a member Government, such representative shall be entitled to take part in the discussions without right of vote.

58. AMENDMENT BY NETHERLANDS DELEGATION. (CIT/40).

Article VIII, Paragraph 13.

DR. HUDDER, (Netherlands) said that these amendments were proposed because the present text was rather vague. While the present wording was adequate for a Provisional Organization expected to last only a few months, his Government considered that the amount and extent of such privileges which it was proposed to grant the definitive organization should be

Declassified E.O. 12356 Section 3.3/NND No. 785021

eliminate this obstacle.

GENERAL BADULIN (U.S.S.R.) had no objection to this.

MR. LEBEL, (France) pointed out that the last sentence should be modified to fit the earlier changes; "this representative" would require alteration to fit the insertion of the plural in the first sentence.

THE CHAIRMAN agreed and suggested the following wording; "Such representative of the Member Government".

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> 8. Each member Government shall appoint a representative or representatives for purposes of consultation and communication with the Executive Board or with the Chief Officer. Such representatives shall be fully informed by the Board of all activities of the Organization. Each time that any important question is discussed concerning the interests of a member Government, such representatives of that Government shall be entitled to take part in the discussions without right of vote.

38. AMENDMENT TO INTERNATIONAL RELATIONS. (SIV/42).

Article VIII, Paragraph 13.

DR. HERDER, (Netherlands) said that three amendments were proposed because the present text was rather vague. While the present wording was adequate for a Provisional Organization expected to last only a few months, his Government considered that the extent and extent of such privileges which it was proposed to grant the definitive organization should be outlined in greater detail.

THE CHAIRMAN pointed out that the effect of the proposed amendment would be to replace paragraph 13 by five new paragraphs, and to renumber paragraph 14 as 18. He expressed his sympathy with the aims of the amendment and stated that he had in the past urged an international agreement on this very question, so that such immunities might be standardised for all international organizations. Since this had not been done, the question must therefore be raised every time a new organization was contemplated.

GENERAL BADULIN, (U.S.S.R.) asked if any other international organization received such privileges and immunities; and if so, would the Chairman give some examples.

MR. ROBB, (United Kingdom) replied that it was the aim of the United Kingdom Government to frame its domestic legislation in such a way as to confer almost exactly similar privileges on the members of all international organizations in being or which may come into being. Recent legislation

Declassified E.O. 12356 Section 3.3/NND No. 785021

on this point, for example, now applied to UNRRA and would be applied to other international organisations as they came into existence.

As regards the constitutions of the various International Organisations on which agreements had been reached, immunity provisions similar to those now proposed, had been included in all cases.

THE CHAIRMAN stated that the wording was closely analogous to that of the UNRRA and "Food and Agriculture Organisation" agreements, but that there had been no standard form of language used. He did not think this should create any difficulty.

MR. RONALD (United Kingdom) proposed the following alterations;

(1) In paragraph 14, provision should be made to cover the members of the Executive Board.

(2) In Paragraph 16, the same provision for members of the Executive Board should be made. He also proposed to correct an apparent typographical error in line 2 by the deletion of "to" between "as ~~to~~ their representatives".

(3) In Paragraph 17, there should be inserted "not being their own nationals" after "officials and employees of the Organisation", to bring it in line with Paragraph 16.

DR. HUENDER, (Netherlands) agreed with the proposed amendments to Paragraphs 14 and 16, but asked whether a member's "own nationals" should be excluded from the facilities to be granted under 17(c).

THE CHAIRMAN suggested that 17(a) and (c) should apply to all nationals.

VISCOUNT OBERT DE THIEUSIES, (Belgium) said that his government could scarcely exempt its own nationals from taxation, and might also wish not to exempt non-nationals normally resident in the country. He agreed that (a) and (c) should apply to all nationals.

M. LEBEL, (France) would have to seek instructions as to the application of sub-paragraph (c) to nationals, as this might raise a point of French administrative law. He was not clear whether, in the case of a French official, their official acts would come under administrative law.

As to paragraph (b), he agreed that the exemption should apply to specially qualified staff who were not nationals, but it should not necessarily apply to non-nationals with no special qualifications who were recruited and normally resident in the country.

THE CHAIRMAN said that there appeared to be general agreement on all the paragraphs as amended, except 17, and the Conference would now wish to consider Paragraph 17, it being noted that the French Delegate, and possibly others, would wish to seek instructions with regard to Paragraph (a).

Declassified E.O. 12356 Section 3.3/NND No. 785021

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(3) In Paragraph 17, there should be inserted "not being their own nationals" after "officials and employees of the Organization", to bring it in line with Paragraph 16.

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THE CHAIRMAN said that there appeared to be general agreement on all the paragraphs as amended, except 17, and the Conference would now wish to consider Paragraph 17, it being noted that the French Delegate, and possibly others, would wish to seek instructions with regard to Paragraph (a).

MR. ROWLAND (United Kingdom) then proposed that the paragraph might be re-drafted so that sub-paragraph (c) should become sub-paragraph (a), and that the new sub-paragraph (c) which referred to exemption from taxation should be preceded by the words "except in the case of their own nationals".

GENERAL RIDGWAY (U.S.S.R.) thought that even if this suggestion were adopted, it would be necessary for all Delegations to consult their Governments.

THE CHAIRMAN asked the Secretariat to prepare a revised version of EIP/40, (amended Article VIII, paragraph 17) for circulation to the Delegations. (This has since been circulated as EIP/49).

39. THE CONFERENCE

M. LEBEL (France) said that persons, who during the Occupation had compromised themselves might be enabled to obtain Passports and other facilities, against the wish of certain Authorities and he would like a more restricted formula to be adopted.

Declassified E.O. 12356 Section 3.3/NND No. 785021

MR. HOLMES (United Kingdom) asked the French Delegation not to press this point. It had not been found necessary in the case of UNRRA or in the existing draft Agreement.

PROFESSOR ROSENBLUTH explained that it was the principle and the practice of the Organization to obtain from the Governments of the nationals that it was proposed to employ an assurance that they were acceptable. What it was proposed to employ an assurance that they were acceptable.

THE CHAIRMAN stressed that a Government did not have the right to veto an appointment.

40. MR. ZLEKA-DROWICZ (Poland) wanted a Provision similar to that adopted in Section 10 of the Bretton Woods Agreements to be inserted in the Agreement. The provision reads as follows:-

> "Each member shall take such action as is necessary in its own territories for the purpose of making effective in terms of its own law the principles of the Agreement ....."

MR. HOLMES (United Kingdom) pointed out that the United Kingdom Delegation at Bretton Woods had accepted such a provision only reluctantly. In the view of the United Kingdom Delegation it was unnecessary to introduce such a provision, since it was presumed that the signatories of an International Agreement, by signing this Agreement, were accepting to modify their municipal law.

DR. HEEMSKERK (Netherlands) and VISCOUNT OBERT DE THIEUSIES (Belgium) expressed their agreement with the British view.

The Meeting agreed not to pursue this proposal.

41. AMENDMENT OF U.S.A. DELEGATION. (FIT/42)

Article XII, Paragraph 2.

MR. HOCKEN (U.S.A.) said that the suggested amendment was solely for the purpose of clarification. In the Draft Agreement, the term "Commander-in-Chief" might be construed to mean only Commanders-in-Chief designated by all Four Powers, while the intention was to refer to Commanders-in-Chief appointed by each separate Government.

The U.S.A. suggested Amendment was accepted.

42. THE CHAIRMAN then stated that it had been agreed what all Amendments should be in by Thursday. This, of course, would not mean that there was a rigid ban on any new Amendments which the Delegations might submit after communicating with their Governments, but he hoped that the Conference might be concluded at an early date.

43. STATEMENT BY POLISH DELEGATION

...ment on behalf of the Polish

3330

Declassified E.O. 12356 Section 3.3/NND No. 785021

territories for the purpose of making effective in terms of [illegible] and law the principles of the Agreement ....."

3330

MR. ROWLD (United Kingdom) pointed out that the United States Delegation at Bretton Woods had accepted such a provision only reluctantly. In the view of the United Kingdom Delegation it was unnecessary to introduce such a provision, since it was presumed that the signatories of an International Agreement, in signing this Agreement, were accepting to modify their municipal law.

DR. RUTGERS (Netherlands) and VISCOUNT OBERT DE THIEUSIES (Belgium) expressed their agreement with the British view.

The Meeting agreed not to pursue this proposal.

41. AMENDMENT OF U.S.A. PROPOSAL. (FIT/42)

Article XI, paragraph 2.

MR. HOOKER (U.S.A.) said that the suggested amendment was solely for the purpose of clarification. In the Draft Agreement, the term "Commander-in-Chief" might be construed to mean only Commanders-in-Chief designated by all Four Powers, while the intention was to refer to Commanders-in-Chief appointed by each separate Government.

The U.S.A. suggested Amendment was accepted.

42. THE CHAIRMAN then stated that it had been agreed that all Amendments should be in by Thursday. This, of course, would not mean that there was a rigid ban on any new Amendments which the Delegations might submit after communicating with their Governments, but he hoped that the Conference might be concluded at an early date.

43. STATEMENT BY POLISH DELEGATION.

MR. PTTLOWSKI (Poland) then made a statement on behalf of the Polish Delegation. He explained that the amendments of the Polish Delegation had not yet been drafted. He stated that practically the entire Polish rolling-stock had been seized by the Germans and incorporated in the German rolling-stock, all markings and inscriptions having been replaced by German ones.

Most of the Polish rolling-stock was of German and Austrian origin, but even the new units were very similar to the German ones. It would be most difficult even for an expert to identify the Polish rolling-stock. The present Draft Agreement provided that rolling-stock should be restored to its owners as soon as possible. This would create a very difficult situation in Poland, since it would be almost impossible to identify and return to Poland at an early date the Polish rolling-stock now abroad. The Polish Government had copies of the original numerical lists of its rolling-stock, giving both the Polish and the new German numbers. In the Polish Delegation's view, therefore, restoration ought to be very gradual. It suggested that the proposed Organization should

Declassified E.O. 12356 Section 3.3/NND No. 785021

first arrange for a general census of rolling-stock in order to establish the ownership of the different items recorded. The Polish Government also thought that each Member Government should be entitled to use the rolling-stock belonging to other Member Governments or their nationals and found in the territory under its authority; the Organisation should, however, fix a time-limit after which restitution would take place.

44. PROCEDURE

THE CHAIRMAN hoped that it would be possible to conclude the proceedings of the Conference early next week. The Czechoslovak Amendment (EIT/43) would not seem to raise any great difficulties. It might be possible at the next Meeting to decide whether the Agreement should be signed.

45. MR. HONDELINK, (Director-General of the Provisional Organisation), explained that one or two difficulties had arisen during the working of the Provisional Organisation, and enquired as to the proper procedure which would enable the Organisation to submit any Amendments.

THE CHAIRMAN stated that any Amendments could be sent to him, and that he would circulate them.

46. NEXT MEETING.

The Conference adjourned at 5 o'clock until Tuesday, 4th September, 1945, at 3 p.m. at Seaford House, 37, Belgrave Square.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Provisional Organisation, and enquired as to the proper procedure to enable the Organisation to submit any Amendments.

THE CHAIRMAN stated that any Amendments could be sent to him, and that he would circulate them.

46. NEXT MEETING.

The Conference adjourned at 5 o'clock until Tuesday, 4th September, 1945, at 3 p.m. at Seaford House, 37, Belgrave Square.

Declassified E.O. 12356 Section 3.3/NND No. 718502

Appendix 'G'

MF/Fifth Meeting.

CONFERENCE OF EUROPEAN ALLIED TRANSPORT

Draft Minutes of Fifth Meeting, held at Bedford House, Belgrave Square, London, 4th September, 1945, at 3.0 p.m.

PRESENT:

Chairman: Mr. P.J. Noel-Baker, M.P. Minister of State.

BELGIUM

Viscount Obert de Thieusies.
M. E. Van de Putte.
M. Halengreau.
M. E. Anssele.

U.S.S.R.

Major-General F. S. Badulin.
Mr. P.L. Khachaturov.
Mr. A.I. Korneev.
Jr.-Lt. Nikolaev.

CZECHOSLOVAKIA

Mr. P. Daříček-Jacquier.
Mr. P. Wellner.
Dr. F. Sitenský.
Dr. A. Hebenicht.
Ing. A. Zatecky.

UNITED KINGDOM

Mr. P.J. Noel-Baker, M.P.
Sir Cyril Hurcomb.
Mr. F.E. Ronald.
Mr. G.L.M. Birtchnell.
Brigadier K.M. Wilmot.
Mr. H.J.L. Cheetham.
Mr. F.A. Brunt.

FRANCE

M. C. Lebel.

UNITED STATES OF AMERICA

Mr. Robert Hooker, Jr.
Miss E. Lotts.
Mr. J.E. Allison.
Colonel C.O. Sibley.

GREECE

Mr. G.C. Dracopoulos.
Mr. A. Manuelides.

OBSERVERS

LUXEMBOURG

M. A. Als.

ALLIED COMMISSION, ITALY

Colonel H.D. Thomas.

NETHERLANDS

Dr. W. Huender.

PROVISIONAL ORGANISATION FOR EUROPEAN INLAND TRANSPORT

NORWAY

M. J. Lévy, Chairman of Executive.

Mr. Terje Wold.
Mr. K. Somme.
Mr. O. Holtmon.
Mr. V. Faus.

SECRETARIAT OF THE CONFERENCE

Mr. J. Fabela.

3329

Declassified E.O. 12356 Section 3.3/NND No. 785021

M. E. Van de Pitte.
M. Malengreau.
M. E. Anseele.

CZECHOSLOVAKIA

Mr. F. Zarýček-Jacquier.
Mr. P. Wellner.
Dr. F. Sitensky.
Dr. A. Habenicht.
Ing. A. Zatecky.

FRANCE

M. C. Lebel.

GREECE

Mr. G.C. Dracopoulos.
Mr. A. Manuelides.

LUXEMBOURG

M. A. Als.

NETHERLANDS

Dr. W. Muendar.

NORWAY

Mr. Terje Wold.
Mr. K. Somme.
Mr. O. Holtmon.
Mr. V. Pous.

POLAND

Mr. Modecki.
Mr. Zielinski.
Mr. Tillinger.
Mr. Perlowski.
Mr. Wichrzecki.
Mr. Alexandrowicz.

Mr. N.S. Khrushchev.
Mr. A.I. Nornaev.
Jr.-Lt. Nikolaev.

UNITED KINGDOM

Mr. R.J. Reed-Baker, M.P.
Sir Cecil Parkcock.
Mr. H.P. Ronald.
Mr. C.E.... Mitchell.
Brigadier K.T. Bixmer.
Mr. H.T.A. Chectham.
Mr. F.A. Brunt.

UNITED STATES OF AMERICA

Mr. Robert Hooker, Jr.
Miss H. Ports.
Mr. J.B. Allison.
Colonel C.B. Sibley.

OBSERVERS

ALLIED CONTROL COMMISSION, ITALY

Colonel M.T. Thomas.

PROVISIONAL ORGANISATION FOR EUROPEAN INLAND TRANSPORT

M. J. Löpp, Chairman of Executive.

SECRETARIAT OF THE CONFERENCE

Mr. J. Kelman.
Mr. ...A. Evans.

Declassified E.O. 12356 Section 3.3/NND No. 785021

WELCOME TO CZECHOSLOVAK DELEGATES.

47. THE CHAIRMAN extended his welcome to the Czechoslovak Delegates who had arrived from Prague.

APPROVAL OF MINUTES.

48. The Minutes of the Third Meeting were approved.

49. The Minutes of the Fourth Meeting were approved with the following Amendments :-

Page 5, line 6 - the word "vote" should read "veto".

Page 5, last sentence of amended Article III, paragraph 8, to read :-

"Each time that any important question is discussed concerning the interests of a Member Government, such representatives shall be entitled to take part in the discussions without right of vote."

(This new wording was adopted as it was considered that the phrase "a representative of the Member Government", decided upon at the last Meeting, did not properly reflect the intention of the French suggestion.)

AMENDMENT BY CZECHOSLOVAK DELEGATION, (EII/40) paragraph 2.

ARTICLE V, paragraph 2.

50. Mr. DRAGOUN explained that the Czechoslovak Delegation hesitated to assume obligations which their Government might not be in a position to honour. Since they understood that it had been made clear at earlier meetings of the Conference that the sums involved in paragraph 1 (which might require transfer into other currencies) would be small, they would propose no change in this paragraph. However, the contributions for non-administrative purposes (para.2) might be very considerable, and their transfer might entail great difficulty. They therefore proposed their Amendment.

The Conference agreed that this Amendment made explicit what was implied in the text, and it was adopted as set out in EII/43.

PROPOSAL OF THE NETHERLANDS DELEGATION (EII/45 REVISED EII/40).

ARTICLE VIII, paragraphs 15 to 18.

51. GENERAL BODIN (U.S.S.R.) stated that he agreed to the [illegible] entitled to omit the words "Chief Officer"

3328

Declassified E.O. 12356 Section 3.3/NND No. 785021

...Para 3, last sentence of amended Article III, paragraph 8, to read :-

"When time that any important question is discussed concerning the interests of a Member Government, such representatives shall be entitled to take part in the discussions without right of vote."

(This new wording was adopted as it was considered that the phrase "a representative of the Member Government", decided upon at the last meeting, did not properly reflect the intention of the French suggestion.)

AMENDMENT BY CZECHOSLOVAK DELEGATION, (EIT/40) paragraph 2.

ARTICLE V, paragraph 2.

50. Mr. BARAK-HOLUBAR explained that the Czechoslovak Delegation hesitated to assume obligations which their Government might not be in a position to honour. Since they understood that it had been made clear at earlier meetings of the Conference that the sums involved in paragraph 1 (which might require transfer into other currencies) would be small, they would propose no change in this paragraph. However, the contributions for non-administrative purposes (para.2) might be very considerable, and their transfer might entail great difficulty. They therefore proposed their Amendment.

The Conference agreed that this amendment made explicit what was implied in the text, and it was adopted as set out in EIT/43.

PROPOSAL OF THE NETHERLANDS DELEGATION (EIT/45 REVISED EIT/40).

ARTICLE VIII, Paragraphs 13 TO 16.

51. GENERAL DOBRYNIN (U.S.S.R.) stated that he agreed to the amendment as a whole, but wished to omit the words "Chief Officer" from paragraph 14, since the Soviet Delegation intended to propose in a later amendment that there should be no Chief Officer and that his functions should be vested in the Chairman of the Executive Board.

THE CHAIRMAN suggested that the whole amendment be agreed subject to the understanding that the words "Chief Officer" be omitted if the amendment to be proposed by the Soviet Delegation were later adopted.

Declassified E.O. 12356 Section 3.3/NND No. 785021

MR. HOOKER (U.S.) stated that the United States Delegation wished to reserve their position on paragraph 17 pending receipt of instructions.

The Conference accepted the amendment as set out in EPT/45 subject to these reservations.

AMENDMENTS PROPOSED TO THE PROVISIONAL ORGANISATION FOR EUROPEAN INLAND TRANSPORT. (EPT/47)

52. ARTICLE I.

This amendment, which took into account the fact that hostilities with Germany had ceased, was adopted.

53. ARTICLE III, Paragraph 5.

The purpose of the amendment was to clarify the position of the Deputy Members of the Executive Board. It was generally agreed that to facilitate business, Board meetings should include only a single representative in each case - that is, either the Member or his Deputy - and that the latter should act and draw pay only in the absence of the regular Member. It was also agreed that the term "alternate" would be more satisfactory than "deputy"; and that in the French text the term "double par un remplacant" should replace "seconde par un suppléant". The following form was proposed:

> "Each member of the Executive Board shall be provided with an alternate similarly nominated and appointed who shall act only in the absence of the member of the Executive for whom he is the alternate."

The Conference approved the amendment, subject to drafting.

54. ARTICLE IV, Paragraph 1.

This amendment aimed at removing procedural difficulties arising out of the ownership by the Organisation of transport equipment and material required only for its own internal or demonstration purposes.

The Conference agreed the amendment as proposed in EPT/47.

55. ARTICLE XIII.

The Conference referred this Article to a Drafting Committee

Declassified E.O. 12356 Section 3.3/NND No. 785021

53. ARTICLE III, Paragraph 5.

The purpose of the amendment was to clarify the position of the Deputy Members of the Executive Board. It was generally agreed that to facilitate business, Board meetings should include only a single representative in each case - that is, either the Member or his Deputy - and that the latter should act and draw pay only in the absence of the regular Member. It was also agreed that the term "alternate" would be more satisfactory than "deputy", and that in the French text the term "double" par un remplacant" should replace "second par un suppléant". The following form was proposed:

> "Each member of the Executive Board shall be provided with an alternate similarly accredited and appointed who shall act only in the absence of the member of the Executive for whom he is the alternate."

The Conference approved the amendment, subject to drafting.

54. ARTICLE IV, Paragraph 1.

This amendment aimed at removing procedural difficulties arising out of the ownership by the Organization of transport equipment and material required only for its own internal or demonstration purposes.

The Conference agreed the amendment as proposed in EPT/47.

55. ARTICLE XIII.

The Conference referred this Article to a Drafting Committee to remove any contradiction that might exist between its terms and those of Article XIII.

56. ARTICLE XIII, Paragraph 2.

This amendment was consequential upon the cessation of hostilities with Germany. It was agreed to, as proposed in EPT/47.

57. ARTICLE XIV, Paragraph 6.

MR. LEVY (Chairman of the Provisional Executive) pointed out that cases were likely to arise in which the Organization would be requested to assist in the movement of traffic which was clearly of an international character but for which, nevertheless, no priorities had been determined by the appropriate United Nations authorities as required by the definitions in Article XIV, paragraph 6. It was agreed desirable that the Organization should be in a position to act in such cases.

Declassified E.O. 12356 Section 3.3/NND No. 785021

DR. HUENDER (Netherlands) considered that this amendment was an indirect way of broadening the scope of the Organisation beyond that intended by the Conference in its earlier discussions. The Organisation was already, under Article VII, empowered to perform a number of functions in respect of traffic of an international character. The amendment should therefore be rejected.

M. LEBEL (France) considered that the amendment, if adopted, would give the Organisation the right to intervene in traffic which, though international in character, was following its traditional course. This was not called for unless Governments specifically requested the Organisation to act.

M. LEVY (Chairman of the Provisional Executive) pointed out that the Organisation would not intervene except at the request of a Government. The work of the Organisation would not, however, be seriously impaired if the amendment were not adopted.

3327

The CHAIRMAN considered that the Organisation could do a great deal in connection with traffic of an international character under Article VII, paragraphs 14, 15 and 16.

The amendment was withdrawn.

56. AMENDMENTS SUBMITTED BY THE POLISH DELEGATION (MTA/48)

ARTICLE VII, Paragraph 6.

M. PIELOWSKI (Poland) said that the Polish Delegation proposed that this paragraph should be renumbered 7, and that Paragraph 7 should be renumbered 8. It was logical that the taking of a census should precede restoration.

The Conference accepted this amendment.

59. M. PIELOWSKI (Poland) then proposed that the title of the new paragraph 8 should refer to identifications of transport equipment. The Polish Delegation stressed the need for arrangements to be made at the earliest possible date for the identification of Polish rolling stock. The markings had been completely obliterated. As he explained at the last meeting (paragraph 43). Most of the Polish rolling stock was of German origin and it would be most difficult, even for an expert, to identify Polish property. This put Poland into a very much worse position than other member countries, and they felt that the paragraph must be so amended as to meet their special needs. Other countries were also meeting the same difficulties.

Declassified E.O. 12356 Section 3.3/NND No. 785021

be seriously implied in the amendment [illegible]

The CHAIRMAN considered that the Organisation could do a great deal in connection with traffic of an international character under Article VII, paragraphs 14 and 16.

The amendment was withdrawn.

58. AMENDMENTS SUBMITTED BY THE POLISH DELEGATION (CIT/46)

ARTICLE VII, Paragraph 8.

M. PEŁCZYŃSKI (Poland) said that the Polish Delegation proposed that this paragraph should be renumbered 7, and that Paragraph 7 should be renumbered 8. It was logical that the taking of a census should precede restoration.

The Conference accepted this amendment.

59. M. PEŁCZYŃSKI (Poland) then proposed that the title of the new paragraph 6 should refer to identifications of transport equipment. The Polish Delegation stressed the need for arrangements to be made at the earliest possible date for the identification of Polish rolling stock. The markings had been completely obliterated. As he explained at the last meeting (paragraph 43). Most of the Polish rolling stock was of German origin and it would be most difficult, even for an expert, to identify Polish property. This put Poland into a very much worse position than other member countries, and they felt that the paragraph must be so amended as to meet their special needs. Other countries were also meeting the same difficulties.

M. P. BARAČEK-JACQUIER (Czechoslovakia) said that the Czechoslovak Delegation was in complete agreement with the Polish Delegation. He would propose the following addition to the first sentence of the paragraph:

"For this identification and restitution the ownership as it was at the beginning of violent political changes in Europe should be taken as a basis."

The reasons for the proposed amendment were that, as everyone was aware, even before the beginning of the war, violent territorial changes took place in Europe, which resulted in a considerable transfer, not only of railway and road equipment, but also of inland watercraft. A re-adjustment would greatly contribute to ease the transport situation in Europe.

Declassified E.O. 12356 Section 3.3/NND No. 785021

DR. HUENDER, (Netherlands) said that as identification must precede restoration, there seemed to be little point in the amendment. If, however, the special provisions about identification would assist the particularly sad position of Poland, the Netherlands Delegation would not object, but they thought it illogical.

M. LIBLL (France) agreed with Dr. Huender's remark but thought that the amendment would meet the special interests of Poland on the question of identification and should therefore be adopted.

MAJOR-GENERAL BADULIN, (U.S.S.R.) said that in the view of the Soviet Delegation the Polish amendment was not in any conflict with the text of the Agreement. A census was foreseen, and the question of ownership had in any case to be taken into consideration in this connection. They, however, had no objection to any form of words which would make this clearer.

The CHAIRMAN thought it would be as well at this stage for the Conference to be clear on the principle underlying identification. The only property which could be restored was that which could be identified without doubt as being the property of the Government to whom it was to be returned.

DR. HUENDER (Netherlands) agreed that identification was absolutely necessary but he did not think that the priority to be given to the complete and complicated work of identification should be allowed to retard the latter general transport work of the Organisation. He proposed further to insert the following after the first sentence:

"If necessary for such restoration, the Organisation shall proceed to the most expedient special identification of such transport equipment and material belonging to a member Government or to its nationals found outside the territories under the authority of that member Government and outside its control ..."

As to the last sentence of the paragraph, the word "immediate" was inserted for a particular reason and the Netherlands Delegation felt bound to resist the proposal to omit it.

VISCOUNT OBERT DE THIEUSIES (Belgium) supported the Netherlands Delegation and expressed the view that the omission of the word "immediate" destroyed the meaning of the remainder of the sentence.

MAJOR-GENERAL BADULIN (U.S.S.R.) pointed out that the sense of the paragraph as originally drafted was that restoration would become effective only after a census had been taken and identification effected. Other countries were also concerned as well as Poland.

M. MERLOWSKI (Poland) said that it was not only ultimate

Declassified E.O. 12356 Section 3.3/NND No. 785021

The only property which could be restored was that which could be identified without doubt as being the property of the Government to whom it was to be returned.

DR. HUMBER (Netherlands) agreed that identification was absolutely necessary but he did not think that the priority to be given to the complete and complicated work of identification should be allowed to retard the larger general transport work of the Organisation. He proposed further to insert the following after the first sentence:

"If necessary for such restoration, the Organisation shall proceed to the most expedient special identification of such transport equipment and material belonging to a Member Government or to its nationals found outside the territories under the authority of that member Government and outside its control ..."

As to the last sentence of the paragraph, the word "immediate" was inserted for a particular reason and the Netherlands Delegation felt bound to resist the proposal to omit it.

VISCOUNT OBERT DE THIEUSIES (Belgium) supported the Netherlands Delegation and expressed the view that the omission of the word "immediate" destroyed the meaning of the remainder of the sentence.

MAJOR-GENERAL BARULIN (U.S.S.R.) pointed out that the sense of the paragraph as originally drafted was that restoration would become effective only after a census had been taken and identification effected. Other countries were also concerned as well as Poland.

M. BERLOWSKI (Poland) said that it was not only ultimate restoration that was going to prove to be a difficulty. The Conference had to deal with what was happening in the meantime. He felt that Poland should not be put into a worse position than other countries because it had been treated worse by the Germans. Other countries would be using Polish rolling stock with German markings and would continue to do so whilst Poland would be under an obligation to return foreign stock found in Poland which carried clear markings as to its origin. He saw no reason why the proposed amendment concerning identification should prevent an immediate restoration in cases where the equipment was easily identifiable. He would like to stress that identification of Polish rolling stock was bound to occupy a very considerable time. He also pointed out that the Polish Delegation had worked from the French text, in which the word "immediate" did not appear.

M. LEBEL (France) agreed that the word "immediate" should be maintained. The text was incomprehensible without it. The Polish proposals would involve two operations which in the view of the French Delegation would lead to unwarranted delay.

Declassified E.O. 12356 Section 3.3/NND No. 785021

MAJOR-GENERAL HOWARD (U.S.A.) said that his Delegation were still inclined to accept the amendment of the Polish Delegation but the necessary steps should be taken to facilitate the restoration of rolling stock as speedily as possible.

BRIGADIER SHARP (U.K.) said that under existing conditions of European Transport, restoration could not really take place immediately. For the time being, it would be necessary for wagons of whatever ownership to go where the traffic demanded. This need not prevent the countries owning the wagons being paid the hire charges if they had more wagons working outside their own territories than they had foreign wagons working within them.

M. GUILLAUME said that strong views had been expressed that the word "immediate" should be restored in Paragraph 3 and he would like the views of the Conference on this.

M. EBERL (France) and VISCOUNT OBERT DE THIEUSIES (Belgium) were in favour of its retention.

BRIGADIER SHARP (U.K.) suggested that the words "and to restore" be omitted from the first sentence of Paragraph 3 as amended by the Polish Delegation, and in the second sentence the word "the" should be omitted at the commencement. He also proposed that the last sentence should read "To avoid wherever necessary unduly prejudicing the operation of essential transport in the area, the Organisation shall work out arrangements with the Governments concerned for the temporary use of equipment pending its restoration."

M. EBERL (France) recognised that in fact immediate restoration would usually be impossible, but he must insist on the recognition of the principle. Once the principle that restoration was to be carried out, only as convenient, was admitted, countries would be using each other's rolling stock for a long time to come.

MR. MOONEY (U.S.) suggested that the second sentence should commence:

"Arrangements for the earliest possible restoration."

DR. HUBERT (Netherlands) said that it was agreed that no restoration was possible without identification. There were two principles, first identification and second restoration on the basis of that identification. One of the avowed objects of the Organisation was to arrange for the earliest restoration of transport equipment, and if they went forward with this proposal for a preliminary complete and complicated identification, the Netherlands Delegation would only do so

Declassified E.O. 12356 Section 3.3/NND No. 785021

were [illegible]

BRIGADIER SE[illegible]d (U.K.) suggested that the words "the re restore" be omitted from the first sentence of Paragraph 8 as amended by the Polish Delegation, and in the second sentence the word "the" should be omitted at the commencement. He also proposed that the last sentence should read "To avoid whatever necessary unduly prejudicing the operation of essential transport in the area, the Organisation shall work out arrangements with the Governments concerned for the temporary use of equipment pending its restoration."

M. LUBIN (France) recognised that in fact immediate restoration would usually be impossible, but he must insist on the recognition of the principle. Once the principle that restoration was to be carried out, only as convenient, was admitted, countries would be using each other's rolling stock for a long time to come.

MR. MORROW (U.S.) suggested that the second sentence should commence:

"Arrangements for the earliest possible restoration."

DR. HUMBERT (Netherlands) said that it was agreed that no restoration was possible without identification. There were two principles, first identification and second restoration on the basis of that identification. One of the avowed objects of the Organisation was to arrange for the earliest restoration of transport equipment, and if they went forward with this proposal for a preliminary complete and complicated identification, the Netherlands Delegation would only do so on the understanding that restoration was not possible without it. He agreed with the Polish Delegation that ways and means should be found to assist them in their special difficulties, and he came back to the suggestion that the Organisation should go ahead and carry out the special identification required in special cases. Any procedure which did not operate as quickly as possible would be inacceptable to Governments who had suffered from the spoliation of transport equipment.

SIR CYRIL HURCOMB (U.K.) proposed that the first sentence should remain as originally drafted with the addition of "and where necessary for that purpose arrange for the identification of transport equipment". The whole matter might be referred to a drafting Committee.

Declassified E.O. 12356 Section 3.3/NND No. 785021

PROF. MIASOEDOV (U.S.S.R.) said that in drafting the final text it would not be necessary to refer specifically to Poland. Similar conditions might arise in other countries and the first step to be taken should be to establish identification in all countries where this was necessary. What was required was a general consus of looked waters. The principle of reciprocity should prevail.

60. THE CHAIRMAN said that Sir Cyril Hurcomb had suggested the appointment of a drafting Committee to prepare a text in the light of the discussion. It might consist of members of the French, Netherlands, Polish and United Kingdom Delegations and any others who might wish to be represented. M. Levy Chairman of the Provisional Organisation was also invited to be a member, and the very important territorial question raised by the Czechoslovak Delegation would, of course, be fully taken into account.

61. AMENDMENTS TO BE PUT FORWARD BY THE SOVIET DELEGATION.

MAJOR-GENERAL EARLE (U.S.A.) referred to the amendments which the Soviet Delegation intended to propose. The first, to which they had already referred when considering the Netherlands Delegation amendment to Article VIII, was in regard to transferring the functions of the Chief Officer to the Chairman of the Executive Board. Their second amendment would propose that the scope of the Organisation should be limited to mail transport. The reasons that prompted these amendments were (1) that inland waterway traffic would have to be the subject of special agreements to be entered into by the Governments concerned and (2) that individual Governments were competent to deal with road transport problems without the assistance of the Organisation.

62. PROCEDURE

THE CHAIRMAN said that the Soviet Delegation had placed the Conference in a very difficult position. He suggested that it should meet next at 3.30 p.m. on the following day to discuss the remainder of the amendments that had already been submitted and again on Thursday at a time to be fixed to consider the amendments by the U.S.S.R. which would then be before them. If the Conference had been conducted under rules of procedure customary in a British Government Conference, he would have found it very difficult not to have ruled the Soviet amendments as out of order though in a Conference where all sought agreement, he would not presume to take such a course. The texts on the administration of the Organisation had been discussed exhaustively eleven months ago and agreed, and he found it difficult to understand why the Soviet Delegation proposed to re-open the issue at such a late stage.

Declassified E.O. 12356 Section 3.3/NND No. 785021

AMENDMENTS TO BE PUT FORWARD BY THE SOVIET DELEGATION.

MAJOR-GENERAL G. RATTEN (U.S.C.M) referred to the amendments which the Soviet Delegation intended to propose. The first, to which they had already referred when considering the Netherlands Delegation amendment to Article VIII, was in regard to transferring the functions of the Chief Officer to the Chairman of the Executive Board. Their second amendment would propose that the scope of the Organisation should be limited to rail transport. The reasons that prompted these amendments were (1) that inland waterway traffic would have to be the subject of special agreements to be entered into by the Governments concerned and (2) that individual Governments were competent to deal with road transport problems without the assistance of the Organisation.

62. PROCEDURE

THE CHAIRMAN said that the Soviet Delegation had placed the Conference in a very difficult position. He suggested that it should meet next at 9.30 a.m. on the following day to discuss the remainder of the amendments that had already been submitted and again on Thursday at a time to be fixed to consider the amendments by the U.S.S.R. which would then be before them. If the Conference had been conducted under rules of procedure customary in a British Government Conference, he would have found it very difficult not to have ruled the Soviet amendments as out of order though in a Conference where all sought agreement, he would not presume to take such a course. The texts on the administration of the Organisation had been discussed exhaustively eleven months ago and agreed, and he found it difficult to understand why the Soviet Delegation proposed to re-open the issue at such a late stage.

As to the other proposal, it should of course be looked into, but again he would like to remind the Soviet Delegation of all the preliminary work that had been done. It had throughout been assumed that the Conference would deal with all forms of surface transport and it was very difficult to raise such a question now. In many parts of Western Europe, water transport was as important as rail, and there was a better chance of getting it in operation within a reasonable time. As to road transport, he had hoped that UNRRA would be set up in time to allocate the vast numbers of road vehicles which might now be made available to help the distressed populations of Europe through what would be a terrible winter. We are now facing a position which we had hoped we had passed 18 months ago, and he would ask the Soviet Delegation to consider very earnestly whether they felt they must insist on putting forward at this stage amendments of so far reaching a character.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

MAJOR-GENERAL DULI (U.S.S.R.) did not agree that the amendments his Delegation were submitting would upset the work of eleven months ago, but he would give full consideration to the point of view which had been expressed.

63. NEXT MEETING.

The Conference adjourned at 6.0 p.m. until Wednesday, 5th September, 1945, at 5.30 p.m. at Sackville House, 37, Belgrave Square.

3325

Appendix 'G'

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Draft Minutes of Informal Meeting of the Delegations of France, the U.K., U.S.A., and U.S.S.R., called at the request of the U.S.S.R. Delegation.
Berkeley Sq. House, London, at 11 a.m. on 4th Sept. 1945

PRESENT:

Chairman: Sir Cyril Hurcomb.

FRANCE

M.C. Ribol

UNITED KINGDOM

Mr. N.B. Ronald
Mr. C.I.A. Birtchnell.
Mr. A.J.A. Chaetham
Mr. P.A. Brunt
Mr. A.J. Jones

UNITED STATES OF AMERICA

Mr. Robert Hooker, Jnr.
Miss Helen Monts.

U.S.S.R.

Maj.-Gen. F.S. Badulin.
Mr. T.S. Khachaturov.
Mr. A.I. Korneev.
Jr.-Lt. Nikolaev.

Conference Secretariat

Mr. J. Mahone
Mr. A.A. Evans.

THE CHAIRMAN expressed his regret that Mr. Noel Baker was unable to be present. He explained that the Meeting had been called at the request of the Soviet Delegation, whom he invited to put forward the points they wished to discuss.

GENERAL BADULIN (U.S.S.R.) presented the amendment circulated to the Conference subsequently as D.I.T.49 with an explanation which has now been circulated to the four Delegations represented.

The Soviet Delegation proposed that the Delegations of the four Governments present should now discuss these Amendments, so that a revised text based on them might be placed before the Conference.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Miss Helen Monts.

UNITED KINGDOM

Mr. N.B. Ronald
Mr. C.I.A. Birtchnell.
Mr. A.J.A. Chaetham
Mr. P.A. Brunt
Mr. A.J. Jones

U.S.S.R.

Maj.-Gen. P.S. Badulin.
Mr. T.S. Khachaturov.
Mr. A.I. Korneev.
Jr.-Lt. Nikolaev.

Conference Secretariat

Mr. J. Kahane
Mr. A.A. Evans.

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GENERAL BADULIN (U.S.S.R.) presented the amendment circulated to the Conference subsequently as M.I.F.49 with an explanation which has now been circulated to the four Delegations represented.

The Soviet Delegation proposed that the Delegations of the four Governments present should now discuss these Amendments, so that a revised text based on them might be placed before the Conference.

THE CHAIRMAN and MR. HOOKER (U.S.A.) said that the U.K. and U.S. Delegations did not feel qualified to discuss the Amendments at that time. The implications were so great as to necessitate giving to them very considerable thought.

3324

M. LEBEL (France) agreed. He asked the Soviet Delegation whether their proposed Amendments in regard to the working of the Organisation were based on administrative or financial considerations.

MAJ.-GEN BADULIN (U.S.S.R.) replied that the Soviet Delegation had both considerations in mind.

THE CHAIRMAN pointed out that the Amendments were so far reaching that the time of the full Conference would be wasted if they considered the Amendments now before them, without the knowledge of the Amendments the Soviet Delegation proposed to table.

MR. HOOKER (U.S.A.) agreed with the Chairman, and said that he did not see how any useful discussion of the Netherlands Amendment could be pursued unless the Conference were aware that the Soviet Delegation proposed to table an Amendment transferring the functions of the Chief Officer to the Chairman of the Executive Board.

Declassified E.O. 12356 Section 3.3/NND No. 785021

GENERAL BADULIN agreed that he would inform the Conference of his views of this question during the discussion of the Netherlands amendment.

THE CHAIRMAN then asked the Soviet Delegation whether it was proposed to inform the Conference of the other Amendment, and if so, when.

MAJOR-GENERAL BADULIN (U.S.S.R.) replied that this would depend upon theviews of the four Delegations.

THE CHAIRMAN said it seemed quite clear that the United Kingdom, U.S.A. and French Delegations were not prepared to proceed at once to consider these very far-reaching Amendments, and it would be extremely difficult for the Conference in full session to consider fundamental changes of this sort without prior notice.

MR. HOOKER (U.S.A.) said that discussion by the four Delegations as proposed by the Soviet Delegation must entail the suspension of the Conference, and this might well have a very demoralising effect.

MAJ.-GEN. BADULIN (U.S.S.R.) suggested that if the Delegations present could accelerate coming to a decision, the delay need only be for a matter of a few days.

M. LEBEL (France) thought that consideration of the minor amendments directly before the Conference, which referred to rolling-stock, might afford some time for further thought to be given to the Soviet proposals before they were submitted to the Conference.

MR. ROWALD (U.K.) thought that the U.S.S.R. proposals were of so fundamental a character that they should be put before the whole Conference without any delay. The tremendous dislocation in rail transport in Europe meant that there was a desperate need for road and inland waterway transport, and it would not be possible for the U.K. Government, who were not immediately concerned, to come to a decision on the Soviet Delegation Amendments without knowing what the Continental nations thought about them. The U.K. Delegation saw no useful purpose in prior four power discussions on the amendments.

MR. KHACHATUROV (U.S.S.R.) said that the Soviet Delegation would have no objection to the circulation of the proposed Amendments to all the Delegations at this stage. The reasons why the Soviet Delegation wished to limit the scope of the Organisation to rail traffic was, that this was a form of transport most in need of rehabilitation, and they thought the whole efforts of the Organisation should be devoted to that end.

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MR. RONALD (U.K.) said that he would have thought that as it would take so much longer to rehabilitate rail transport than to get road or inland water transport working again effectively, the Organisation should be free to devote part of its efforts to the latter, so as to find an early solution to some of the present difficulties, though at the same time it should do everything possible for the rehabilitation of rail transport. Moreover in his view, co-ordination of all forms of transport was an essential part of the Organisation's functions.

MR. KHACHATUROV (U.S.S.R.) stated that in addition to what he had already said about the Soviet Delegation's reasons for tabling this Amendment, the Delegation took the view that as rail transport was primarily of international importance, whereas road transport played a very modest part in international traffic, the work of the Organisation should be confined to questions of rail transport.

Declassified E.O. 12356 Section 3.3/NND No. 785021

MAJ.-GEN. BADULIN (U.S.S.R.) said that the solution of the road transport problems lay largely in the provision of an adequate number of lorries, and this he thought might be very simply arranged by the U.S.A. Authorities.

MR. HOCKER (U.S.A.) said that the U.S. Delegation was in full agreement with the United Kingdom Delegation, that co-ordination of all forms of transport was of vital importance, and that his Government desired to have the assistance of Organisation in making a fair allocation among the European countries of lorries available for this purpose to his Government, and so to work in co-operation with the European Governments rather than unilaterally.

M.LUBIN (France) speaking as a representative of one of the Powers that expected to derive benefit from the setting up of the Organisation, said that the movement of coal was of major importance and rail and inland water transport for this purpose, was essential.

THE CHAIRMAN said that while it was helpful to have had the explanation from the Soviet Delegation, the U.K. Delegation could not embark upon a full discussion of the Soviet Amendments at this stage. (The U.S.A. and French Delegations agreed). Whilst he agreed with Mr. Khachaturov that railways were the backbone of the transport system, roads and waterways were of such great importance that he doubted whether they could be excluded from the Organisation's scope. Up to now everyone had had in mind that the scope of the Organisation should cover all forms of transport as provided in the Preamble and Article 1 (a Soviet draft). Whilst it was not for him to advise the Soviet Delegation, he thought the right procedure would be for the Soviet Delegation to inform the Conference of their proposals as to administration when the Netherlands Amendment was under discussion, and to give formal notice of their intention to table the other Amendment, either at the forthcoming Meeting or within a very short time thereafter.

MAJ.-GEN. BADULIN (U.S.S.R.) said that they would consider what would be the best procedure.

THE CHAIRMAN then enquired whether the Soviet Delegation regarded it as essential that the Organisation should actually exclude from consideration all forms of transport other than railway, or whether they merely desired to emphasise that it should concentrate on railway transport.

3323

MR. KHACHATUROV (U.S.S.R.) said that the principal aim of the Organisation was to regulate international traffic, of which railway traffic was of major importance. Road transport was of purely national concern; international waterways must be the subject of separate agreement. Hence the Soviet Delegation wished to [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785021

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THE CHAIRMAN then enquired whether the Soviet Delegation intended also to propose an amendment to Article I (in the drafting of which he thought they had played a large part) which makes specific reference to the co-ordination of all transport.

MAJ.-GEN. BADULIN (U.S.S.R.) said that the Soviet Delegation regarded their proposals as basic amendments which, if accepted, would involve re-drafting of the other Articles of the Draft Agreement. He would have preferred that the proposals had been fully considered by the four Delegations present, but in view of the opinions expressed at this Meeting, the Soviet Delegation would have consider what would be their best method of procedure.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Appendix 'H'

EIT/Sixth Meeting.

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Draft Minutes of Sixth Meeting, held at Seaford House, Belgrave Square, London, 5th September, 1945, at 5.30 p.m.

PRESENT:

Chairman: Mr. P.J. Noel-Baker, M.P.
Minister of State.

3322

BELGIUM

Viscount Obert de Thieusies
M.E. Van de Pitte
M. Malengreau

CZECHOSLOVAKIA

Mr. P. Baracek-Jacquier
Mr. P. Wellner
Dr. F. Sitensky
Dr. A. Habenicht
Ing. A. Zatecky

FRANCE

M. C. Lebel

GREECE

Mr. G.C. Dracopoulos
Mr. A. Manuelides

LUXEMBOURG

M. A. Als

NETHERLANDS

Dr. W. Huender

NORWAY

Mr. Terje Wold

U.S.S.R.

Major-General F.S. Badulin
Mr. T.S. Khachaturov
Mr. A.I. Korneev
Jr.-Lt. Nikolaev

UNITED KINGDOM

Mr. P.J. Noel-Baker, M.P.
Mr. C.A. Birtchnell
Brigadier K.N. Simner
Mr. N.J.A. Cheetham
Mr. P.A. Brunt

UNITED STATES OF AMERICA

Mr. Robert Hooker, Jn.
Miss H. Moats
Colonel C.C. Sibley

OBSERVERS

YUGOSLAVIA

Dr. M. Mermolja

PROVISIONAL ORGANISATION FOR EUROPEAN INLAND TRANSPORT

M.J. Levy, Chairman of Executive
Col. J.H. Gildea, Member of

Declassified E.O. 12356 Section 3.3/NND No. 785021

Viscount Obert de Thieusies
M.E. Van de Pitte
M. Melengreau

CZECHOSLOVAKIA

Mr. P. Baracek-Jacquier
Mr. P. Wellner
Dr. F. Sitensky
Dr. A. Habenicht
Ing. A. Zatecky

FRANCE

M. C. Lebel

GREECE

Mr. G.C. Dracopoulos
Mr. A. Manuelides

LUXEMBOURG

M. A. Als

NETHERLANDS

Dr. W. Huender

NORWAY

Mr. Terje Wold
Mr. K. Somme
Mr. O. Holtmon
Mr. V. Paus

POLAND

Mr. Mlodecki
Mr. Tillinger
Mr. Perlowski
Mr. Wichrzecki
Mr. Alexandrowicz

Major-General F.S. Badulin
Mr. T.S. Khachaturov
Mr. A.I. Korneev
Jr.-Lt. Nikolaev

UNITED KINGDOM

Mr. P.J. Noel-Baker, M.P.
Mr. C.A. Birtchnell
Brigadier K.N. Simner
Mr. N.J.A. Cheetham
Mr. P.A. Brunt

UNITED STATES OF AMERICA

Mr. Robert Hooker, Jn.
Miss H. Moats
Colonel C.C. Sibley

OBSERVERS

YUGOSLAVIA

Dr. M. Mermolja

PROVISIONAL ORGANISATION FOR EUROPEAN INLAND TRANSPORT

M.J. Levy, Chairman of Executive
Col. J.H. Gildea, Member of Executive

SECRETARIAT OF THE CONFERENCE

Mr. J. Kahane
Mr. A.A. Evans

Declassified E.O. 12356 Section 3.3/NND No. 785021

64. Mr. Birtchnell (U.K.) took the Chair and opened the Meeting in the unavoidable absence of Mr. Noel Baker. Mr. Noel-Baker arrived a few minutes later and took over.

MINUTES OF THE FIFTH MEETING

65. On MR. HOOKER'S (U.S.) suggestion, consideration of these Minutes, which the Delegations had not had time to study, was deferred until the next meeting.

REPORT BY THE DRAFTING COMMITTEE (ERC/50)

ARTICLE VII, paragraph 6.

3321

66. THE CHAIRMAN pointed out that the re-ordering and re-numbering of this paragraph had been provisionally agreed to at the preceding Meeting.

ARTICLE VII, paragraph 7.

THE CHAIRMAN noted that the re-numbering of this paragraph in accordance with the above amendment had likewise been agreed to. The revision of the paragraph itself as proposed by the Drafting Committee was designed to meet the special difficulties referred to by the Polish Delegation, with regard to the problem caused by German alteration of markings on Polish wagons, which had made them almost indistinguishable from the German ones.

67. MR. ZARACHY-JACQUIER (Czechoslovakia) referred to the Chairman's statement at the last Meeting that the situation caused by Munich would be taken into account in the re-drafting of this paragraph. He felt, however, that the last sentence as now proposed did not quite accomplish this, and suggested the insertion of the following words after "the arrangements for restoration shall be made":-

> "in relation to the state of ownership which existed before any territorial changes in Europe, which had resulted from Axis policy and ....."

M. LEBEL (France) said he was very glad to second the amendment proposed by the Czechoslovak Delegation. The Drafting Committee, of which he was a member, had not felt entirely satisfied with the text as it stood.

DR. HUDDER (Netherlands) agreed with the Czechoslovak addition. He considered that, in the light of the circumstances explained by M. Lebel, the original wording of the Polish amendment at the end of this sentence should be reinstated in place of the Drafting Committee's new proposal, so that the final sentence would read:-

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE VII, paragraph 4.

THE CHAIRMAN noted that the re-numbering of this paragraph in accordance with the above decision had likewise been agreed to. The revision of the paragraph itself as proposed by the Drafting Committee was designed to meet the special difficulties referred to by the Polish Delegation, with regard to the problem caused by German alteration of markings on Polish weapons, which had made them almost indistinguishable from the German ones.

67. MR. ZARAOTK-ZAORUIER (Czechoslovakia) referred to the Chairman's statement at the last meeting that the situation caused by Munich would be taken into account in the re-drafting of this paragraph. He felt, however, that the last sentence as now proposed did not quite accomplish this, and suggested the insertion of the following words after "the arrangements for restoration shall be made":-

> "in relation to the state of ownership which existed before any territorial changes in Europe, which had resulted from Axis policy and ....."

M. LEBEL (France) said he was very glad to second the amendment proposed by the Czechoslovak Delegation. The Drafting Committee, of which he was a member, had not felt entirely satisfied with the text as it stood.

DR. HUBNDER (Netherlands) agreed with the Czechoslovak addition. He considered that, in the light of the circumstances explained by M. Lebel, the original wording of the Polish amendment at the end of this sentence should be reinstated in place of the Drafting Committee's new proposal, so that the final sentence would end:-

> "..... authorities of the United Nations regarding restoration and restitution of property removed by the enemy".

MR. HOOKER (U.S.A.) agreed with the suggestion of the Netherlands Delegation.

THE CONFERENCE approved the work submitted in EIT/50 with the modifications referred to above, subject to drafting.

ARTICLE VIII, paragraph 4.

68. The Conference agreed to the changes in the order and wording of this paragraph proposed in EIT/50.

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE VIII, Paragraph 2.

69. It was agreed that the paragraph be re-numbered 3.

MR. BIRCHNELL (U.K.) explained that the main alteration in this Article consisted in the elimination of the requirement to obtain the consent of the Organisation for the use of transport found in the territory of any Member Government. Article VIII, paragraph 3, as proposed by the Drafting Committee, was accepted by the Conference subject to minor drafting changes in Proviso A which should read as follows:-

"(A) every member Government shall be permitted to use equipment defined under (b) and (c) subject to the provisions of Paragraphs 5 and 8 of Article VII and, in the case of enemy or ex-enemy transport equipment and material, without prejudice to its ultimate disposal by the appropriate authorities of the United Nations";

ARTICLE VIII, Paragraph 17 (see Minute No. 51)

70. MR. HOOKER (U.S.A) referred to a reservation that the U.S.A. Delegation had made in respect of the new paragraph 17 of Article VIII at the last Meeting of the Conference. He now wished to withdraw this reservation.

M. LABEL (France) wished to make a reservation to this paragraph which he hoped that he would be in a position to withdraw before the end of the Conference.

ARTICLE III, Paragraph 8 (see Minute No. 36)

71. MR. HOOKER (U.S.A.) referred to the re-draft of Paragraph 8 of Article III of the Draft Agreement, and suggested that in the fifth line the word "Board" should be followed by "and Chief Officer", and in the seventh line the word "discussed" should be followed by the words "by the Board".

THE CHAIRMAN pointed out that an amendment would shortly be considered by the Conference (EIF/49) which proposed that the functions of the Chief Officer should be assumed by the Chairman of the Executive Board and that the amendment submitted by Mr. Hooker, if accepted, would have to be on the understanding that the reference to Chief Officer would have to be deleted if the amendment in EIF/49 were ultimately accepted. On this understanding paragraph 8 of Article III was accepted as amended with a slight drafting modification. Article III, paragraph 8 would therefore read:-

"Each Member Government shall appoint a representative or representatives for purposes of consultation and communication with the Executive Board. Such representatives shall be fully informed by the Board and by the Chief Officer of all activities of the Organisation. Each time that any important question concerning the interests of a Member Government is discussed by the Board, such representatives

Declassified E.O. 12356 Section 3.3/NND No. 785021

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M. LEBEL (France) wished to make a reservation to this paragraph which he hoped that he would be in a position to withdraw before the end of the Conference.

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> "Each Member Government shall appoint a representative or representatives for purposes of consultation and communication with the Executive Board. Such representatives shall be fully informed by the Board and by the Chief Officer of all activities of the Organisation. Each time that any important question concerning the interests of a Member Government is discussed by the Board, such representatives shall be entitled to take part in the discussions without right of vote."

ARTICLES XII AND XIII.

72. M. LEBEL (France) said that the Drafting Committee had considered Article XII in relation to any contradiction that might exist between its terms and those of Article XIII as was agreed at the last Meeting of the Conference. They considered that there was no contradiction in the English text, but that the French text required amendment. The French Delegation proposed to submit a corrected French text at the final Drafting Committee.

NEXT MEETING.

73. The Conference adjourned at 6.45 p.m. until Friday, 7th September, 1945, at 3.30 p.m. at Seaford House, 37, Belgrave Square.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Appendix I

EIT/Seventh Meeting.

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Draft Minutes of Seventh Meeting, held at Sanford House, Belgrave Square, London, 7th September, 1945, at 3.45 p.m.

3320

PRESENT:

Chairman: Mr. P. J. Noel-Baker, M.P.
Minister of State.

BELGIUM:

Viscount Obert de Thieusies
M. E. Van de Putte
M. Malengreau

CZECHOSLOVAKIA

Mr. F. Sorecek-Jacquier
Mr. F. Wellner
Dr. F. Sitensky
Dr. A. Eisenicht
Ing. A. Zatecky

FRANCE

M. C. Lebel

GREECE

Mr. G. C. Dracopoulos
Mr. A. Manuelides

LUXEMBOURG

M. A. Als

NETHERLANDS

Dr. W. Huender
Mr. H.J.H. Jansson
Lt. J. Volmuller
Mr. E. van den Bougel

NORWAY

U.S.S.R.

Major-General F. S. Badulin
Mr. T. S. Khachaturov
Mr. A. I. Korneev
Mr. A. C. Boynr
Jr.-Lt. Nikolaev

UNITED KINGDOM

Mr. P. J. Noel-Baker, M.P.
Sir Cyril Hurcomb
Mr. C. A. Birtchnell
Brigadier K. N. Sinner
Mr. N.J.A. Cheetham
Mr. P. A. Brunt

UNITED STATES OF AMERICA

Mr. Robert Hooker, Jr.
Mr. E. F. Penrose
Miss H. Keats
Mr. John M. Allison
Mr. F. Rainley

OBSERVERS

YUGOSLAVIA

Dr. V. Ryber

ALLIED COMMISSION, ITALY

Col. M. B. Thomas

Declassified E.O. 12356 Section 3.3/NND No. 785021

CZECHOSLOVAKIA

Mr. F. Zavacek-Jacquier
Mr. F. Wellner
Dr. F. Sitensky
Dr. A. Mahenicht
Ing. A. Zatecky

FRANCE

M. C. Lebel

GREECE

Mr. G. C. Dracopoulos
Mr. A. Manuelides

LUXEMBOURG

M. A. Als

NETHERLANDS

Dr. W. Muenker
Mr. R.J.H. Janssen
Lt. J. Volmuller
Mr. E. van den Beugel

NORWAY

Mr. Torje Wold
Mr. K. Sonne
Mr. O. Holtwon
Mr. V. Paus

POLAND

Mr. Wlodocki
Mr. Zielinski
Mr. Tillinger
Mr. Porlowski
Mr. Wichrzecki
Mr. Alexandrowicz

UNITED KINGDOM

Mr. P. J. Noel-Baker, M.P.
Sir Cyril Hurcomb
Mr. C. A. Fairchnell
Brigadier K. N. Skinner
Mr. N.J.A. Cheetham
Mr. F. A. Brunt

UNITED STATES OF AMERICA

Mr. Robert Hooker, Jn.
Mr. E. F. Penrose
Miss H. Keats
Mr. John M. Allison
Mr. F. Fairley

OBSERVERS

YUGOSLAVIA

Dr. V. Rybar

ALLIED COMMISSION, ITALY

Col. M. B. Thomas

PROVISIONAL ORGANISATION FOR EUROPEAN INLAND TRANSPORT

M. J. Levy, Chairman of Executive
Col. J. H. Gildea, Member of Executive

SECRETARIAT OF THE CONFERENCE

Mr. J. Kahane
Mr. L. A. Evans

Declassified E.O. 12356 Section 3.3/NND No. 785021

74. SIR CYRIL HURCOMB (U.K.) took the Chair and opened the Meeting in the unavoidable delay in arrival of Mr. Noel-Baker.

MINUTES OF FIFTH MEETING.

75. DR. HUENDER (Netherlands) referred to his remarks as reported in Paragraph 5 on page 4, and proposed that the sentence in the fifth line commencing "He proposed" should now read:-

3319

"He proposed in connection with the particular difficulties expressed by the Polish Delegation to delete the words "to identify and" in the first sentence of the proposal and to insert the following after the first sentence:-
"if necessary for such restoration the Organisation shall proceed to the most expedient special identification of such transport equipment and material."

The Conference approved the Minutes with the inclusion of the amendment proposed by Dr. Huender.

MINUTES OF SIXTH MEETING.

76. MR. PERLOWSKI (Poland) said that the Polish Delegation had not yet received copies of these Minutes, and the Conference agreed to defer confirmation until the next Meeting.

SIR CYRIL HURCOMB (U.K.) asked those Delegations who had already received their copies to be good enough to correct an obvious error that had occurred in Paragraph 71 on page 2 of the Minutes where it was stated that Article III, Paragraph 8, would read, "Each Member Government may appoint a representative.....". The word "may" should, of course, have read "shall".

STATEMENT BY THE YUGOSLAVIAN OBSERVER.

77. DR. RYBAR (Yugoslavia) said that, owing to telegraphic delays, he had not yet received the necessary authority to act as a delegate at the Conference. He enquired whether, in the meanwhile, he might be allowed to make observations during the debate on the Agreement.

SIR CYRIL HURCOMB (U.K.) said that the Chairman would, no doubt, give a ruling on this point when the issue arose.

PROPOSALS OF THE SOVIET DELEGATION.

Declassified E.O. 12356 Section 3.3/NND No. 785021

insert the following after the first sentence:-
"if necessary for such restoration the Organisation shall proceed to the most expedient special identification of such transport equipment and material."

The Conference approved the Minutes with the inclusion of the amendment proposed by Dr. Huender.

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PROPOSALS OF THE SOVIET DELEGATION.

75. MAJOR-GENERAL BADULIN (U.S.S.R.) enquired whether it was proposed to consider the Amendments of the Soviet Delegation paragraph by paragraph. The Soviet Delegation would have preferred to have had the views of the Conference first on Paragraph 1 of Article III, then on Paragraph 7 of Article III, then in the following order:-

Paragraph 13 of Article VIII.
Paragraph 1 of Article VI.
Paragraph 13 of Article VII.
Paragraph 6 of Article VIII and Article X together.
Paragraph 16 of Article VII.

SIR CYRIL HURCOMB (U.K.) said that he thought the Conference would find it more convenient to deal first with Paragraph 1 of Article III and any others that were part of the same proposal, and then with the others in the order in which they were reached.

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE III, PARAGRAPH 1.

79. MAJOR-GENERAL S.DULIN (U.S.S.R.) said that the Draft Agreement as it stood meant that the Organisation was enabled to appoint local and regional staff at any time and anywhere, and that this staff would enjoy diplomatic immunities. He thought it was very important that the appointment of such staff should be approved by the Commanders-in-Chief or Governments as the Soviet Delegation proposed. Such an arrangement should lead to economy and the appointment of the most efficient staff.

MR. HOOKER (U.S.A.) said that when the original Draft which was prepared in the Spring of 1944 was presented to the Conference, he had made a statement on behalf of the U.S.A. Delegation that although they considered the Draft Agreement a very well-thought-out document, they anticipated that the Conference might wish to make a number of changes, and that the United States Delegation might feel obliged to accept the views of a majority of Delegations on certain alterations on which they were not entirely in agreement. The proposal now put before them by the Soviet Delegation was something which had not been discussed before. It amounted, in effect, to a provision that individual Member Governments and Allied Commanders-in-Chief should have the right to veto the selection of local staff. He thought that this was much too rigid. The Organisation should be able to pick the men they considered best suited for the work without formally asking for approval. It had been made clear by M. Levy and Professor Rondelink at former Meetings of the Conference that the Organisation regarded it as absolutely essential that the principal local officers should be acceptable to the Governments concerned. His Delegation would be very averse to the inclusion of a provision requiring the formal approval of Commanders-in-Chief and Member Governments before local officers could be appointed. If, however, this was the desire of the Conference, he would not press his opposition.

At this point, MR. NOEL-BAKER took the Chair.

MR. LEBEL (France) said that contacts must exist between the respective Governments and the Organisation.

He proposed that the words "after consultation with" be used in place of "in agreement with", in the last sentence.

DR. HUENDER (Netherlands) stated that, after careful consideration of the Soviet proposal, and the amendments thereto which had been suggested, the Netherlands Delegation were in agreement with the ideas expressed by M. Lebel, but thought that the Conference decided in favour of the proposal, the second sentence should be placed somewhere in

Declassified E.O. 12356 Section 3.3/NND No. 785021

and that the United States Delegation might feel obliged to accept the views of a majority of Delegations on certain alterations on which they were not entirely in agreement. The proposal now put before them by the Soviet Delegation was something which had not been discussed before. It amounted, in effect, to a provision that individual Member Governments and Allied Commanders-in-Chief should have the right to veto the selection of local staff. He thought that this was much too rigid. The Organisation should be able to pick the men they considered best suited for the work without formally asking for approval. It had been made clear by M. Lévy and Professor Hondelink at former Meetings of the Conference that the Organisation regarded it as absolutely essential that the principal local officers should be acceptable to the Governments concerned. His Delegation would be very averse to the inclusion of a provision requiring the formal approval of Commanders-in-Chief and Member Governments before local officers could be appointed. If, however, this was the desire of the Conference, he would not press his opposition.

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MR. HOOKER (U.S.A.) felt that, even with the amendment proposed by the French Delegation, the introduction of a provision of this sort would seriously interfere with the international character of the Organisation. He did not think that its character was jeopardised by the customary practice of making no appointments which would be offensive to the Government concerned, but writing into the Agreements this new principle would mean, in effect, that the local Governments would do the appointing of local staff, which would seriously interfere in a matter which should be left to the independent judgement of the Organisation.

VISCOUNT OBERT DE THIEUSIES (Belgium) expressed his strong interest in maintaining the international character of the Organisation, but stated that Belgium would probably agree to any amendment the Conference favoured. If the Soviet proposal were agreed to, he favoured the Dutch amendment changing its location.

Declassified E.O. 12356 Section 3.3/NND No. 785021

MR. KRILCHEVSKY (U.S.S.R.) drew the attention of the Conference to the fact that at a previous meeting it was decided to grant diplomatic privileges to such staff members, and that when such privileges were granted, this must be done with the consent of the respective Governments. The procedure, therefore, would not destroy the international character of the Organization.

MR. HOOKER (U.S.A.) stated that it was his understanding that it was customary to grant diplomatic privileges to the staff of international organizations, but that it was not customary to appoint them only with the consent of the Government concerned.

MAJOR-GENERAL BADULIN (U.S.S.R.) then enquired as to the procedure which had been followed by the Provisional Organization. Since staff had been sent to foreign countries, accommodation had been found for them and arrangements made. Was this done without agreement with the foreign Governments concerned? 3318

MR. LEVI (Chairman of the Provisional Executive) said that there had been no general rule in this matter until now. For the chief posts, consultation with Governments had taken place. Three regional offices had been opened, the Directors of which had been appointed after consultation with the respective Governments. For less important office staff, no consultation had taken place; presumably, the Governments concerned had more important matters to consider than the choice of the Organization's typists or door-keepers. If staff was recruited from abroad, then an entry visa was required, and, thus, the Government concerned had the opportunity to express its opinion.

MAJOR-GENERAL BADULIN (U.S.S.R.) explained that his proposal was not meant to apply to the appointment of typists and other lower-grade personnel, but was intended to provide for agreement with the respective Governments regarding the establishment of the actual local offices, including their major personnel.

THE CHAIRMAN asked if Major-General Badulin meant that the choice of location for an office should be subject to the approval of the Government of the place in question, or did he mean that the appointment of personnel should be so subject, as was stated in the amendment? If the proposal referred to the establishment of an office in a certain place, then the question did not really arise, because any Government which would not give its consent to such establishment would not be willing to sign the agreement in the first place.

MAJOR-GENERAL BADULIN (U.S.S.R.) explained that by the term "local staff", they had in mind the "local establishment" or "office", including its list of posts to be filled (not the individual names, but the positions occupied).

Declassified E.O. 12356 Section 3.3/NND No. 785021

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THE CHAIRMAN felt that this interpretation amounted to a denial of diplomatic immunities to the Organization.

MAJOR-GENERAL BADULIN (U.S.S.R.) asked if it was not necessary for the British Government to give its consent to the establishment of the headquarters in London. What he wanted was for this same thing to be applied to the local organizations.

THE CHAIRMAN explained that such consent was necessary now only because the Government had to be asked to find a building for the Organization. He found it difficult to believe that any Government signing the Agreement would deny the Organization the right to establish itself in their country.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Much of the discussion appeared to have taken place on the assumption that the amendment referred to the appointment of personnel, in which case he felt it should be put in paragraph 7 as suggested by Dr. Hambro. However, he was in disagreement with the amendment even so, as it seemed to relate to all categories of staff concerned, and would, in effect, give the Local Government a veto over the personnel of the Organisation. This would be contrary to the whole idea being followed in various international organisations now being established. He pointed out that it was Mussolini who had first wanted the same kind of control over international organisations, and that he had used it for most unsavoury ends. In effect, such a procedure created an intolerable situation with regard to recruiting international staff members who should retain an international character and develop an international loyalty. He therefore hoped that the Soviet Delegation would feel able to withdraw its amendment, since it now seemed to be agreed that it referred to the establishment rather than the staff, and he repeated that any Government signing the agreement would feel obliged to receive the Organisation if it wished to open an office in their country.

MAJOR-GENERAL RADULEN (U.S.S.R.) sincerely hoped that member Governments would not follow Mussolini's tactics, but he considered it important that there should be complete understanding between the Organisation and the Governments concerned in this matter. He suggested that "local offices" in place of "local staff" would clarify the intent of the amendment.

MR. HOOKER (U.S.A.) stated that, even with the change proposed, the amendment substituted the judgment of the local Government for that of the Organisation in the important question of the establishment of local offices. He felt that a purpose of the Government in joining the Organisation would be to utilise its international character and methods of working in accordance with the provisions of its constitution, and that the present proposal was incompatible with its international character. It should be for the Organisation to decide when and where it should open local offices.

MAJOR-GENERAL RADULEN (U.S.S.R.) asked if Mr. Hooker considered it necessary to obtain the consent of the respective Commanders-in-Chief.

MR. HOOKER (U.S.A.) said that this was a different question which had not been touched upon. He assumed that the General referred to the situation in Germany, and he felt that if all four Members of the Control Commission became members of the Organisation, it could be assumed that the Governments concerned would instruct their Commanders-in-Chief to co-operate with the Organisation. The situation in this respect would then be similar to that in each of the Member countries.

THE CHAIRMAN pointed out that the Organisation was concerned with "traffic of common concern", and it needed a number of offices to deal with this. If one Government should impose a veto on its movements, it would greatly hamper its work. If a Government had enough confidence to set up such an Organisation, it should have enough confidence to permit it to establish offices and operate effectively. Should the Organisation act

Declassified E.O. 12356 Section 3.3/NND No. 785021

Commander-in-Chief if it wished to open an office in their country.

MAJOR-GENERAL RADULESCU (U.S.S.R.) sincerely hoped that member Governments would not follow Lord Hailey's tactics, but he considered it important that there should be complete understandings between the Organization and the Governments concerned in this matter. He suggested that "local offices" in place of "local staff" would clarify the intent of the amendment.

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THE CHAIRMAN pointed out that the Organization was concerned with "traffic of common concern", and it needed a number of offices to deal with this. If one Government should impose a veto on its movements, it would greatly hamper its work. If a Government had enough confidence to set up such an Organization, it should have enough confidence to permit it to establish offices and operate effectively. Should the Organization act in an improper manner in any respect, Governments would have many means of redress.

He also stressed that the opening of any local office could only be carried out by a decision of the Executive Board. This would mean in effect that the Government concerned would have an opportunity to make its views known according to paragraph 8 of Article III. and thus to ensure that the final decision would be made in the light both of its own vital interests and of the general interests of the Organization.

MAJOR-GENERAL RADULESCU (U.S.S.R.) said that in view of the discussion, especially the last remark of the Chairman, he saw no grounds to fear that any Government would refuse permission to the Organization to open a local office.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

THE CHAIRMAN then asked if that meant that there was general agreement that Article III, Paragraph 1, could be left as in the Draft Agreement. He pointed out that the matters of the Commanders-in-Chief seemed to be adequately covered in Article VI, Paragraph 2.

MAJOR-GENERAL RADUELI (U.S.S.R.) regretted having to disagree with this conclusion, but he felt that the Soviet amendment should be retained as now proposed.

THE CHAIRMAN then called for a vote on the amendment, which was lost by a decision of 2 votes for and 7 against.

20. ARTICLE III, PARAGRAPH 7 (WHO/49, Paragraph 2).

THE CHAIRMAN pointed out that the effect of this amendment was to set out the Chief Officer.

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MAJOR-GENERAL RADUELI (U.S.S.R.) pointed out that the existing draft provided for a Chief Officer as well as for the Executive Board. The Soviet Delegation considered the resulting procedure as excessively complicated and as liable to keep the Executive Board out of contact with its proper functions. There had been considerable discussions about the Executive Board, and the practice of the Provisional Organisation had shown that the fullest use was not made of the Executive Board. The Draft Agreement stipulated that policy must be determined by the Council. The policy of the Executive Board, could hardly be anything but that of the Council and the functions of the Executive could therefore not be limited to deciding policy. The Soviet Delegation considered that the Executive Board should act as the executive of the Council in an administrative and technical capacity, and should distribute its various functions among the members of the Organisation. In order to simplify the structure and strengthen the Executive Board, the Soviet Delegation considered it was necessary to give the Chairman of the Executive Board all the executive functions of the Director-General.

DR. HUIJER (Netherlands) regretted that this question was considered as open for discussion. It had been agreed quite a long time ago, and all had thought that it had been by now closed for discussion. The Draft Agreement provided for Council, Executive Board and Chief Officer. He thought the scope of the three parts of the Organisation was very well defined in the Agreement:-

(a) the Council to determine broad policy;

(b) the Executive Board to carry out those functions set out in Article VII of the Draft Agreement covering the whole field of activities;

(c) the Chief Officer to direct the multifarious technical and administrative day-to-day work of the Organisation.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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DR. HUNDEN (Netherlands) regretted that this question was considered as open for discussion. It had been agreed quite a long time ago, and all had thought that it had been by now closed for discussion. The Draft Agreement provided for Council, Executive Board and Chief Officer. He thought the scope of the three parts of the Organisation was very well defined in the Agreement:-

(a) the Council to determine broad policy;

(b) the Executive Board to carry out these functions set out in Article VIII of the Draft Agreement covering the whole field of activities;

(c) the Chief Officer to direct the multifarious technical and administrative day-to-day work of the Organisation.

An international body such as the Executive Board was not the right body to direct the detailed technical and administrative work. If the Soviet proposals were accepted, this would undoubtedly hamper the speedy execution of the important task of the Organisation in the restoration and rehabilitation of transport. The Soviet Delegation's proposals would impose on one member of the Executive Board - the Chairman - the functions at present falling to the Chief Officer.

The Board, however, should function as an entity, and, therefore, if the general ideas of the Soviet Delegation were to be accepted the functions of the Chief Officer should not be vested in the Chairman of the Board but in the Board as a whole. The Netherlands Delegation did not consider that any good argument had been advanced for doing away with the Chief Officer. His appointment had been provided for in the Agreement a long time ago, and it had proved satisfactory in practice.

Declassified E.O. 12356 Section 3.3/NND No. 785021

VISCOUNT CECIL DE CHELWOOD (Belgium) said that he agreed with the Netherlands Delegation that the Provisional Organization had worked very satisfactorily so far. He doubted whether from an administrative and technical point of view, the changes proposed by the Soviet Delegation would be beneficial. He would like to see the technical side stressed rather than the political, and the change proposed would tend to emphasize political aspects. It was undesirable, from this point of view, that the Chairman should have powers which were out of proportion to those of the other members of the Board.

MR. HOOKER (U.S.A.) said that no other provision in the Agreement had been more thoroughly discussed than this one. The opinion of the Conference was sought very exhaustively last autumn, and he thought that the Draft first presented contained a provision not dissimilar to the Soviet amendment. It was originally left to the Executive Board to decide whether a Chief Officer should be appointed. The view of the Delegates of most of the Governments was, however, that for the proper functioning of the Organization, a distinction should be drawn between the day-to-day work and issues of policy. There had been a division of opinion which led to the decision to leave the day-to-day administrative work to a Chief Officer and policy issues to the Executive Board. Since then, the Provisional Organization had operated for a number of months on the basis of the present set-up. No Member Government of the Organization had proposed any change, and it was a fair inference that Member Governments were satisfied with the Organization as constituted. In the light of the actual discussion and of practical experience, therefore, there would appear to be no good reason for changing the division of responsibility now provided.

THE CHAIRMAN said that when the Conference began discussing the draft in October of last year, the original Draft which was laid before the Conference by the United Kingdom and U.S.A. Delegations did not provide for the appointment of a Chief Officer. It was, however, urged very strongly by other Governments that a Chief Officer was necessary. The Czechoslovak Government, for instance, had put in a statement dated 4th October, 1944, (EXT/8) in which they expressed the view that a post of a Director-General responsible to the Executive Board would have to be created. As a result of this and similar proposals the United Kingdom and United States Delegations came to the conclusion that it was desirable, and indeed, indispensable, to have a Chief Officer, and the results of the last few months showed that what was put forward on theoretical grounds has proved itself in practice.

M. BASAGHK-JACUBEK (Czechoslovakia) agreed that he remembered well that M. Masaryk had supported the proposal to appoint a Director-General. He did not think, however, that the Czechoslovak Delegation had made a specific recommendation on this point. The view of his Delegation was that if the appointment had proved itself in practice, then it should be maintained. If not, he thought the post might be dispensed with.

THE CHAIRMAN said he would like to make it clear that he was not quoting any minutes of informal meetings, but an official paper put in by the Czechoslovak Delegation (EXT/8). Although the Soviet Delegation had not been kept very fully

Declassified E.O. 12356 Section 3.3/NND No. 785021

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THE CHAIRMAN said he would like to make it clear that he was not quoting any minutes of informal meetings, but an official paper put in by the Czechoslovak Delegation (EIT/8). Although the Soviet Delegation had not felt able to attend these informal meetings, they had been kept very fully informed on the discussions, and he thought the Conference would find it extremely difficult to make a change after all this time, particularly when the appointment had proved to be so useful.

MAJOR-GENERAL RADULY (U.S.S.R.) pointed out that the Soviet Delegation, although informed of much of the discussions, had never actually agreed with the conclusions come to. They were not at all convinced in the light of the present discussion that the Chairman of the Executive Board could not cope with the work of the Chief Officer. This appointment seemed to result in the entanglement of the Executive Board down actual operations. In the view of his Delegation, the Executive Board should be concerned more with the technical work than with politics. The policy as he had said before, was laid down by the Council, and the Chairman of the Executive Board should presumably be the Executive Officer who should collate the technical policy on the broad lines laid down by the Council. The work should be simplified by the use of this strong specialist body, i.e. the Executive, to direct the work of the Organisation.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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THE CHAIRMAN replied that not only had the Soviet Government been informed on the discussions, but it had been made pretty clear that nothing else would secure general agreement. Very extensive concessions had been made to reach an agreement which would meet the Soviet Delegation's point of view. This had required very fundamental alterations in the scope of the Organisation's work as it had originally been conceived. Having made these very considerable past concessions, he hoped that the Soviet Delegation would feel themselves able to make this concession in regard to the appointment of the Chief Officer which would enable the Organisation to retain its present structure, and which was favoured by all the other Delegations.

MAJOR-GENERAL MEDLEY (U.S.S.R.) said that as many of the Delegations had expressed views in favour of the retention of the Chief Officer, his Delegation wished to reserve their position and make an announcement later.

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THE CHAIRMAN asked whether it could be assumed that the clause as originally drafted still stood, subject to what the Soviet Delegation might say later; if that were so he suggested that a vote on the amendment might be postponed.

MR. HOOKER (U.S.A.) said that he did not think a vote was required, as the Delegation had requested that one be taken.

ARTICLE VI. Paragraph 1.

81. MAJOR GENERAL MEDLEY (U.S.S.R.). - The Soviet Delegation had no substantial comments on this amendment. The original term stipulated that the Organisation should function only after the Allied Commanders-in-Chief had expressed agreement. The Soviet Delegation considered it essential for the member Government in whose territory the Organisation would operate also to express its agreement.

DR. HUNTER (Netherlands) thought that the amendment, if it applied to a member Government, was superfluous, as it had to be assumed that by signing the Agreement, the member Government concerned agreed to the Organisation exercising its functions in its territory. If the amendment related to territory other than that of member Governments, the position would be different, but this did not appear to be what the Soviet Delegation had in mind. MR. HOOKER enquired whether the paragraph was not obsolete as a result of the ending of the war. He proposed however the following wording to meet the point of view expressed. "The Organisation shall exercise its functions in any territory in Continental Europe as soon as its Government becomes a member Government and in the proper cases under the provision that the Allied Commander-in-Chief is satisfied that the military necessity permits and under such conditions as he may deem necessary".

MR. LE EL (France) considered Mr. Hooker's proposal quite satisfactory. He considered that in view of conditions prevailing in enemy countries, the consent of the Allied Commander-in-Chief should be obtained.

Declassified E.O. 12356 Section 3.3/NND No. 785021

MR. CHAUVEL asked whether it could be assumed that the clause as originally drafted would stand, subject to what the Soviet Delegation might say later; if that were so he suggested that a vote on the amendment might be postponed.

MR. HOOKER (U.S.A.) said that he did not think a vote was required, as no Delegation had requested that one be taken.

ARTICLE VI. Paragraph 1.

81. MAJOR GENERAL ZAKHAROV (U.S.S.R.). - The Soviet Delegation had no substantial comments on this Article. The original text stipulated that the Organisation should function only after the Allied Supreme Commanders-in-Chief had expressed agreement. The Soviet Delegation considered it essential for the member Government in whose territory the Organisation would operate also to express its agreement.

MR. HUBERT (Netherlands) thought that the amendment, if it applied to a member Government, was superfluous, as it had to be assumed that by signing the Agreement, the member Government concerned agreed to the Organisation exercising its functions in its territory. If the amendment related to territory other than that of member Governments, the position would be different, but this did not appear to be what the Soviet Delegation had in mind. Mr. HOOKER enquired whether the paragraph was not obsolete as a result of the ending of the war. He proposed however the following wording, to meet the point of view expressed. "The Organisation shall exercise its functions in any territory in Continental Europe as soon as its Government becomes a member Government and in the proper cases under the provision that the Allied Commander-in-Chief is satisfied that the military necessity permits and under such conditions as he may deem necessary".

Mr. LE GAL (France) considered Mr. Hooker's proposal quite satisfactory. He considered that in view of conditions prevailing in enemy countries, the consent of the Allied Commander-in-Chief should be obtained.

DR. HUBERT (Netherlands) said that he supported the U.S. Delegation's amendment even though it might be out of date. He thought that this Draft Agreement formed a good working basis. It would be impossible to alter it constantly, in order to take all actual circumstances into account. He thought it essential to avoid unnecessary delay and to establish the Organisation as soon as possible.

THE CHAIRMAN suggested that Mr. Hooker's text would not cover all countries e.g. Germany. Some of them were not in a position to become members of the Organisation, but the Commander-in-Chief might wish them to participate in its work. For this purpose, two separate clauses might be necessary. If the Conference thought that the wording of the agreement as a whole should be brought up to date, this could be left to a drafting Committee.

MR. HOOKER (U.S.A.) did not agree that his wording did not cover Germany. The Organisation could exercise its functions in the British occupation Zone in Germany when the United Kingdom was a member. There was nothing in the consultative and co-ordinating functions of the Organisation which could derogate from the authority of the Allied Control Council.

Declassified E.O. 12356 Section 3.3/NND No. 785021

M. PEDAR (Yugoslavia) explained that his instructions were still that he attend as an observer. He asked permission to express his views. He thought that the sentence: "as the member Government concerned becomes the effective authority" was obsolete. Europe had been liberated since that text was drafted. It was difficult to tell whether the member government could be regarded in all cases as effective authority in its own territory.

M. HOOKER (U.S.A.) stated that in view of Mr. Pedar's observations, he wondered whether it would not be preferable to strike out the whole paragraph.
M. MALINOVSKY (U.S.S.R.) wished to point out that the Soviet amendment was not merely a matter of drafting but more a matter of principle. The Soviet Delegation's amendment provided that an agreement should be obtained from the member Government before the Organisation started operating in its territory. Frequent references had been made to delays caused by the Soviet Delegation to the setting up of the Organisation. The delay had been caused by differences of view in regard to the invitation to one of the Eastern European countries.

VISCOUNT CHARTE DE TAILLISIS, (Belgium,) asked whether the signing of the agreement by a member Government did not imply acceptance of the setting up of the Organisation within its territory.

M. CHAUVEAU could not see how a member Government would sign the agreement if it did not desire the Organisation to function in its territory.
MAJOR-GENERAL BARLUZ (U.S.S.R.) could not see why, even if a government had signed the agreement, it should not be taken that the organisation should actually start to operate in its territory. It was only a matter of courtesy.

M. HOOKER (U.S.A.) stated that if the Soviet Government was prepared to accept the view that the signing of the agreement by a member Government was equivalent to granting consent for the Organisation to work in its territory, the other differences that arose in the discussion would be easily disposed of. The provision about the Commander-in-Chief could be maintained, and the paragraph should read as follows: "The Organisation shall, upon giving notice of its intention, exercise its functions in any territory of a member Government in Continental Europe, upon the signing of this Agreement by that Government, and in proper cases ....." (as in the Soviet text in FHP/49). He proposed that the Soviet Delegation should be given time to consider the matter and give the Conference their views.

M. TRYGVE WOLD (Norway) took the same view as Mr. Hooker. He could not understand how the signing of the Agreement could mean anything else than that the Government, upon signing, accepted that the Organisation could function in its territory. After all, in the Draft Agreement it was made clear that the words "Continental Europe" were taken to mean all territories in Europe under the authority or control of member Governments, but did not extend to territory of the United Kingdom or of the U.S.S.R. He did not think that any Government affected by this provision objected to it.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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VISCOUNT OBERT DE THIEUSIES, (Belgium,) asked whether the signing of the agreement by a member Government did not imply acceptance of the setting up of the Organisation within its territory.

MR CHAIRMAN could not see how a member Government would sign the agreement if it did not desire the Organisation to function in its territory.
MAJOR-GENERAL PEDENKO (U.S.S.R.) could not see why, even if a government had signed the agreement, it should not be asked when the organisation should actually start to operate in its territory. It was only a matter of courtesy.

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M. LABEL (France) agreed with Mr. Hooker on the point of procedure. He wondered whether the Soviet point of view could not be met by substituting the words "after due notification" to "subject to an agreement".

DR. HUNTJENS (Netherlands) thought that the paragraph had been drafted in a certain context. In the Preamble and in Article I of the Draft Agreement it was stated that "the Governments whose duly authorised representatives have subscribed hereto have agreed as follows: There is hereby established the European Central Inland Transport Organisation". That should be sufficient.

Declassified E.O. 12356 Section 3.3/NND No. 785021

MAJOR-GENERAL BADULIN (U.S.S.R.) thought that Dr. Hüniker's remarks were correct, but the beginning of the operation of the Organization should be made in agreement with the Member Governments. In view of the various amendments put forward and the discussion, the Soviet Delegation would like to reserve its opinion and give its views later.

The CHAIRMAN stated that the revised text proposed by the United States Delegations would be circulated to the Conference (EIT/52).

ARTICLE VII, Paragraph 13 (Point 4 of EIT/49).
ARTICLE VIII, Paragraph 5 (Point 5 of EIT/49).
ARTICLE X (Point 7 of EIT/49).

82. MAJOR-GENERAL BADULIN (U.S.S.R.) said that his Delegation would like the Conference to consider these proposals together, as they were all inter-related.

3315

THE CHAIRMAN then asked whether it could be assumed that if the proposals at 4, 5 and 7 of EIT/49 were not accepted, the Conference would not need to consider paragraphs 8 and 9.

MAJOR-GENERAL BADULIN (U.S.S.R.) said that this was so. He went on to say that the provisions of the Draft Agreement referred to, had in view the objective of controlling traffic by inland waterways. As traffic on international waterways was the subject of special agreements between the countries concerned, and, as in the view of the Soviet Delegation arrangements for internal waterways traffic fell within the competence of each of the countries concerned, the Soviet Delegation suggested deleting the references in the Agreement which applied to waterways.

VISCOUNT OBERT DE THIEUSIES (Belgium) said that the adoption of these proposals would mean a fundamental change in the functions of the Organization, and if they were adopted the Belgian Delegation would feel bound to reserve their attitude to the whole of the Agreement.

M. LEBEL (France) said if all competence in the matter of transport other than rail was withdrawn from the Organization, the fundamental aims of the Organization would be altered. It was established as a body for the co-ordination of all forms of transport. He agreed that inland waterway traffic fell into a special category, but how could a co-ordinating body function if it was not enabled to take into account complementary forms of transport. Even rail transport was often based on river transport. He hoped that the Soviet Delegation would seek more elasticity in their instructions, and so be enabled to arrive at a formula which would meet the wishes of the other Member Governments.

83. THE CHAIRMAN then addressed the Conference, speaking as Chairman and not as head of the British Delegation. He appealed to the Soviet Delegation to consider whether they could not give up these proposals. He would like them to try to understand how he felt as Chairman. The work which they were now trying to bring to fruition began as long ago as 1941. Experts got

Declassified E.O. 12356 Section 3.3/NND No. 785021

THE CHAIRMAN then asked whether it could be assumed that if the proposals at 4, 5 and 7 of ETT/4.2 were not accepted, the Conference would not need to consider paragraphs 8 and 9.

MAJOR-GENERAL BARULIN (U.S.S.R.) said that this was so. He went on to say that the provisions of the Draft Agreement referred to, had in view the objective of controlling traffic by inland waterways. As traffic on international waterways was the subject of special arrangements between the countries concerned, and, as in the view of the Soviet Delegation arrangements for internal waterways traffic fell within the competence of each of the countries concerned, the Soviet Delegation suggested deleting the references in the Agreement which applied to waterways.

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83. THE CHAIRMAN then addressed the Conference, speaking as Chairman and not as head of the British Delegation. He appealed to the Soviet Delegation to consider whether they could not give up these proposals. He would like them to try to understand how he felt as Chairman. The work which they were now trying to bring to fruition began as long ago as 1941. Experts got together then with the aim of making proposals by which the urgent needs of the European people could be met at the end of hostilities. They knew then that an organisation of this sort would be imperative, and that if it failed hunger and starvation must result, with the loss of very many lives. The preparatory work went on until 1943, and in August 1944 a draft agreement for setting up the Organisation was sent to a number of Governments for their urgent consideration. Largely owing to delays due to the Soviet Government, it was not possible for the Conference to meet until the following October. Professor Khachaturov had stated that it was a difference of opinion in regard to an invitation extended to one of the Governments of Eastern Europe which caused further delay. Speaking as Chairman, he would say that this was a political consideration which was right outside the technical matters which the Organisation was designed to handle. He must state that in his view the setting up of the Organisation had been delayed for reasons quite unrelated to its technical activities. Had it been possible to have got the Organisation under way last autumn, he thought the sufferings of last winter or the dangers of the coming winter would have been very much lessened.

Declassified E.O. 12356 Section 3.3/NND No. 785021

These political difficulties were now however resolved and a compromise agreement was reached at Potsdam which enabled the discussions for the setting up of E.C.I.T.O. to proceed. The Conference was now asked to make fundamental changes and to cut out what they believed to be the most immediately important part of the work of the Organisation. The Member Governments had made many concessions to meet the views of the Soviet Delegation in the Draft Agreement. He would not repeat them all, but he would mention that Article I which stressed the co-ordinating and consultative aspects of the Organisation was far from the conception of the other Governments when the original proposals were tabled. Article IV also, which provided that the Organisation must not own transport equipment, and Article VII, which largely limited the executive functions of the Organisation, were both considerably modified to meet the wishes of the Soviet Delegation. He thought that this showed what very far-reaching changes other Governments were prepared to make to meet the views of the Soviet Delegation. They were now asked to cut out road and waterways transport. In some places (he would quote Holland as an example) the most important means of transit was by waterway, and in view of the tremendous dislocation of the railway system it would be far better, first to get the waterways traffic established again. In his view, incomparably the best way of meeting urgent needs and saving people from death by cold and famine would be to get those forms of transport established, which could most quickly be restored. In this respect, road transport was much the most efficacious. How much or how little would be available he did not know, but he would do his utmost to ensure that the U.K. Government provided the greatest amount of equipment possible. As M. Labol had said so persuasively, without the co-ordination of road, rail and waterways, it would be impossible to secure the maximum economy of effort in the movement of goods. He had had experience during the war in co-ordinating the inland transport of his country. Without this, he did not think the war would have been won. Like the Belgian Delegation, he wondered whether, with the restriction on its activities proposed by the Soviet Delegate, it was worth-while for the Organisation to go on at all. He urged the Soviet Delegation to reconsider the whole of their proposals, to see if their Government could not withdraw them or find some other suitable formula which would enable the Organisation to go forward in the form which the other Member Governments regarded as essential.

MAJOR-GENERAL BADULIN (U.S.S.R.) said that the Chairman had given a full description of the importance of transport in general. He could also give many examples taken from the second world war showing the role of transport. But what was now under discussion was the structure of the Organisation and its competence in controlling various means of transport. The General could not understand why it was necessary for the Organisation to co-ordinate transport within the various countries. Could this not be done by the Governments themselves? It had been agreed that the question of inland waterways of international concern could be only covered by special agreements. Similarly, traffic on national waterways fell within the competence of the countries concerned. Normally, motor transport related only to short distances. Motor transport of an international character was not substantial. He therefore failed to understand why the countries concerned could not cope with their own inland transport problem. If the Organisation was in a position to assist the Governments in restoring international railways transport, it would have achieved a great deal towards normalising transport conditions in Europe.

THE CHAIRMAN was convinced that the Organisation should deal with inland transport and help in re-equipping it, otherwise it would have failed in one

Declassified E.O. 12356 Section 3.3/NND No. 785021

be restored. In this respect, road transport was much the most critical one. How much or how little would be available he did not know, but he would do his utmost to ensure that the U.K. Government provided the greatest amount of equipment possible. As M. Labol had said so persuasively, without the co-ordination of road, rail and waterways, it would be impossible to secure the maximum economy of effort in the movement of goods. He had had experience during the war in co-ordinating the inland transport of his country. Without this, he did not think the war would have been won. Like the Belgian Delegation, he wondered whether, with the restriction on its activities proposed by the Soviet Delegate, it was worth-while for the Organisation to go on at all. He urged the Soviet Delegation to reconsider the whole of their proposals, to see if their Government could not withdraw them or find some other suitable formula which would enable the Organisation to go forward in the form which the other Member Governments regarded as essential.

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THE CHAIRMAN was convinced that the Organisation should deal with inland transport and help in re-equipping it, otherwise it would have failed in one of its main functions. In the United Kingdom, motor transport was not restricted to short distances. As the proposals of the Soviet Delegation did not appear to have any support in the Conference, the question arose whether and how best to carry on its work.

MR. HOOKER (U.S.A.) thought that the meaning of Major-General Badulin's remarks was not a rejection of the Chairman's proposal that the Soviet Delegation should reconsider its attitude. He hoped the Chairman's views would be considered by the Soviet Delegation.

MAJOR-GENERAL BADULIN (U.S.S.R.) stated that the Soviet Delegation would have to study the discussion and then give its answer. He could not give an exact date, but he hoped that the answer would come in the next few days.

64. NEXT MEETING

The Conference adjourned at 3 o'clock until Tuesday, the 11th September, the time to be fixed later by the Chairman.

Declassified E.O. 12356 Section 3.3/NND No. 718021

E.I.T./6th and
7th Meetings

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Corrections of misprints in the Minutes of the Sixth and Seventh Meetings

A. Minutes of the Sixth Meeting.

Page 2, paragraph 71, heading:-
The words in brackets should read:-

(See Minutes No. 37)

Page 2, paragraph 71. Text of amended Article III, paragraph 8.
First line:-

"may" should be replaced by "shall".

Third line:-

the word "Board" should be followed by the words "and Chief Officer".

Amended Article III, paragraph 8, should now read:-

"Each member government shall appoint a representative or representatives for purposes of consultation and communication with the Executive Board and the Chief Officer. Such representatives shall be fully informed by the Board and by the Chief Officer of all activities of the Organisation. Each time that any important question concerning the interests of a member government is discussed by the Board, such representatives shall be entitled to take part in the discussions without right of vote.

B. Minutes of the Seventh Meeting.

Page 8, line 9:-

The name of the country, after M. Khachaturov, should of course read: "U.S.S.R."

3314

Declassified E.O. 12356 Section 3.3/NND No. 785021

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3314

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Page 8, line 9:-

The name of the country, after M. Khachaturov, should of course read: "U.S.S.R."

J. KAHANE
A.A. EVANS
} Joint Secretaries

11th September, 1945.

Berkeley Square House,
Berkeley Square,
London, W.1.

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2576

Declassified E.O. 12356 Section 3.3/NND No. 785021

NO.1.

AUGUST, 1945.

THE TRANSPORT SITUATION IN EUROPE

DEVELOPMENTS SINCE LIBERATION

compiled by

PROVISIONAL ORGANISATION FOR EUROPEAN INLAND TRANSPORT

Berkeley Square House,
Berkeley Square,
London, W.1.

3313

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Declassified E.O. 12356 Section 3.3/NND No. 785021

2nd/32.

CONFERENCE ON EUROPEAN ISLAND TRANSPORT

In discussion of the Chairman, we should be happy to receive a Report on "the present situation in Europe" prepared by the International Organisation for Relief and Rehabilitation. We drew particular attention to the conclusions and recommendations of the Introductory Note.

3312

2nd November, 1945.

J. (illegible) Joint
A.J. (illegible) Secretariat.

Parcel 2 Baltic Area,
Envelope No. 1,
Index, No.

THE TRANSPORT SITUATION IN EUROPE

CONTENTS OF AUGUST REPORT

	Page
Railways:	
Belgium	1
France	2
Netherlands	3
Czechoslovakia	5
Yugoslavia	5
Roumania	5
Greece	5
International Services	6
Electrification of European Railways	7
Inland Waterways:	
Belgium	8
France	10
Netherlands	11
United States and British Occupation Zones	11
Rhine	12
Elbe	13
Road Transport:	13
France	14
Belgium	16
Netherlands	18
Norway	20

3311

Declassified E.O. 12356 Section 3.3/NND No. 785021

Greece

International Services 6

Electrification of European Railways 7

Inland Waterways:

Belgium 8

France 10

Netherlands 11

United States and British Occupation Zones 11

Rhine 12

Elbe 13

Road Transport: 13

France 14

Belgium 16

Netherlands 18

Norway 20

Denmark

Ports: 21

Declassified E.O. 12356 Section 3.3/NND No. 785021

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INTRODUCTORY NOTE

It is intended in this series of Reports, which is at present proposed to issue every month, to summarise the principal developments affecting inland transport in Continental Europe. The primary purpose is to give an accurate picture of the transport position on the Continent, and thus assist the authorities which have to undertake the restoration of transport facilities in the liberated countries as well as those responsible for helping to meet their requirements for equipment and supplies of all kinds. Emphasis will, therefore, be placed upon the amount, and physical condition, of existing facilities and equipment, and the use to which they are being put. 3319

Whenever possible, statistical and other similar data from official sources will be used, but where these are not available, or where it is felt that details from unofficial sources throw further light on the position in any country, such material will be included. Partial reliance on non-official sources of information, such as reports from individual observers, or press reports, may be unavoidable for the time being, as it has not been possible, owing to the disorganisation and breakdown in communications, to make comprehensive arrangements for the rendering of all the returns necessary for a complete assessment of the overall European inland transport situation at the present time. A detailed census of all railway motive power units, and other rolling stock is, for example, to be held shortly, but it has, as yet, proved impracticable to make detailed arrangements for a census of this character outside Western Europe.

Attention will be devoted mainly to those Continental European countries which are members of the Organisation, due to the existence in those countries of regional representatives who are able to furnish regular reports. Information will, however, also be included in respect of other countries, so far as this is available, and where it is relevant to an appreciation of the European inland transport position as a whole.

The Report is arranged in four main sections:

(1) Railways,

(2) Inland Waterways,

(3) Road Transport, and

(4) Ports.

It is intended to follow the same general order in each issue in order to facilitate comparison between the data for successive months. It has, however, not yet been possible to complete all the arrangements necessary for obtaining the necessary information, nor to complete the

Declassified E.O. 12356 Section 3.3/NND No. 785021

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(1) Railways.

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(3) Road Transport, and

(4) Ports.

It is intended to follow the same general order in each issue in order to facilitate comparison between the data for successive months. It has, however, not yet been possible to complete all the arrangements necessary for obtaining the necessary information, nor to complete the analysis and checking of certain data which have recently been received. This Report should therefore be regarded merely as a preliminary review, giving little more than a general impression of the existing transport situation in Western Europe. Subsequent Reports will be more detailed and will, it is hoped, cover more territory.

Declassified E.O. 12356 Section 3.3/NND No. 785021

0440

1. RAILWAYS

(i) Introduction

The general position of the European Railway system is that nearly everywhere destruction of tracks, buildings and rolling stock has been caused by war events. Large quantities of rolling stock have been removed to areas where, up till now, there has been no possibility of identifying it.

As soon as the Liberation Armies advanced, they provisionally repaired, with the greatest speed in conjunction with specialists of the liberated countries, the vital lines which were needed for their operations. They imported rolling stock and made the utmost use of the remaining serviceable rolling stock. 3309

Although repairs went steadily ahead everywhere, they were hampered by lack of materials of all kinds and spare parts, and much remains to be done.

Railway transport capacity has fallen back on a very large scale in most of the European countries involved in the war, and is, in many cases, far from meeting the present industrial and economic needs, low though these are.

(ii) Belgium

In 1944, the number of railway stations destroyed included all the large marshalling yards, the signal boxes, the big engine sheds and the repair shops. Some 350 bridges were blown up, and 250 miles of track were removed by the Germans.

Out of the pre-war stock of 3,500 engines, 7,836 coaches and 105,000 wagons, only about 2,500 engines, 4,800 coaches and 60,000 wagons (including several thousandforeign stock) were left in Belgium at the time of liberation, and of these nearly half were unserviceable, the damage in some cases being such that repairs were impossible.

Repairing went rapidly ahead through the winter, most of the lines are now again in use and reconstruction work, mainly of a provisional character, has been executed as far as materials available permitted. Much still remains to be done.

The figures given below show the transport situation for the month of July, 1945, and a comparison is made with June 1945, the first month following liberation for which corresponding figures are available.

LOCOMOTIVES AND WAGONS - BELGIAN NATIONAL RAILWAYS

	June, 1945			July, 1945		
1. LOCOMOTIVES	Own	Foreign	Total	Own	Foreign	Total

Declassified E.O. 12356 Section 3.3/NND No. 785021

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(iii) Belgium

In 1944, the number of railway stations destroyed included all the large marshalling yards, the signal boxes, the big engine sheds and the repair shops. Some 550 bridges were blown up, and 250 miles of track were removed by the Germans.

Out of the pre-war stock of 3,400 engines, 7,836 coaches and 185,000 wagons, only about 2,500 engines, 4,800 coaches and 60,000 wagons (including several thousand foreign stock) were left in Belgium at the time of liberation, and of these nearly half were unserviceable, the damage in some cases being such that repairs were impossible.

Repairing went rapidly ahead through the winter, most of the lines are now again in use and reconstruction work, mainly of a provisional character, has been executed as far as materials available permitted. Much still remains to be done.

The figures given below show the transport situation for the month of July, 1945, and a comparison is made with June 1945, the first month following liberation for which corresponding figures are available.

LOCOMOTIVES AND WAGONS - BELGIAN NATIONAL RAILWAYS

	June, 1945			July, 1945		
1. LOCOMOTIVES	Own	Foreign	Total	Own	Foreign	Total
Total stock:	2,554	3	2,557	2,553	2	2,555
In use:	1,492	-	1,492	1,602	-	1,602
Under or waiting repair:	1,062	3	1,065	950	2	952
Average kilometres run per serviceable locomotive per day		(102 kms) (64 miles)			(102 kms.) (64 miles)	

Declassified E.O. 12356 Section 3.3/NND No. 785021

2. WAGONS

	June, 1945			July, 1945		
	Own	Foreign	Total	Own	Foreign	Total
Total stock:			71,983	26,300	44,700	71,000
In use:			60,073	-	-	59,000
Under or awaiting repair:			6,755	-	-	8,000
Not in use:			4,155	-	-	4,000
Average loaded daily: (1,600 wagons loaded with fuel):			7,907	-	-	8,562 (2,800 army)
Turn-round:	days	7.0		6.3		
Pre-war turn-round	days	4.5		4.5		

For the time being, the available rolling stock meets traffic needs. Civil traffic is, however, now only about 30 per cent of what it was in the pre-war period, when 105,000 wagons and 5,500 locomotives were available.

In the coming autumn, crops and coal will bring increased traffic and increased transport difficulties, as will the development of industry and trade.

The map annexed hereto shows which routes are at present open to traffic.

(iii) France

From the pre-war stock of 15,000 locomotives, 30,000 passenger train vehicles and 450,000 goods wagons, thousands have been taken away by the Germans. Of these left, only 3,000 locomotives, 6,000 passenger vehicles and 100,000 goods wagons were found to be in any way serviceable, at the time of liberation, that is to say, in September 1944. Sabotage, the Allied bombardments and finally the destruction wrought by the retreating Germans across France had accounted for the remainder.

Four out of ten large railway locomotive works, 15 out of 21 large carriage and wagon works, 71 out of 130 important depots and 24 out of 40 big marshalling yards were left completely unusable.

No fewer than 1,965 bridges, 27 tunnels, 115 out of 322 important stations, 570 signal cabins and nearly 2,000 miles of track had been destroyed or so badly damaged as to be useless. On electrified sections of the line, 160 miles of overhead wires and 20 out of 56 sub-stations were out of service.

Reconstruction work made good headway, despite very adverse winter [illegible] material allowed.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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For the time being, the available rolling stock meets traffic needs. Civil traffic is, however, now only about 30 per cent of what it was in the pre-war period, when 105,000 wagons and 5,500 locomotives were available.

In the coming autumn, crops and coal will bring increased traffic and increased transport difficulties, as will the development of industry and trade.

The map annexed hereto shows which routes are at present open to traffic.

(iii) France

From the pre-war stock of 15,000 locomotives, 30,000 passenger train vehicles and 450,000 goods wagons, thousands have been taken away by the Germans. Of those left, only 5,000 locomotives, 6,000 passenger vehicles and 100,000 goods wagons were found to be in any way serviceable, at the time of liberation, that is to say, in September 1944. Sabotage, the Allied bombardments and finally the destruction wrought by the retreating Germans across France had accounted for the remainder.

Four out of ten large railway locomotive works, 15 out of 21 large carriage and wagon works, 74 out of 130 important depots and 24 out of 40 big marshalling yards were left completely unusable.

No fewer than 1,965 bridges, 27 tunnels, 115 out of 322 important stations, 570 signal cabins and nearly 2,000 miles of track had been destroyed or so badly damaged as to be useless. On electrified sections of the line, 160 miles of overhead wires and 20 out of 66 sub-stations were out of service.

Reconstruction work made good headway, despite very adverse winter weather conditions as far as material allowed.

Many of the disused lines have been provisionally restored; all the frontier crossings are open for traffic (including the railway bridge over the Rhine near Strasbourg) with the exception of Modane (heavy damage to the Mont Cenis tunnel) and Ventimiglia (destruction in Italy).

Rolling stock repaired included several thousands of locomotives, 11,000 carriages and vans and 20,000 wagons.

Train circulation, for the time being, remains fairly difficult. Numerous goods trains are still being kept back daily - several more than 24 hours, principally military trains. Necessary measures have been taken.

Declassified E.O. 12356 Section 3.3/NND No. 785021

The figures given which follow show the motive power and rolling stock situation for the month of July, 1945. Owing to differences in the method of compiling statistics, no comparison is included with an earlier month.

LOCOMOTIVES AND WAGONS - FRENCH NATIONAL RAILWAYS

1. LOCOMOTIVES	Own	Foreign	Total
Total stock:	12,300	1,131	13,431
In use:	-	-	7,135
Under or awaiting repair:	-	-	5,165
Average kilometres run per serviceable locomotives per day:		92 kms. 57 miles.	

2. WAGONS			
Total stock:	243,450	75,300	318,750
In use:	-	-	268,000
Under or awaiting repair	-	-	44,376
Not in use			4,368
Average loaded daily	-	-	26,000 (4,200 Army)
Turn-round:	14,5 days		
Pre-war turn-round:	8 days		

During the month of July, repatriation transport from Western occupied Europe was brought to an end. Some congestion was caused in the south by redeployment traffic.

Under present low level of industrial activity, caused largely by the shortage of fuel, all essential civil traffic needs are satisfied, so far as concerns the movement of freight by rail. These needs are 32 per cent of what they were in the pre-war period when 430,000 wagons and 15,300 locomotives were available.

The turn-round of wagons is fairly high (14 days against 8 pre-war), but the situation was improving towards the end of July (18,5 days).

The average daily number of kilometres run per engine is, on the average, low; this is due to the bad maintenance conditions and lack of available steel for repairs.

The map annexed hereto shows which routes are at present open to traffic.

3308

Declassified E.O. 12356 Section 3.3/NND No. 785021

2. WAGONS

Total stock:	243,450	73,200	316,750
In use:	-	-	268,000
Under or awaiting repair	-	-	44,374
Not in use			4,376
Average loaded daily	-	-	26,000 (4,200 Army)
Turn-round:	14,3 days		
Pre-war turn-round:	8 days		

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(iv) THE NETHERLANDS

The whole network of around 3,300 kms. (2,050 miles) of which more than 600 kms. (370 miles) of double track were electrified, was severely damaged and rendered practically unserviceable by blown-up bridges.

On the electrified lines, only 120 route kms. (75 miles) have the overhead wires intact; of the remainder some 330 route kms. (205 miles) have had the overhead removed, and 150 kms. (95 miles) have been completely stripped of all the overhead. Of the 75 sub-stations, each of at least 2,000 - 2,400 K.W., 46 have been completely stripped of all transformers, mercury-arc-rectifiers and switch gear.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Track removed by the Germans totals about 510 miles.

In the central workshops only a very few overaged tools have been left; all the stores, the lathes and other machinery have been cleaned out and removed to Germany, and the locomotive repair shops at Tilburg have been completely destroyed, as have a great number of signal boxes and station buildings.

A great deal of rolling stock has been damaged or taken to Germany.

The rolling stock situation for the month of July, 1945, is given below.

ROLLING STOCK STATISTICS - NETHERLANDS RAILWAYS

		Pre-War	July, 1945	Total
Steam Locomotives				
Serviceable	Netherlands	-	200	
	Foreign	-	266	
				466
Under or awaiting repair	Netherlands	-	225	
	Foreign	-	81	
				306
Total		865		772
Shunting Tractors				
Serviceable				42
Under or awaiting repair				26
Total		171		68
Passenger Coaches		2,000		700(a)
Wagons	Netherlands	-		5,700
	Foreign	-		4,300
	Total	30,000		10,000(b)

(a) Approximate total includes unserviceable vehicles, amounting to over 350.

(b) Approximate total, includes unserviceable proportion which is about one-third of the total.

Practically the whole of the stock of rail motor vehicles, both electric and those fitted with internal-combustion engines, is unserviceable.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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A few railway services are already running, especially in the Southern part of the country which has been free since September, 1944, and which has been repaired by Allied railway units.

The map annexed hereto shows which routes are at present open to traffic.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(v) CZECHOSLOVAKIA

Apart from a number of important exceptions in Slovakia almost all lines in Czechoslovakia are understood to be serviceable, but the Railway has lost nearly two thirds of its rolling stock. No foreign rolling stock seems to be available.

3307

Repair of damaged engines is going on rapidly in the home workshops.

Some congestion has been reported at Bratislava. This is said to be due to (a) import transport from Constanza, and (b) heavy Russian military use of the railway from west to east.

The coal situation in Czechoslovakia is satisfactory.

(vi) YUGOSLAVIA

Reports from Yugoslavia, reveal that the railways normally the backbone of that country's transport system, have been so badly damaged as to be of little service today. During the war there was virtually a race for the destruction of the railroads between the National Army of Liberation, the Germans and the Allied Air Forces. There is, however, as yet, little accurate and detailed information available. According to an unconfirmed report, which appears to refer to the situation earlier in the year, thirty-five percent of the rails and probably 60 percent of the bridges have been destroyed. Of some 2,300 locomotives in use before the war over the railroads' 9,500 kms of line (standard and narrow gauge), reports state that only 450 are now in operation. As there have recently been broadcast and press statements of the re-opening of various sections of line, there is little doubt that the position, although admittedly still critical, is now somewhat better.

(vii) ROUMANIA

Of the 60,000 pre-war railway park of serviceable wagons of all types, about 10,000 were destroyed or damaged by bombing or war and 24,000 moved into liberated Europe since September, 1944. As the marking and numbering is understood to have been replaced by Soviet, Bulgarian or Hungarian identification signs, it may prove difficult to trace the original ownership. There have, however, at least until recently, been considerable numbers of foreign wagons, including much enemy owned equipment, in Roumania so that the total number of vehicles in the country was not greatly different from the pre-war total.

(viii) GREECE

The Railway Gazette (August 3rd, 1945) publishes an article provided by the Acting General Manager of the Hellenic State Railways describing the systematic and intensive destruction by the retreating Germans on the Hellenic State Railways, comprising 1,500 kms (946

Declassified E.O. 12356 Section 3.3/NND No. 785021

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These destruction achievements are indicated in the two following tables:-

Declassified E.O. 12356 Section 3.3/NND No. 918502

Description of damage	Piraeus to Platy.	Salonika to Kremenitsa.	Salonika to Idomeni.	Salonika to Rodopolis.
Length of complete track destroyed	10 km.	3 km.	7 km.	1.5 km.
Bridges and culverts destroyed	51	39	80	129
Tunnels blocked	6	5	-	-
Stations completely destroyed, including all facilities and tracks	6	4	4	-
Stations and yards partly destroyed, points and crossings blown up	23	-	-	-
Station buildings destroyed	10	5	-	1
Main workshops destroyed	1	1	1	-
Running sheds destroyed	6	4	1	1
Water supply installations demolished	16	4	4	6
Turntables and traversers destroyed	3	-	2	1
Length of track in which rails have been blown in centres	60 km.	32 km.	40 km.	40 km.
Points and crossings blown	350 sets	25 sets	117 sets	57 sets

PRESENT CONDITION OF ROLLING STOCK

	In Service	Seriously damaged	Completely destroyed	Removed from Greece	Total
Locomotives	31	120	5	64	220
Passenger coaches	24	6	-	318	348
Goods wagons	173	305	25	4,053	4,556
Postal vans	11	-	-	89	100
Diesel cars	-	-	2	-	2

At the moment, the only lines working appear to be:

The 346 kms. between Rodopolis and Alexandroupolis, which, being under Bulgarian control, suffered no damage.

The 70 kms. between Agra (Edessa) and Amaenchorion.

The 176 kms. between Alexandroupolis (Dedeagatch) and Svilengrad.

It is hoped that by the end of next September the following sections

Declassified E.O. 12356 Section 3.3/NND No. 785021

Water supply installations demolished	16	4	4	1
Turntables and traversers destroyed	3	-	2	
Length of track in which rails have been blown in centres	80 km.	32 km.	40 km.	40 km.
Points and crossings blown	350 sets	25 sets	117 sets	57 sets

PRESENT CONDITION OF ROLLING STOCK

	In Service	Seriously damaged	Completely destroyed	Removed from Greece	Total
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The 70 kms. between Agra (Edessa) and Armenchorion.

The 176 kms. between Alexandroupolis (Dedeagatch) and Svilengrad.

It is hoped that by the end of next September the following sections will be open to traffic:

Piraeus to Volitza with Chalkis branch.
Salonika - Alexandroupolis - Pithion.

(ix) INTERNATIONAL SERVICES

In order to give some impression of the extent to which international rail movement is now possible, a table is appended giving as for the beginning of August through services available for passengers and for military personnel between countries in Western Europe. In a number of instances change of train is still required at the frontier, but the service is nevertheless of a through character. The list must not be regarded as indicating all frontier points which are open, as certain others are available for freight traffic or local passenger traffic.

Declassified E.O. 12356 Section 3.3/NND No. 785021

INTERNATIONAL RAIL SERVICES IN WESTERN EUROPE, AUGUST, 1945.

I. GERMANY

Route	No. of through passenger services in each direction daily.
Paris - Bruxelles	2
Paris - Liége	1
Paris - Metz - Saarbrucken	1
Paris / Luxembourg - Bâle - (Zurich / (Chiasso	1
Paris - Dijon - Berne	2
Paris - Belfort - Berne	2
Paris - Vallorbe - Lausanne - Geneva	1
Toulouse / Lyon / Paris / Barcelone - Geneva	1
Paris - Ostende - Barcelone	1
Paris - Irun - Madrid	1
Antwerp - Holland - via Roosendaal	

II ITALY

Calais - Bruxelles	4
Paris - Jeumont - Charleroi - Liége (Kinkempois - Aachen - Munchen - Gladbach - Kassel	1
Paris - Nancy - Sarrebourg - Strasbourg - Karlsruhe - Ulm - Augsburg - Munich	1
Paris - Metz - Sarrebourg - Karlsruhe - Ulm - Augsburg - Innsbruck	1
Strasbourg - Lindau - via Bâle	1
Calais - Amiens - Creil - Paris (Noisy-le-Sec) - Dijon - Vallorbe - Domodossola - Milan	1
Dieppe - Pontoise - Paris (Noisy-le-Sec) - Dijon - Vallorbe - Domodossola - Milan	1
Dieppe - Pontoise - Paris (Noisy-le-Sec) - Limoges - Toulouse - Montpellier - Nimes - Marseille - Toulon	1

(a) ELECTRIFICATION OF EUROPEAN RAILWAYS

Several European Railways have made plans for large-scale electrification.

NORWEGIAN RAILWAYS

Declassified E.O. 12356 Section 3.3/NND No. 785021

Paris - Calais - Douvres	1
Paris - Vallorbe - Lausanne - Genève	2
Toulouse Lyon Paris Barcelone } - Genève	1
Paris - Cerbère - Barcelone	1
Paris - Irun - Madrid	1
Anvers - Hollande - via Roosendaal	1

III ITALY

Calais - Bruxelles	4
Paris - Jeumont - Charleroi - Liège (Aix-la-Chapelle - Mönchengladbach - Hannover - Munchen - Gladbach - Kassel	1
Paris - Nancy - Sarrebourg - Strasbourg - Karlsruhe - Ulm - Augsburg - Munich	1
Paris - Nancy - Sarrebourg - Karlsruhe - Ulm - Augsburg - Buchloe	1
Strasbourg - Lindau - via Kehl	1
Calais - Aulnoye - Creil - Paris (Noisy-le-Sec) - Dijon - Vallorbe - Domodossola - Milan	1
Dieppe - Pontoise - Paris (Noisy-le-Sec) - Dijon - Vallorbe - Domodossola - Milan	1
Dieppe - Pontoise - Paris (Noisy-le-Sec) - Limoges - Toulouse - Montpellier - Nice - Marseille - Ventimiglia	1

(x) ELECTRIFICATION OF EUROPEAN RAILWAYS

Several European Railways have made plans for large-scale electrification.

NORWEGIAN RAILWAYS

According to the Norwegian Telegraph Agency, the Director-General of the Norwegian State Railways announced recently that electrification of all Norway's main railway lines is to be undertaken immediately in response to general public demand. The work on the first stretch from Bergen to Voss (about 60 miles), is to start immediately.

THE NETHERLANDS

The important decision to convert to electric traction the whole of the steam-worked railway system was taken by the Netherlands Government at the beginning of June.

Declassified E.O. 12356 Section 3.3/NND No. 785021

BELGIUM

The Belgian Government is planning extension of railway electrification on a large scale in the near future. At present only the line between Brussels and Antwerp (37 miles) is electrified.

FRANCE

In France a considerable amount of main-line electrification has already been undertaken, chiefly in the South-Eastern Region of the S.N.C.F. Plans have also been in existence for some time for a continuation of this electrification, including in particular, the important trunk line from Paris to Lyon, as well as that portion of the Paris suburban area which has not been electrified.

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2. INLAND WATERWAYS

BELGIUM

According to the best available information there were in 1938 on about 1,650 kilometres of waterways:

Barges:	2,136 self-propelled (565,000 tons) 6,912 ordinary (2,437,000 tons)	9,040	(3,000,000 tons)
Tankers:	72 self-propelled (17,800 tons) 27 dumb (10,100 tons)	99	(27,900 tons)
Tugs:	347 steam (37,680 i.h.p.) 115 motor (6,720 b.h.p.)	462	(44,400 h.p.)

The Belgian Rhine vessels are reported to have numbered 1,550 (865,000 tons). Thus the Belgian flag occupied third place on the Rhine, only the Netherlands and German running higher. Out of the other craft 2,040 self-propelled and 3,330 dumb barges, totalling 1.5 million tons, were fit for all Belgian and most of the French Inland Waterways as they were not bigger than 38.5 x 5.05 metres. Most of the Belgian barges were Skipper-owned (59.4% of tonnage). As to tugs, the position was 53% of the number and 38.7% of the h.p. But even most of the remaining craft belonged to small companies. There were only about ten Belgian companies of greater importance dealing directly with freighters, whereas the small companies and individual skippers had to deal through the intermediary of freight brokers

Declassified E.O. 12356 Section 3.3/NND No. 785021

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The Belgian fleet vessels are reported to have numbered 1,550 (865,000 tons). Thus the Belgian flag occupied third place on the Rhine, only the Netherlands and Germany ranking higher. Out of the other craft 2,040 self-propelled and 3,570 dumb barges, totalling 1.5 million tons, were fit for all Belgian and most of the French Inland Waterways as they were not bigger than 38.5 x 5.05 metres. Most of the Belgian barges were Skipper-owned (59.4% of tonnage). As to tugs, the position was 33% of the number and 28.7% of the h.p. But even most of the remaining craft belonged to small companies. There were only about ten Belgian companies of greater importance dealing directly with freighters, whereas the small companies and individual skippers had to deal through the intermediary of freight brokers. There was no official control whatsoever.

Two-thirds of the traffic carried was between Belgium and foreign ports - mostly Netherlands and other Rhine ports. 85-90% of Ruhr coal transport to and through Belgium was loaded on board Belgian craft. These transports were regulated by a non-compulsory allocation agency. Shipping was absolutely free in Belgium.

The 1930 census revealed the presence of 2,831 foreign ships (over 1,000,000 tons) on Belgian Inland Waterways. On the other hand, very few Belgian craft entered between foreign ports since 1932, when France excluded them from her internal traffic.

Declassified E.O. 12356 Section 3.3/NND No. 785021

In 1937, which was the peak year, the total traffic carried on Belgian waterways amounted 44.4 million tons, the average haul being 73 kilometres. The total ton-kilometres were 3,236 million, of which 39% were accounted for by solid fuel, 15.8% by building material and 6.6% by cereals.

3305

This traffic may be compared with 73.1 million tons carried by rail (6,250 millions) ton - kilometres. Thus, out of the total of 117.5 millions carried, 37.7% went by inland navigation. In the same year (1937) out of the 58.7 million tons crossing the German-Netherlands Rhine frontier, 14.4 millions were handled in Belgian ports (24%). About 14% of the craft involved were Belgian vessels.

By the events of 1940 most of the bridges (700) and many other works on waterways were destroyed or heavily damaged, but all were restored in the course of 1941. Of the craft 1,550 were damaged and 200 completely destroyed. Some 1,150 of the best vessels were requisitioned by the Germans and the greater number were converted into invasion barges, but later on 250 were re-converted again.

During the German occupation 325 new barges, chiefly of 350 tons, were built on German orders by Belgian shipyards. In all the German occupation reduced the number of Belgian craft by approx. 800.

The damage done to works on waterways during the period preceding the Allied landings was quickly repaired to the most urgent extent. They were serviceable again from the end of last March. Very few of the 1,500 craft damaged in Belgium and in France are beyond repair. But it is feared that many of the Belgian vessels which remained in Germany and the Netherlands have suffered seriously.

There was no freedom of action for the shipowners. Rates and priorities were officially controlled even as far as internal traffic was concerned, not to speak of Rhine traffic, although the latter was far from its pre-war level.

In 1945, the tonnage carried on an average haul of 75 kilometres was 26.8 millions, 11.6 (43.3%) of which was inside Belgium. Thus it was 60% of the pre-war total.

At the time of liberation only about 5,000 serviceable craft were left in Belgium. Since then the situation has been eased by repairing smaller damage and by the return of craft from France. At the beginning of May 1945 nearly 4,500 vessels (1,600 tons) and about 90,000 h.p. in tugs and self-propelled barges were available. The number will soon be increased by the arrival of Belgian craft from the Netherlands.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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Losses of tugs were less severe. The 400 remaining, as compared with the pre-war 462, are sufficient to satisfy present demands.

As to organisation of Inland Navigation, compulsory control remains for the time being. Nothing definite has yet been arranged in this respect for the Rhine itself.

Traffic in Belgian waterways in May 1945 reached 1,200,000 tons (average haul: 96 kilometres), of which 1,026,000 tons were internal traffic. Half of the whole was still for military and thus, for obvious reasons, was not comparable with normal years.

In order to meet primary national requirements, export to France has been greatly reduced.

Declassified E.O. 12356 Section 3.3/NND No. 785021

According to the last survey it appears that about 6,000 Belgian barges will have survived. Many of them will have to be brought back and a great number will have to undergo major repairs. Lack of timber is holding up repairs.

The general transport situation has become easier by reduced military demands and by the gradual improvement of the railways. Traffic to France has become difficult as the barges are reluctant to go to a country where food is scarce and the cost of living is high. Although there is no shortage of bugs in Belgium, it must be expected that the demand for towing power will greatly increase with the reopening of Rhine navigation. Towpath traction works satisfactorily.

The waterways themselves are in good condition again. Minor obstructions can be bypassed.

FRANCE

In the following paragraphs the present inland waterways position is briefly reviewed, and a short summary is also included of the pre-war situation and of the changes which occurred during the war.

The total length of navigible waterways is 9,624 kilometres (4,535 km. rivers and 5,089 km. canals).

In 1939 there were approx.12,640 barges (about 2,500 of which were laid up) including 1,200 foreign craft, mostly Belgian. Of this total 920, predominantly larger ones, were on the Seine and the Rhine, 10,180 (300 - 350 tonners) were on the larger canals and 1,540 were fit for the smaller ones. 9,500 were dumb barges, 3,140 self-propelled carriers. In addition there were 380 large barges of more than 1,2000 tons, most of which were on the Rhine, the rest on the Danube. The total tonnage amounted to 4,815,000.

Tugs employed, numbered 425 (175,000 h.p.), on 2,100 kilometres of waterways, whereas 1,200 tractors were used on 3,160 kilometres of canal bank. This equipment carried (1938) 45,016,000 tons of goods (57% of which were solid fuel) for an average distance of 183 kilometres. This volume of traffic represented 30% of the traffic carried by rail.

In July 1940, out of the 9,624 kilometres of waterways, 5,200 were not serviceable until January 1942. Only three smaller regions remained to be repaired.

Allied bombers and sabotage by patriots did great damage in 1943 and 1944. In October 1943 navigation was interrupted at 10 points, in December 1943 at [illegible] in 1944 at 96 points.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Tugs employed, numbered 425 (175,000 h.p.), on 2,100 kilometres of waterways, whereas 1,200 tractors were used on 3,160 kilometres of canal bank. This equipment carried (1938) 45,018,000 tons of goods (37% of which were solid fuel) for an average distance of 185 kilometres. This volume of traffic represented 30% of the traffic carried by rail.

In July 1940, out of the 9,624 kilometres of waterways, 5,200 were not serviceable until January 1942. Only three smaller regions remained to be repaired.

Allied bombers and sabotage by patriots did great damage in 1943 and 1944. In October 1943 navigation was interrupted at 10 points, in December 1943 at 22 points, on 1st July, 1944 at 58 points and 1st August, 1944 at 96 points. Since December 1943 navigation was practically stopped on the Canal du Centre. The retreating Germans added to all this damage and thus navigation came to a standstill with three exceptions only.

In all 941 bridges, 213 rail bridges, 11 pontoon bridges, 233 locks and 133 other works were destroyed or damaged on the French inland waterway system.

Despite all this and the lack of repairing material, the route from the mining district to Paris was reopened on 14th November 1944. On the Seine the first craft sailed up to Paris from Rouen at the end of October despite many difficulties. High waterlevels and ice allowed only little progress during the late autumn and winter, but nevertheless navigation had been made possible, with very few exceptions by the early spring of 1945.

Declassified E.O. 12356 Section 3.3/NND No. 785021

On the 15th June, 1945 only 594 kilometres remained to be reopened in addition to 25 works to be repaired on other sectors.

Inland craft destroyed or damaged during 1940 totalled 5,500 but, many of them having been repaired, 8,800 were serviceable in August 1944. Many barges were taken by the Germans for service at sea and were thus lost.

When liberation came only 5,300 craft (47% of the 1939 total) remained. The number of tugs (425 at the beginning of the war) was reduced to 340 (July 1940) and to 200 in September, 1944.

On 15th June 1945, there were 450 barges (49.3%) and 6,400 barges of 300-350 tons capacity (61.8%) operable on the Seine and the Rhine. There were also 310 tugs (62%), including some Canadian tugs, which were put at their disposal by the Allied Forces.

It is estimated that this equipment could carry 20,000,000 tons of goods per annum, provided the waterways are put in order, it seems possible to increase this figure to 25,000,000 tons.

NETHERLANDS

No detailed report has been received so far. It is known only that a considerable number of craft has been taken by the Germans, and a portion is in Norway.

U.S. AND BRITISH OCCUPATION ZONES

The following tables sets out the results of a census held on 20th June, 1945.

NUMBER AND TONNAGE OF RIVER CRAFT ON RHINE AND CERTAIN TRIBUTARIES BELOW BASEL ON 20th JUNE, 1945.

	TANKERS	BARGES			TONNAGE		TUGS
		Dumb	Self-Propelled	Tankers	Dumb	Self-Propelled	
U.S. SECTOR							
Rhine River	8	387	47	6,170	530,474	33,352	37
Neckar River (b)		56	55		28,600	52,000	25
Main River	15	254	80	12,000	127,000	80,000	42
Strasbourg Area		90					6
				2,000	11,000		13

3304

Declassified E.O. 12356 Section 3.3/NND No. 785021

their disposal by the Allied Forces.

It is estimated that this equipment could carry 20,000,000 tons of goods per annum, provided the waterways are put in order, it seems possible to increase this figure to 25,000,000 tons.

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U.S. AND BRITISH OCCUPATION ZONES

The following tables sets out the results of a census held on 20th June, 1945.

NUMBER AND TONNAGE OF RIVER CRAFT ON RHINE AND CERTAIN TRIBUTARIES BELOW BASEL ON 29th JUNE, 1945

	TANKERS	BARGES			TONNAGE		TUGS
		Dumb	Self-Propelled	Tankers	Dumb	Self-Propelled	
U.S. SECTOR							
Rhine River	8	387	47	6,170	380,474	33,352	37
Neckar River (b)		56	55		28,600	32,000	25
Main River	15	254	80	12,000	127,000	80,000	42
Strasbourg Area		90					6
Mainz Area (Salvaged)	2	11		2,000	11,000		13
BR. SECTOR							
Wesel-Rotterdam(c)		22	7		13,149	2,442	4
TOTALS:	25	820	189	20,170	560,223	167,794	127

Declassified E.O. 12356 Section 3.3/NND No. 785021

NUMBERS AND TONNAGE OF RIVER CRAFT AT CERTAIN DUTCH AND N.W.GERMAN PORTS - 20th JUNE, 1945.

	BARGES(c)	TONNAGE	TUGS
ROTTERDAM	400	173,000	100
OSSENHOUT AND GERTRUIDENBERG	99	14,528	
NIJMEGEN AND MAAS WAAL	66	41,069	
AMSTERDAM	200	45,000	
N.E. HOLLAND	484	40,572	
HAMBURG	1,886	192,083	Large number
HAMBURG	43T	25,800	
TOTALS:	3,178	532,052	100 plus

NOTES: (a) There are a number of other craft damaged and aground.

(b) Of the 111 barges enumerated 25 are slightly damaged. Of the 25 tugs enumerated 7 are slightly damaged.

(c) Including self-propelled barges.

(T) Tanker barges.

Thus, without taking into account Hamburg as well as the River Main (which seems to be still blocked) about 1,800 dumb barges (750,000 tons); 120 self-propelled barges (100,000 tons); 10 tankers (8,000 tons) and 200 tugs are in existence although part of them damaged.

Such a fleet should be sufficient to carry on its own about 1,000,000 tons of German coal per month, if efficiently managed.

The River Main is blocked at several points; when the obstructions have been cleared, it should be navigable up to Würzburg.

The latest target date for Rhine bridge clearance was 10th August, with the exception of Maximilian road and rail bridges at Karlsruhe where no date is given.

THE RHINE

Declassified E.O. 12356 Section 3.3/NND No. 185021

NIJ.EGEN AND VAAS WAAL	66	17,069	
AMSTERDAM	200	45,000	
M.E. ROMANO	484	40,572	
HAMBURG	1,836	192,085	Large number
HAMBURG	452	25,800	
TOTALS:	3,178	532,052	100 plus

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The latest target date for Rhine bridge clearance was 10th August, with the exception of Maximilian road and rail bridges at Karlsruhe where no date is given.

THE RHINE

This river is still under military control.

On July 11th the river was navigable from Wesel to the sea via Dordrecht and Rotterdam.

Steps have been taken to have all the bridges in the British Sector (Rotterdam to Koblenz inclusive) cleared by September. The same applies to the U.S. Sector, (Koblenz exclusive to Karlsruhe inclusive).

On the French Sector (Karlsruhe exclusive to the Swiss frontier) all obstacles are to be cleared by the middle or the end of September.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Thus it is to be hoped that the whole course of the river will be navigable again (although not to full pre-war capacity) at an early date. Much organisatory work remains to be done.

Precautions will have to be taken in time to protect semi-permanent bridges against ice.

3303

As to the administration of the river, it seems that despite existing tendencies to revive the International Rhine Commission, only a provisional body should be constituted in charge of International traffic as far as possible under the circumstances.

The problem of International River Administration will have to be dealt with at the highest political level.

THE ELBE

The Czechoslovak Government intends to arrange a survey of this river as far as Hamburg, Elbe navigation being of vital importance for their overseas communications. Inside Czechoslovakia the waterway is intact up to Prague and there are sufficient serviceable craft left. The clearance under the provisional bridges inside Germany seems to be quite inadequate for navigation. Ice protection will have to be prepared in time so as not add new obstacles to the many existing ones.

OTHER WATERWAYS IN MILITARY OCCUPATION ZONES

No reliable information received so far.

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3. ROAD TRANSPORT

(i) INTRODUCTION

Of the three main types of transport, rail, road and water, which were each equally subject to the dislocation of war-time conditions, road transport alone can most easily and speedily be restored to its normal function, owing to the fact that roadways are less subject to permanent damage, and that the motive units, i.e. lorries are more mobile and can be more rapidly replaced than locomotives or barges.

Therefore, in the interim period of the rehabilitation of European transport, utilisation to the fullest extent of all forms of road transport is a matter of the most vital importance.

Viewed as a whole, and with a few exceptions, through communications

Declassified E.O. 12356 Section 3.3/NND No. 785021

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OTHER WATERWAYS IN MILITARY OCCUPATION ZONES

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Therefore, in the interim period of the rehabilitation of European transport, utilisation to the fullest extent of all forms of road transport is a matter of the most vital importance.

Viewed as a whole, and with a few exceptions, through communications by road in N.W. Europe are now normal, the chief problem being the poor condition of the actual highways, due to neglect over a long period, and deterioration caused by heavy military traffic.

The determining factor preventing the full utilisation of road transport is the shortage of vehicles. In the countries concerned, before the war there was a fleet of 660,000 commercial vehicles. On liberation, this has been reduced to 262,000. This fleet, now consists in the main of aged vehicles, of light weight capacity and in very poor condition. In addition, many lack tyres and spares, resulting in a considerable percentage being off the road for long periods.

Accommodation for repair and reconditioning facilities is extremely limited.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Summarising the above, it can be seen that the cardinal factor in the solution of the above problem is to restore the existing fleets as rapidly as possible, and to support this fleet with the necessary tyres and spare parts and fuel with adequate provision for repair facilities.

For 1945 an allocation has been agreed of 66,000 vehicles, including new and re-conditioned, to be provided from either Civil or Military sources.

For the period under review this figure would cover immediate needs. Unfortunately deliveries so far have only totalled 12,000 vehicles, of which 9,000 are re-conditioned or first aided.

Thus the urgent demand is not so much for additional vehicles as for a rapid fulfillment of existing allocations.

The present position in individual countries is as follows:-

(ii) FRANCE

The roadways in France are now back to normal, in the sense that the road system as a whole is open to all classes of traffic. Main bridges have been repaired either permanently or provisionally.

The main problem is one of repairing damage in highways due to neglect during the war years and heavy military traffic.

Vehicle position:-

Previous to liberation there were approximately 450,000 commercial vehicles operating in France. These include trucks, buses and light vans. Shortly after liberation there were 243,000 and by July of this year, the figure had risen to 300,000 vehicles. Summarised, the position is as follows:-

225,000 vehicles operating.
105,000 vehicles potentially available.

These figures do not give an accurate picture of the overall situation which is in fact much worse. There are many mechanical deficiencies, as has been shown by the census of 70,000 vehicles used for public transport, (28% of these deficiencies are serious); a large number of tyres are worn out, (80% as against 5% before the War). The renewal of these tyres is therefore urgent.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Immediate requirements submitted for this year total 27,000 vehicles. Allocations have so far been agreed up to 25,000 from Civil Imports and 4,000 by SHAEF.

Deliveries are as follows:

3,600 vehicles delivered by SHAEF.
1,300 from Civil Imports. Leaving a balance of 21,900 vehicles.

Another source of supply is from indigenous production, in the future this should be the main source, but as the undermentioned figure indicate the present position is very inadequate.

Declassified E.O. 12356 Section 3.3/NND No. 785021

3302

For January and February of this year, production and deliveries were as shown below:

Categories	Number Manufactured. Jan.	Feb.
Lorries 2 ton and over	1696	1919
Lorries less than 2 tons	0	0
Passenger coaches	2	12
Light passenger cars	0	0
Misc. (Pumps, tractors etc.)	281	67
Lorries delivered		
For civilian use	420	673
For military use	885	1324

It is understood that during the last six months, about 3,400 vehicles have been delivered for civil use.

Tyres:

As can be seen from the number of vehicles referred to earlier which were inoperative for lack of tyres, the shortage is very serious. Steps have been taken to overcome this from two sources.

a) Indigenous production.
b) Importation.

As regards (a), French tyre production, no detailed notes have been received yet, but up till June 30th, the output was divided as follows:
1/3 for French military requirements.
1/3 for French civil requirements.
1/3 for U.S. Forces.

The military period was terminated on June 30th and stocks of raw-material provided to last for approximately two months with additional material to be shipped later.

As regards (b), an allocation of new tyres has been agreed for the first three quarters of 1945 of approximately 140,000. In addition a certain quantity of used tyres has been allocated. On the 25th April it was reported that 17,000 of these tyres had arrived in France. A sample of 4,330 showed that:
8.5% were useable
5% would be useable after repair
11% needed recapping

Declassified E.O. 12356 Section 3.3/NND No. 785021

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8.3% were useable
5% would be useable after repair
11% needed recapping
12% were suitable for farm vehicles
63.5% scrap.

Against the deliveries and allocations, requirements have been received for 6,500 tons of raw-material and 16,500 tons of tyres for six months.

Parts:

A large number of vehicles are now off the road for lack of spare parts.

It is understood that this difficulty arises owing to restricted production from French factories which is in turn due to shortage of coal etc. With the improvement of this position, it is hoped that more spare parts will be made available. Spare parts are now being provided for imported reconditioned vehicles.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Petrol, fuel, etc.

The allocations of petrol are very low compared with existing needs. At the present time these amount to about 80,million litres a month or approximately 1,000,000 tons a year. Unless this is rapidly altered, it will result in serious diminution as regards the carry capacity of road transport.

A study made by the Ministère de Production Industrielle shows that 4,500,000 tons of petrol will be needed for the re-constitution of the vehicle fleet.

Latest notifications show signs of improvement to 130,million litres a month. It is essential however, that this rate of increase should continue

1. to cope with the increase in vehicles.
2. to facilitate traffic movement insufficient at the moment.

In addition, this increase must be progressive to allow for adaption of stocking installation and distribution and to provide for arrangements respecting transport of fuel inside the country.

Traffic Movement:

Legislation has been passed assuring strict registration of the movement of vehicles by journey control, rationing of petrol, tyre control etc. This control, however, is limited in certain parts of the country due to difficulties in the application of the regulation as affected by local conditions.

The figures given above give a fairly clear picture of the deficiencies existing in French Road Transport. This plays an extremely important part in French Economy as it is used to supplement rail and, to a lesser degree, water transport services for the carriage of bulk freight. Lorries, in particular are of great service in supplying domestic civilian needs.

The prompt execution of order for vehicles (trucks, tyres and liquid fuel) is therefore of prime importance.

It would be rendering a great service to French economy if the greater number of these orders were carried out before the Winter, as France would then be in a better position to face this difficult period.

(iii) TRAINS

Roads

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Spending Power:

Legislation has been passed assuring strict registration of the movement of vehicles by journey control, rationing of petrol, tyre control etc. This control, however, is limited in certain parts of the country due to difficulties in the application of the regulation as affected by local conditions.

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(iii) ROADS

Roads

These are generally satisfactory. The majority of bridges has been repaired or at least provisionally repaired. The condition of the roads however, is still bad owing to excessive wear by military traffic.

Vehicle position

Before the war there were 80,000 commercial vehicles in operation. On liberation this figure had been reduced to 30,000 vehicles. By July of this year it had increased to 45,000 but the majority of these vehicles are of light capacity and very old and worn out. Requirements have been received for 12,000 vehicles for 1945 in excess of any SHAEF deliveries.

Declassified E.O. 12356 Section 3.3/NND No. 785021

3301

Allocations

These have been agreed at approximately 10,000 vehicles.

Deliveries:

Deliveries to date are approximately 1,500 from SHAEF, 500 of which were a special allocation for pit-prop traffic. Of the Civil Import programme about 850 vehicles have so far been delivered. Recently, the military have turned over 1,500 non-running vehicles to be repaired by the civilian authorities.

Whilst the allocations are satisfactory, deliveries to date have been a very small proportion of this total and it is essential that the programme be speeded up.

Tyres

There is a considerable shortage of tyres in Belgium, but indigenous production is now steadily increasing and, as can be seen from the following figures, is now approaching 10,000 a month, for commercial vehicles.

Belgian Tyre Output 1945

	Commercial	Passenger Cars
	No.	No.
March	2,319	4,112
April	2,761	3,336
May (est)	9,505	6,487
June (est)	9,925	1,700
	24,510	15,635

For the 4th quarter of this year, stated requirements are for 46,000 tyres. Provided the necessary raw-material is available, 30,000 of these can be manufactured in the country, leaving 15,000 to be imported. This allocation is now under review.

Petrol, Fuel, etc.

The following figures have been submitted as regards allocation of petrol:

Petrol Allocation, Belgium 1945

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Petrol Allocation, Belgium 1945

Utilisation	February	March	April	May
	LITRES			
Passenger cars	1,375,560	2,050,780	1,737,980	2,709,140
Lorries	2,917,160	4,326,070	5,134,645	5,527,085
Army	270,530	253,280	320,680	503,160
Other cars	410,755	968,110	859,035	601,290
	4,978,005	7,598,240	9,052,338	9,340,675

1,000 litres = 220 gallons

Declassified E.O. 12356 Section 3.3/NND No. 785021

The latest figure for the month of July is approximately 6,000,000 litres. Bearing in mind the number of vehicles operating, this is about 5 litres (one gallon) per vehicle per day, resulting in either vehicles being off the road or depending on black market supplies.

It is essential that the new allocations should be increased so as to remedy this situation.

Spare parts.

There is a considerable shortage of spares resulting in many vehicles being kept off the road.

This is principally due to the fact that no orders have been placed on U.S. sources for supply. The matter is now under investigation.

Workshops

The repairing of vehicles has been seriously handicapped owing to the requisition by the military of the majority of existing premises. Urgent requests have been made so that steps may be taken for the de-requisition of these premises as soon as possible.

(iv) [illegible]

Roads

As regards the condition of the roadways, the country can be approximately divided into three areas. In the south where the roads have been subject to military operations, they are in very poor condition, but in the north east and north west, conditions are better.

The chief difficulty lies, however, in communication between north and south across the Rhine, Waal and Maas rivers. Here there are only three main crossings two of which are by military ferry, leaving only the Nijmegen bridge. Many of the smaller bridges have also not yet been replaced whilst the larger ones have been temporarily replaced with Bailey Bridges.

General Conditions

In [illegible] previous to the war 60 per cent of freight tonnage was carried by water transport, the remainder by rail and road. At the present time owing to the complete interruption in the waterway transport and complete lack of rail transport, traffic can only be moved by road.

Vehicle Position

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Roads

As regards the condition of the roadways, the country can be appreciatively divided into three areas. In the south where the roads have been subject to military use time, they are in very poor condition, but in the north east and north west, conditions are better.

The chief difficulty lies, however, in communication between north and south across the [illegible], Waal and Maas rivers. Here there are only three main crossings two of which are by military ferry, leaving only the Nijmegen bridge. Many of the smaller bridges have also not yet been replaced whilst the larger ones have been temporarily replaced with Bailey Bridges.

General Conditions

In a normal previous to the war 80 per cent of freight tonnage was carried by inland transport, the remainder by rail and road. At the present time owing to the serious interruption in the waterway transport and complete lack of rail transport, traffic can only be moved by road.

Vehicle Position

Before the war there were 53,000 vehicles operating in Holland, 4,500 of which were buses. After liberation this had decreased to approximately 4,500, but by the end of July this figure had improved to 11,700 vehicles.

Deliveries

Deliveries of vehicles to date had raised this figure to approximately 18,000.

Additional demands have been received for 16,000 vehicles and allocations agreed at approximately the same figure.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Passenger Carrying Vehicles

In 1939, there were 4,500 buses of which 3,000 were for regular daily services and 1,500 for general purposes. 3300

Today, there are only 574 buses operating and an imperative demand exists for 1,500 buses for supplementing rail communications, 2,000 for general purposes. This figure includes about 80 buses specially required for the transport of miners.

Passenger Cars

As a result of the general condition now prevailing (hardly any rail traffic, part of telephone system destroyed, whole regions in the South and East of the country badly devastated) more private cars are needed to give impetus to the work of reconstruction.

There is also a considerable demand for motor cycles, not only for Government business, but also for contractors, staff of public works supervising reconstruction in war damage areas, etc.

Tyre Position

Requests have been received for 105,000 tyres and allocation to date equal 46,000 tyres. In addition, allocations have been made of raw material for indigenous production.

Cycle Tyres

The importance of the bicycle in Holland cannot be over-stressed. There are approximately 4,000,000 bicycles in Holland and it is the main method of passenger transport.

The position here is very serious due to lack of tyres for these cycles. Millions of cycle tyres and tubes. Special representation has been made from this Organisation to the Ministry of Production to obtain this figure and there is every likelihood that during the next six months, the necessary deliveries will be made.

Spare Parts

To meet the extreme shortage of spares orders have been placed with the U.S.A. for £1,312,000. Similarly, to meet demands for re-conditioned vehicles which have been imported, orders have now been placed with the

Declassified E.O. 12356 Section 3.3/NND No. 185021

give impetus to the work of reconstruction.

There is also a considerable demand for new motor cycles, not only for Government business, but also for contractors, staff of public works, supervising reconstruction in war damage areas, etc.

Tyre Position

Requests have been received for 105,000 tyres and allocation to date equal 46,000 tyres. In addition, allocations have been made of raw material for indigenous production.

Cycle Tyres

The importance of the bicycle in Holland cannot be over-stressed. There are approximately 4,000,000 bicycles in Holland and it is the main method of passenger transport.

The position here is very serious due to lack of tyres for these cycles. Minimum demands have been received for 1,500,000 cycle tyres and tubes. Special representation has been made from this Organisation to the Ministry of Production to obtain this figure and there is every likelihood that during the next six months, the necessary deliveries will be made.

Spare Parts

To meet the extreme shortage of spares orders have been placed with the U.S.A. for $1,312,000. Similarly, to meet demands for re-conditioned vehicles which have been imported, orders have now been placed with the Ministry of Supply.

6. The vehicles imported so far have been largely second hand and have been provided with a minimum of spare parts. As the local garages have no considerable stock of either spare parts or tools, the position is extremely precarious as regards repairs, owing to the already large quantity of old vehicles which will shortly become unfit for any further service.

The Netherlands Government is of the opinion that great care should therefore be taken to limit the number of second hand vehicles imported, even though it may take some time before the import of new vehicles in any appreciable number will be possible..

Declassified E.O. 12356 Section 3.3/NND No. 785021

(v) NORWAY

Roads The roadways in Norway are normal, with the exception of the North, where, in Finmark, conditions are extremely bad owing to the destruction of bridges, etc. This part of the country is at present almost isolated by road from the remainder. It is hoped to restore normal communications by the end of the year.

Vehicle position

Before the war there were 35,000 vehicles in Norway. This had been reduced at the time of liberation to 16,000.

Requests have been received for approximately 3,400 vehicles and allocations agreed for approximately this number.

Deliveries so far however, are only in the region of 400 vehicles.

Tyres:

Requirements have been received for 30,000 tons. Allocation has been agreed at 24,000 with additional supply of raw material. There is in addition, an urgent demand for 60,000 cycle tyres.

Indigenous production is estimated for 6 months at 60,000 tyres provided sufficient raw materials are allocated. Urgent need exists for cotton, rayon and steel wire for this purpose.

Petrol:

The present allocation of petrol is insufficient resulting in difficulty in providing sufficient fuel for those vehicles, and, in particular for vehicles working on the supply of timber for winter fuel purposes in Oslo.

General:

There are still a considerable number of vehicles owned and driven at present by the German Forces in Norway.

(vi) DENMARK

Road conditions in Denmark are normal.

Vehicle position:

Pre-war there were 44,000 vehicles in Denmark and after liberation this number had been reduced to about 16,800.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Requests have been received for approximately 3,400 vehicles and allocations agreed for approximately this number.

Deliveries so far however, are only in the region of 400 vehicles.

Tyres:

Requirements have been received for 80,000 tons. Allocation has been agreed at 34,000 with additional supply of raw material. There is in addition, an urgent demand for 60,000 cycle tyres.

Indigenous production is estimated for 6 months at 60,000 tyres provided sufficient raw materials are allocated. Urgent need exists for cotton, rayon and steel wire for this purpose.

Petrol:

The present allocation of petrol is insufficient resulting in difficulty in providing sufficient fuel for these vehicles, and, in particular for vehicles working on the supply of timber for winter fuel purposes in Oslo.

General:

There are still a considerable number of vehicles owned and driven at present by the German Forces in Norway.

(vi) DENMARK.

Road conditions in Denmark are normal.

Vehicle position:

Pre-war there were 44,000 vehicles in Denmark and after liberation this number had been reduced to about 16,800.

Requests have been received for 14,000 vehicles. Allocations so far are 1,000 from Civil Imports and 400 from SHAEF.

Tyre position

Estimated demands are for 134,000 tyres. Allocation had been agreed at 20,000 tyres and 600 tons of raw material.

General

The Danish Government have submitted that it is essential that rapid deliveries are made of vehicles and tyres to ensure the collection and delivery to ports of food for export to Allied countries.

Declassified E.O. 12356 Section 3.3/NND No. 785021

4. PORTS

Sea Ports

3299

Very little information has been received up to the present.

In France good progress has been achieved at the following sea ports: La Rochelle-Pallice, Lorient, Calais and St. Nazaire. Despite heavy damage, trans-shipment in June at Nantes, Rouen, le Havre amounted to 2,760, 46.000 and 16,640 tons respectively. (Military traffic is not included in these figures). At Sète and Marseille 48,210 and 118,580 tons respectively were handled in June.

The French ports can now handle about 40,000 tons daily which is considerably more than the last estimate of SH-EF, and the capacity is fully adequate for the traffic which is at present passing.

Use is still being made in French ports of tugs belonging to the Allied Forces, and as a result of the Organisation's intervention it has been agreed that they shall remain for the time being so that arrangements may be made for their replacement by other suitable craft.

In Belgium the ports are still under Allied military control. Part of the installations are, however at the disposal of civilian use. The wish has been expressed that with decreasing military and increasing civilian traffic, only a zone on each port concerned should remain under military control.

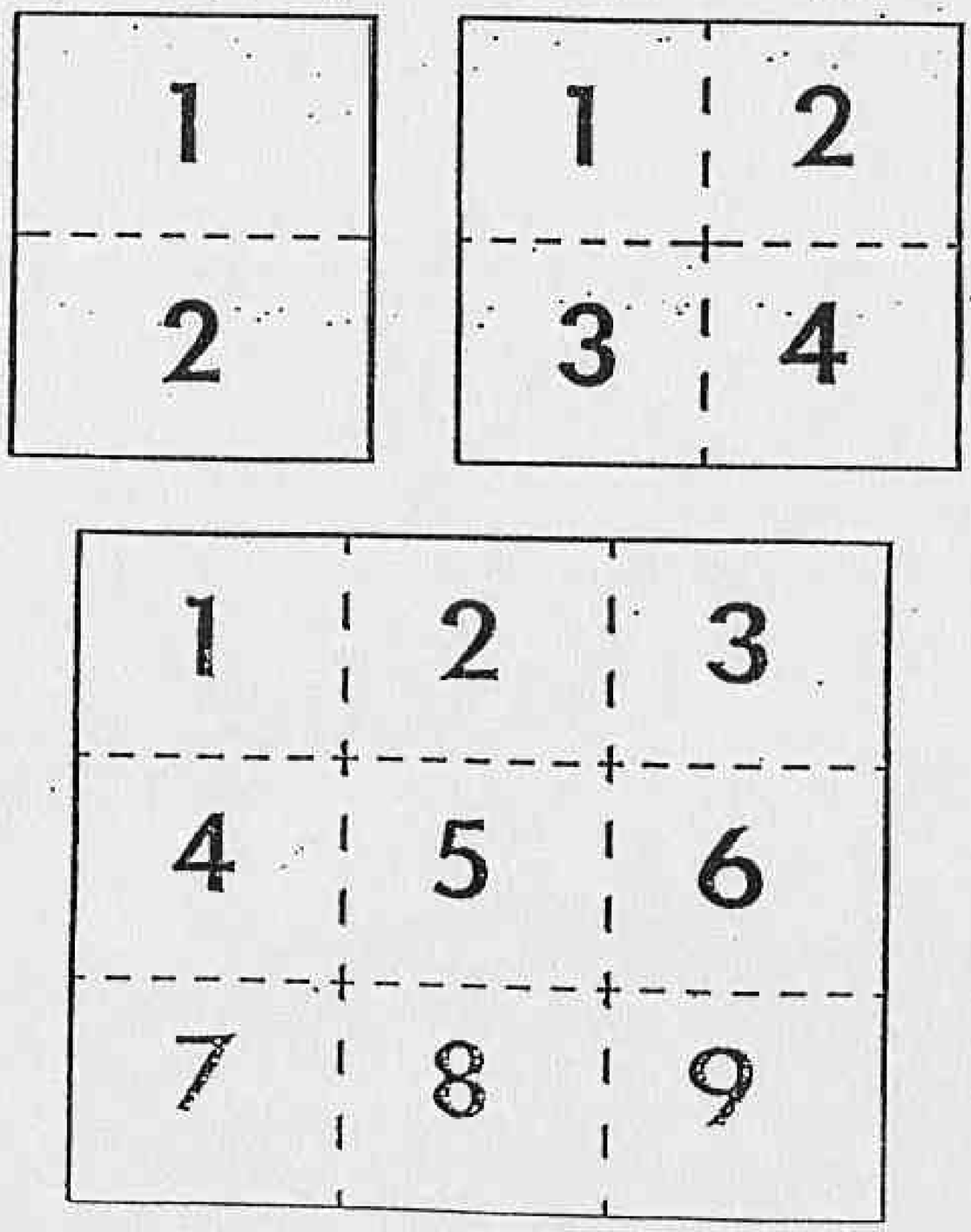
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0487

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MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



0 4 8 8

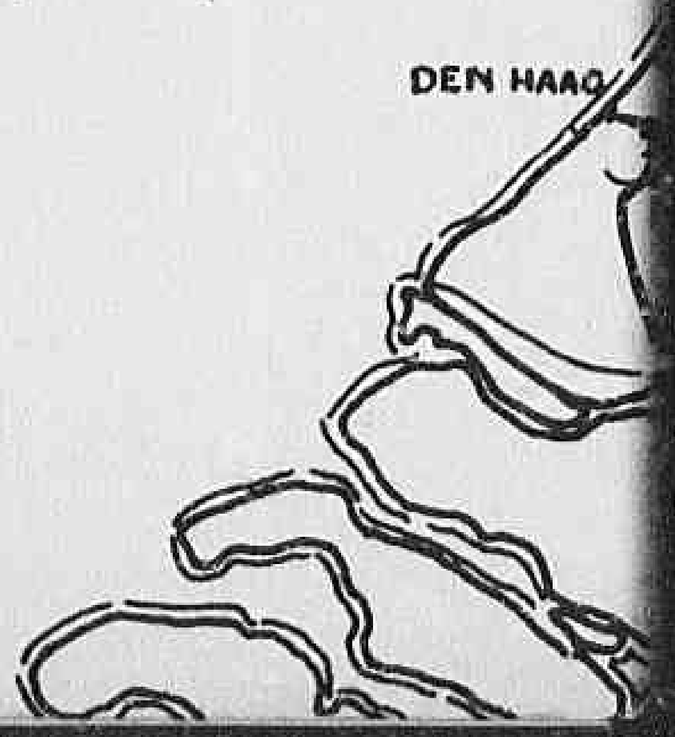
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BELGIAN & NETHERLANDS NATIONAL RAILWAYS.

RECONSTRUCTION PROGRESS

AUGUST 1945.

Scale:- 1: 800000.



0489

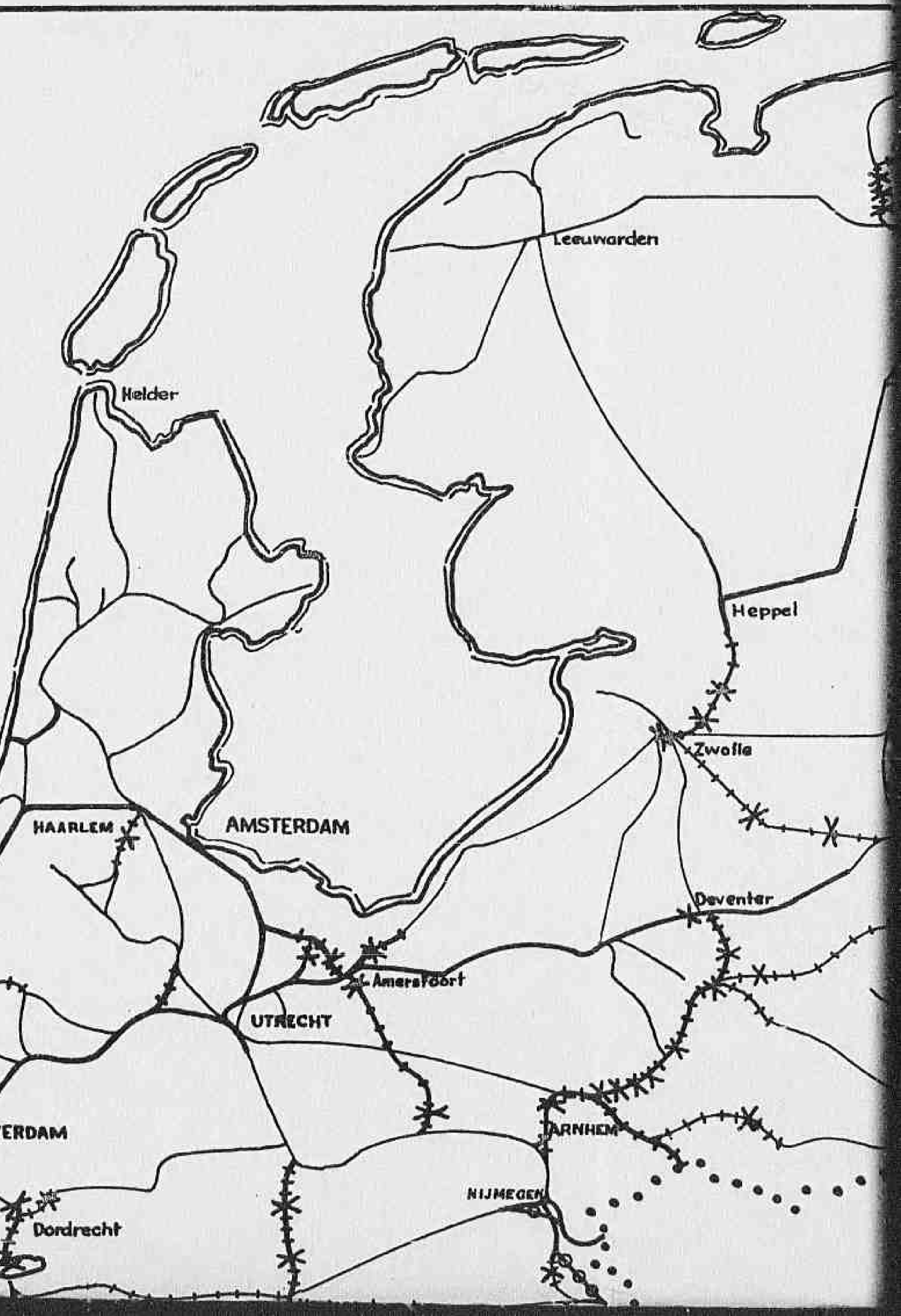
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THERLANDS
AILWAYS.

PROGRESS

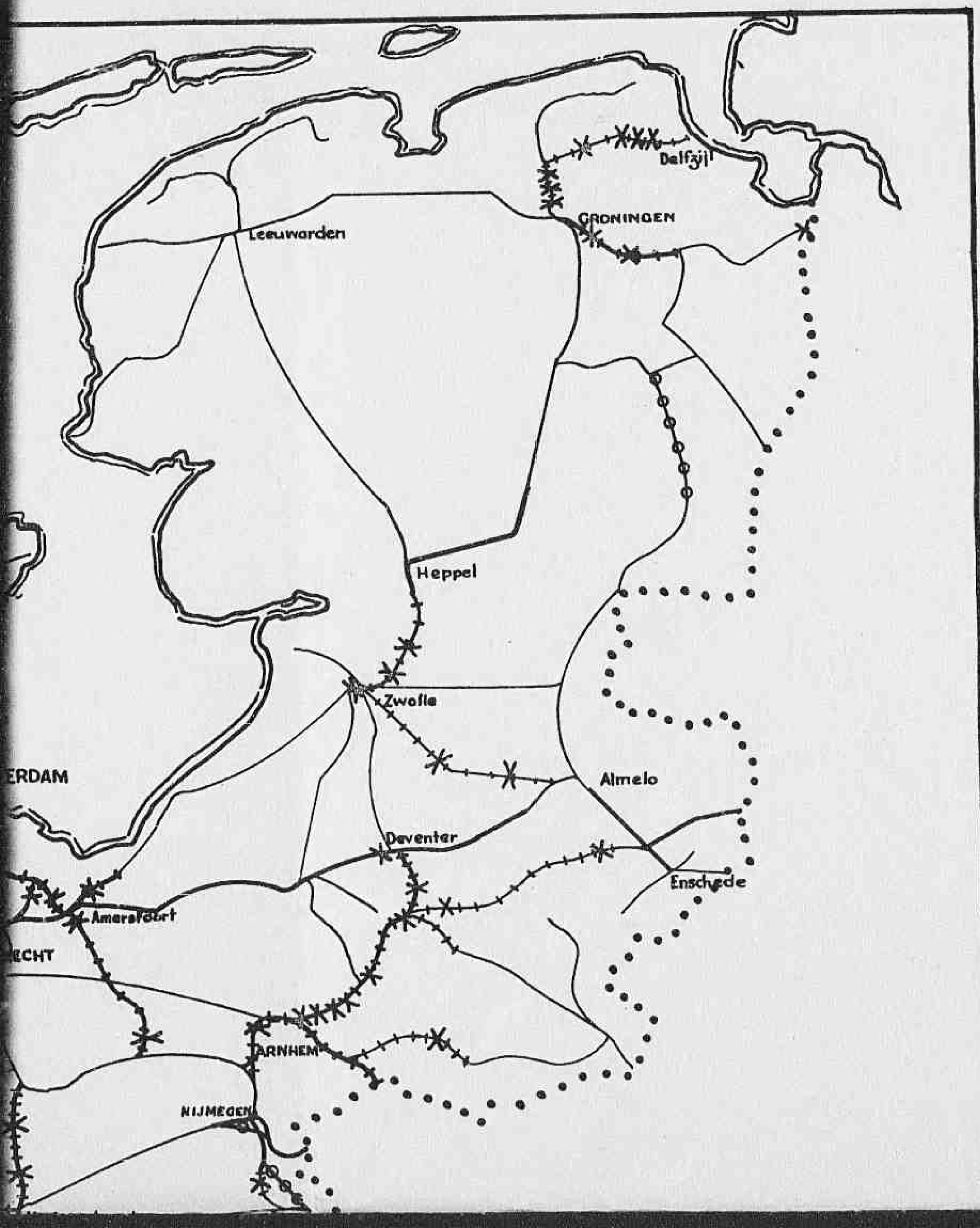
945.

OOOOO.

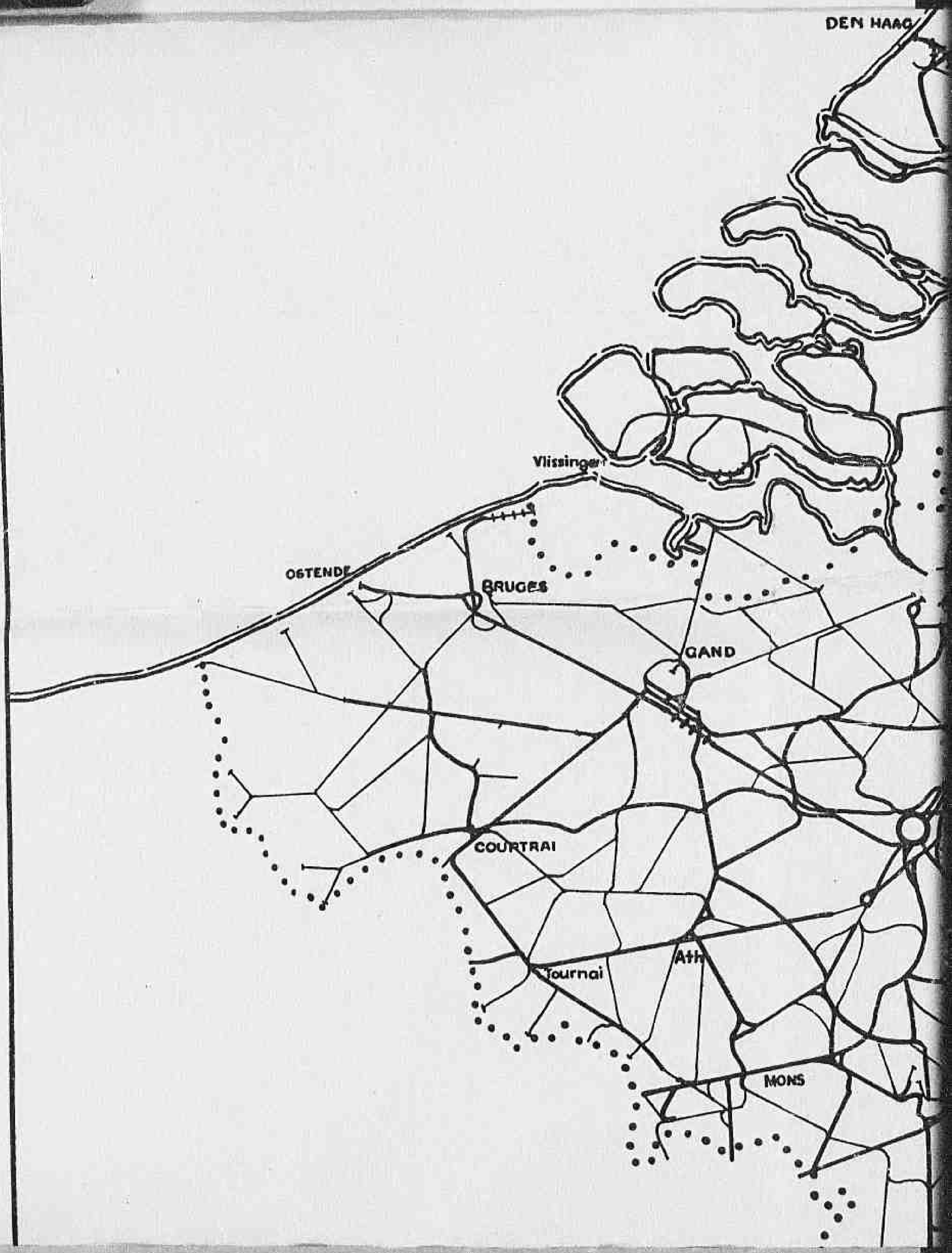


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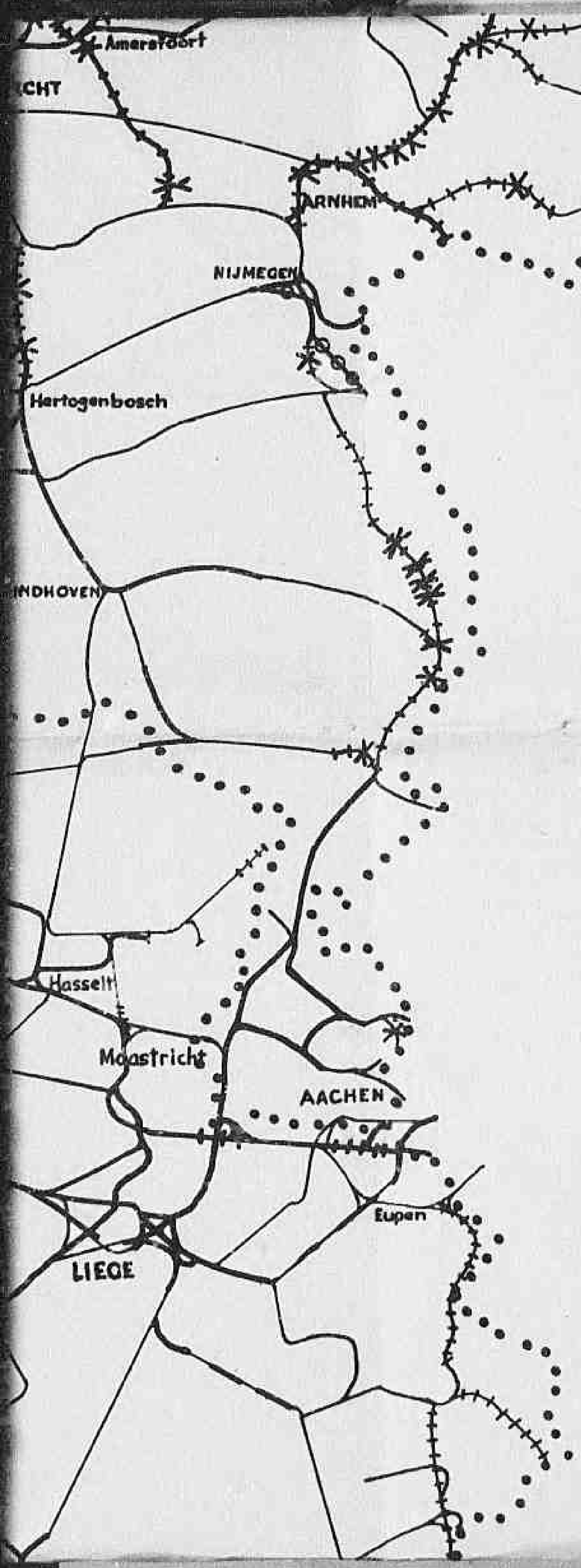
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DEN HAAG
ROTTERDAM
Dordrecht
UTRECHT
Amersfoort
ARNHEM
NIJMEGEN
Hertogenbosch
TILBURG
EINDHOVEN
ANTWERPEN
GAND
Malines
BRUXELLES
LEUVEN
Hasselt
Maastricht
AACHEN
Eupen
LIEGE
Ottignies
Ath
MONS
CHARLERO
NAMUR
Dinant

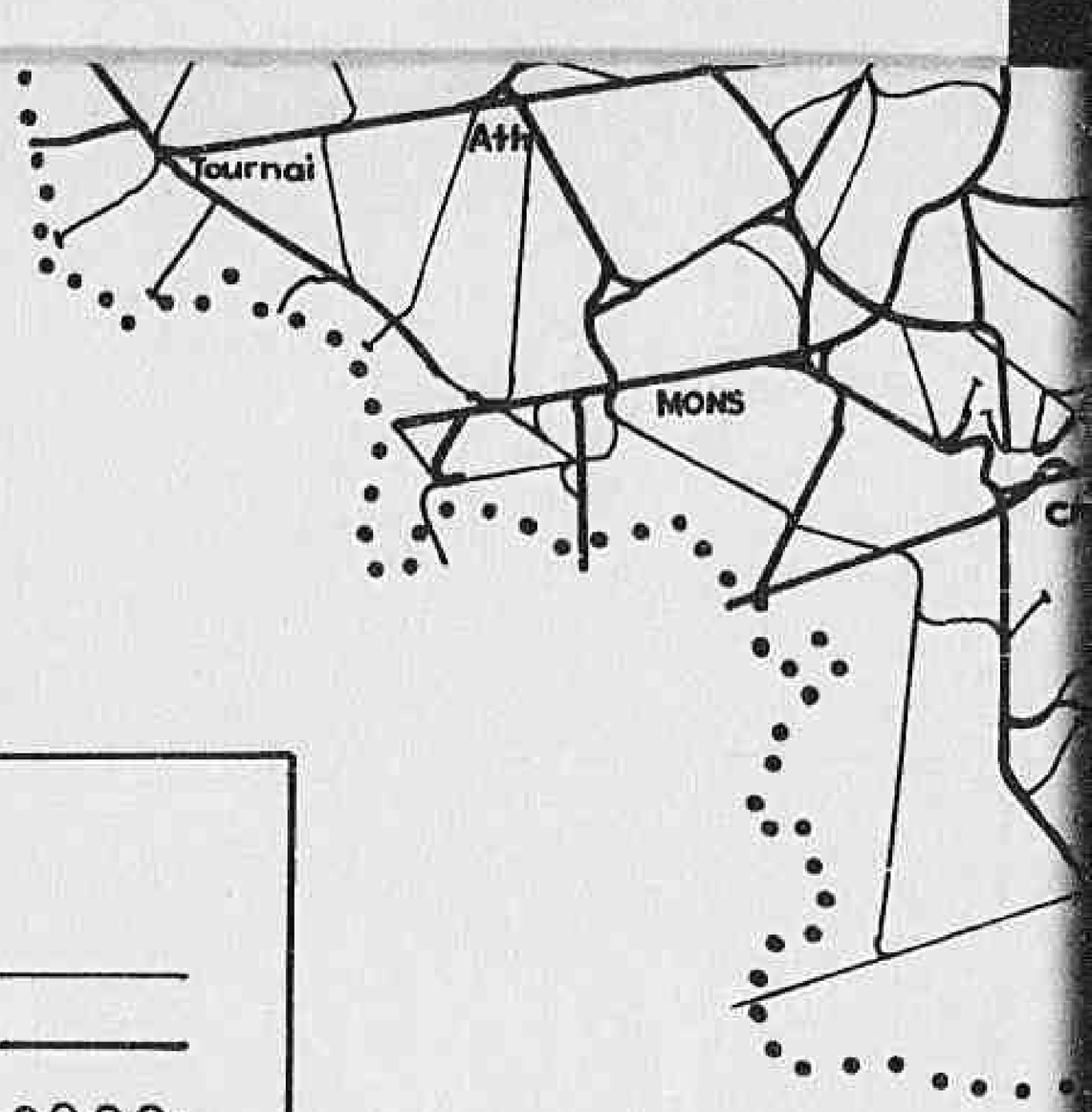
0493

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0494

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LEGEND.

Single line track:-

Double " "

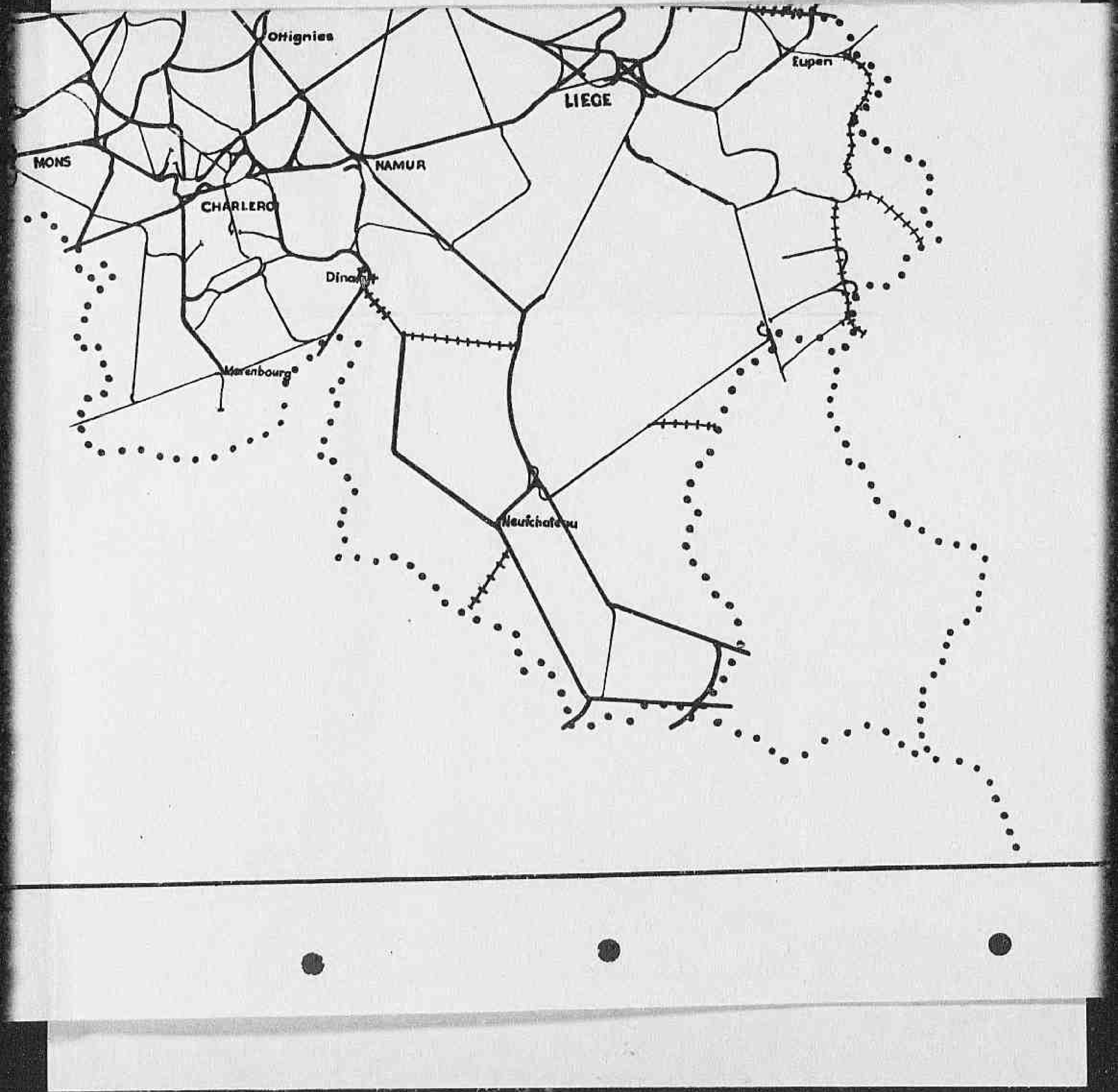
New line:-

Unserviceable track:-

" Bridge:-

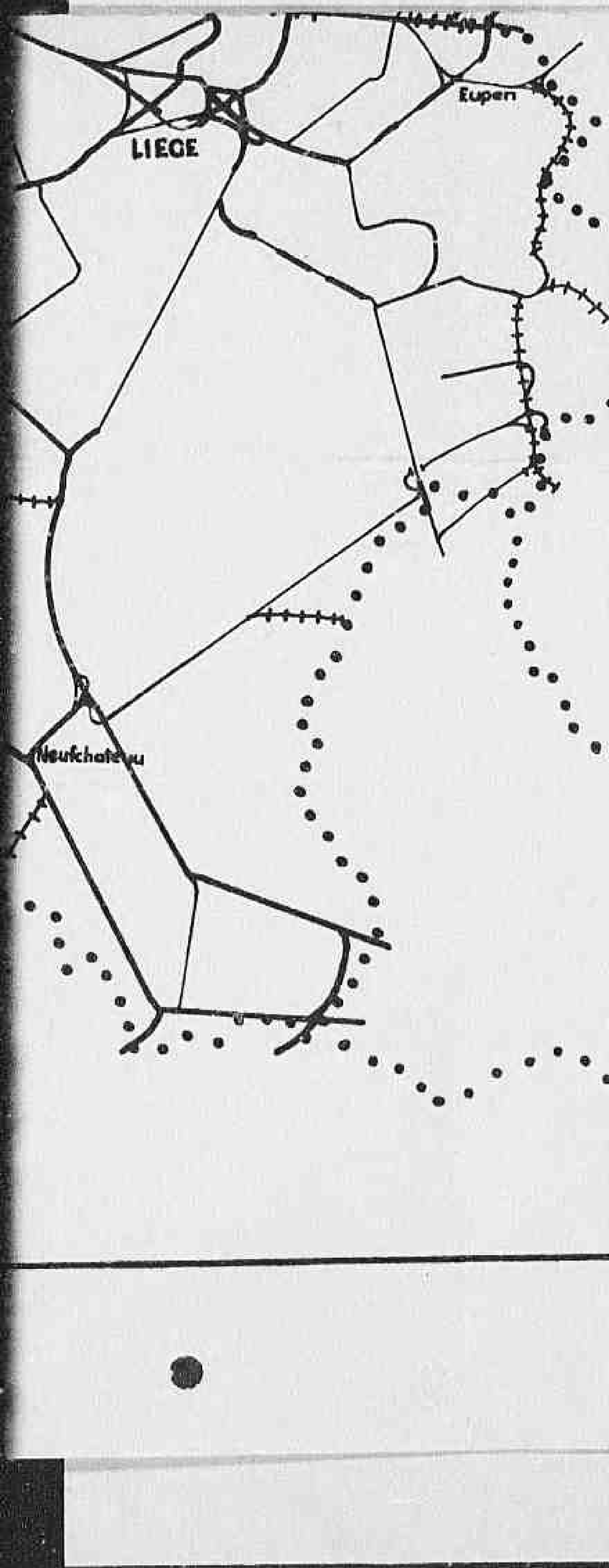
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0 4 3 6

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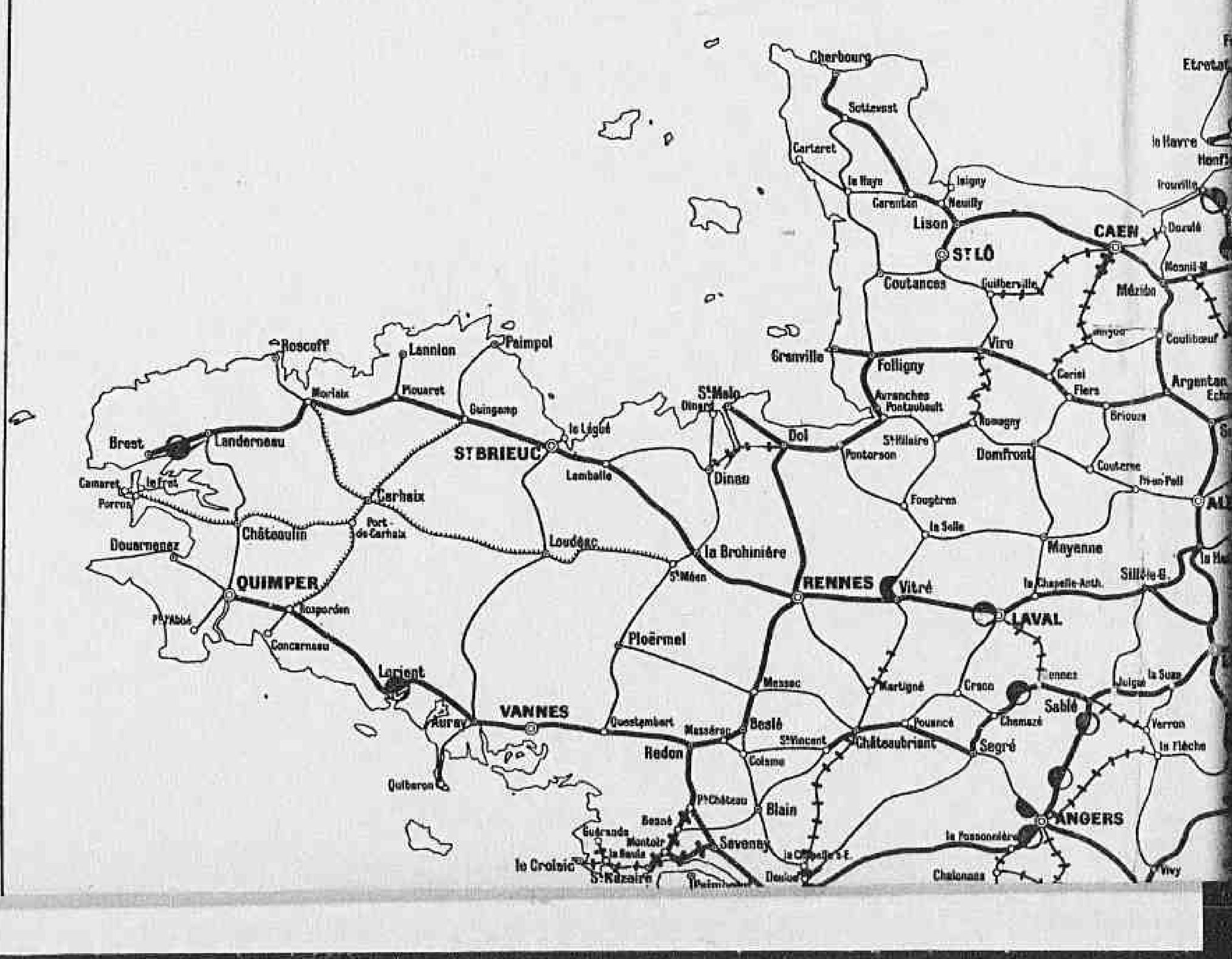


0497

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FRENCH NATIONAL RAILWAYS.

Reconstruction Progress. August 1945.

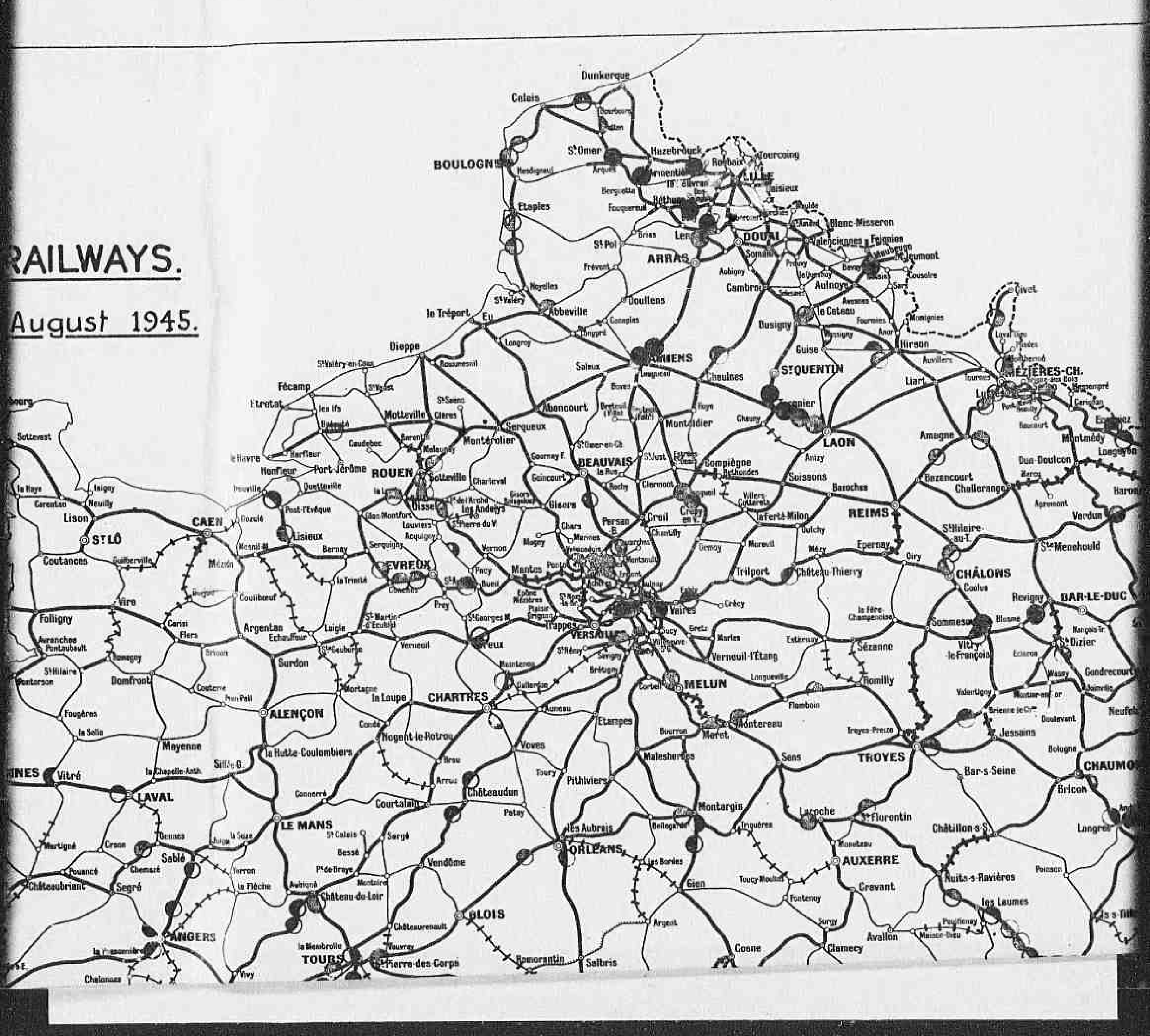


0498

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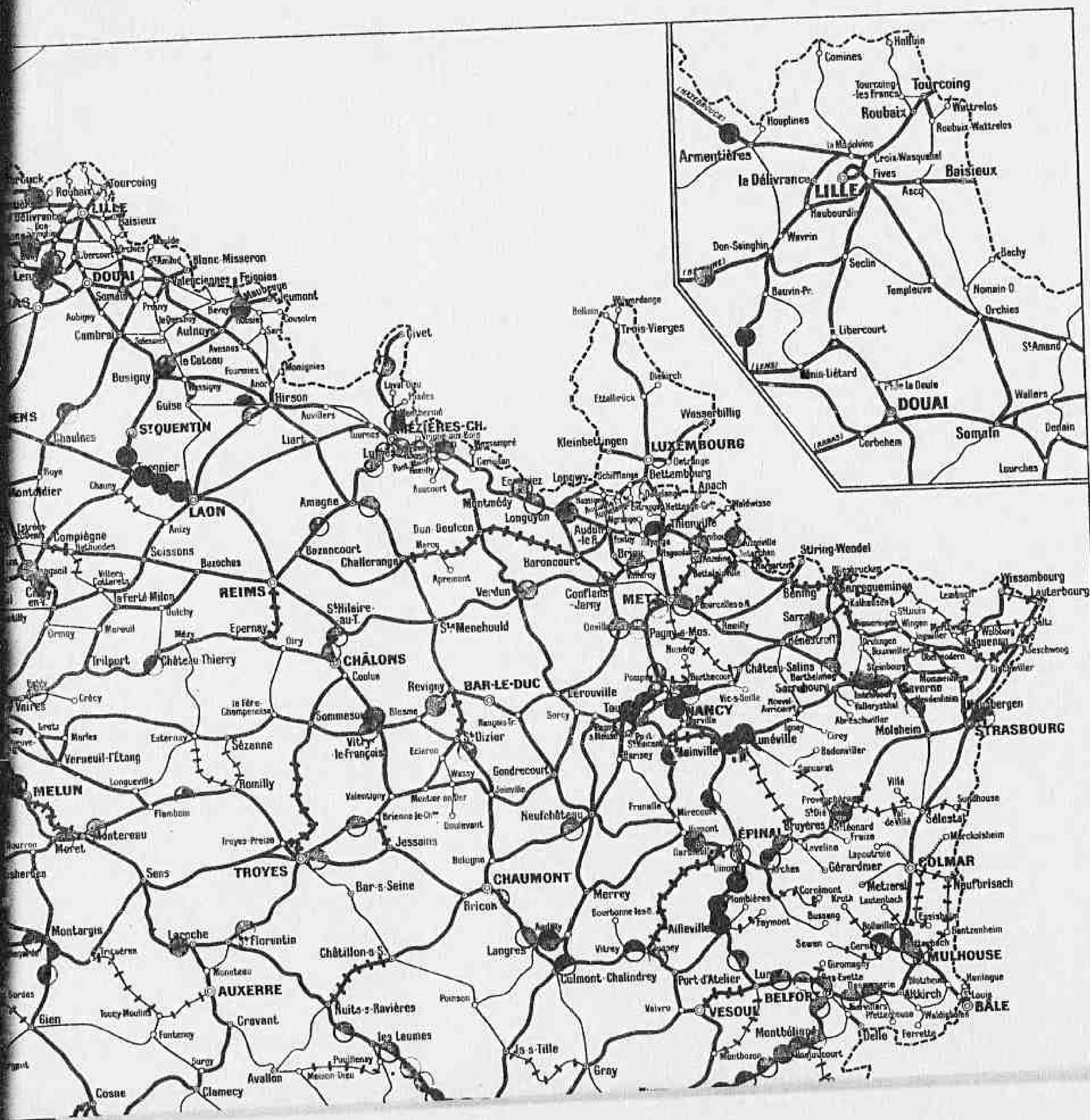
RAILWAYS.

August 1945.



0499

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Comines
Halluin
Tourcoing-les Francs
Tourcoing
Roubaix
Wattrelos
Roubaix-Wattrelos
Houplines
Armentières
la Délivrance
LILLE
Croix-Wasquehal
Fives
Baisieux
Haubourdin
Wavrin
Don-Sainghin
Seclin
Templeuve
Bachy
Nomain-O
Orchies
St-Amand
Libercourt
Mons-Liétard
la Deule
DOUAI
Wallers
Somain
Lourches
Corbehem
Roubaix
Tourcoing
Halluin
Comines
Armentières
LILLE
Baisieux
DOUAI
Valenciennes
Denain
Anzin
Bruay
Aulnoye
Maubeuge
Jeumont
Cambrai
le Cateau
Busigny
Guise
Hirson
Avesnes
Fourmies
Maubeuge
Givet
Rocroi
Charleville-Mézières
Mézières-Ch.
Sedan
Carignan
Montmédy
Longuyon
Longwy
Arlon
Virton
Luxembourg
Kleinbettingen
Wasserbillig
Diekirch
Ettelbrück
Wiltz
Clervaux
Bastogne
Trois-Vierges
Bellain
Wiltz
Diekirch
Ettelbrück
Wasserbillig
Kleinbettingen
LUXEMBOURG
Dettembourg
Esch-sur-Alzette
Differdange
Pétange
Audun-le-R.
Thionville
Apach
Waldwisse
Hettange-Gr.
Rumelange
Esch-sur-Alzette
Pétange
Differdange
Dudelange
Bettembourg
Longwy
Longuyon
Montmédy
Carignan
Sedan
Mézières-Ch.
Rocroi
Fumay
Revin
Givet
Hirson
Vervins
St-Quentin
Chauny
Tergnier
Laon
Soissons
Anizy
Coucy-le-Ch.
Montdidier
Roye
Compiègne
Noyon
Crépy-en-V.
Senlis
Creil
Chantilly
Pont-Ste-Maxence
Beauvais
Clermont
Méru
Chaumont-en-V.
Gournay-en-B.
Neufchâtel-en-B.
Forges-les-Eaux
Dieppe
Aumale
Abbeville
Amiens
Albert
Péronne
Roisel
Le Quesnoy
Valenciennes
Denain
Somain
Douai
Orchies
Templeuve
Seclin
Wavrin
Don-Sainghin
Haubourdin
Lille
Armentières
Houplines
Roubaix
Tourcoing
Halluin
Comines
Bailleul
Hazebrouck
Merville
Estaires
Aire-sur-la-Lys
St-Omer
Arques
Lillers
Béthune
Bruay
Auchel
Hesdin
Montreuil
Etaples
Boulogne
Calais
Marquise
Wissant
Audruicq
Gravelines
Bergues
Dunkerque
Furnes
Ypres
Poperinghe
Cassel
Steenvoorde
Wormhout
Bergues
Dunkerque
Furnes
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Poperinghe
Cassel
Steenvoorde
Wormhout

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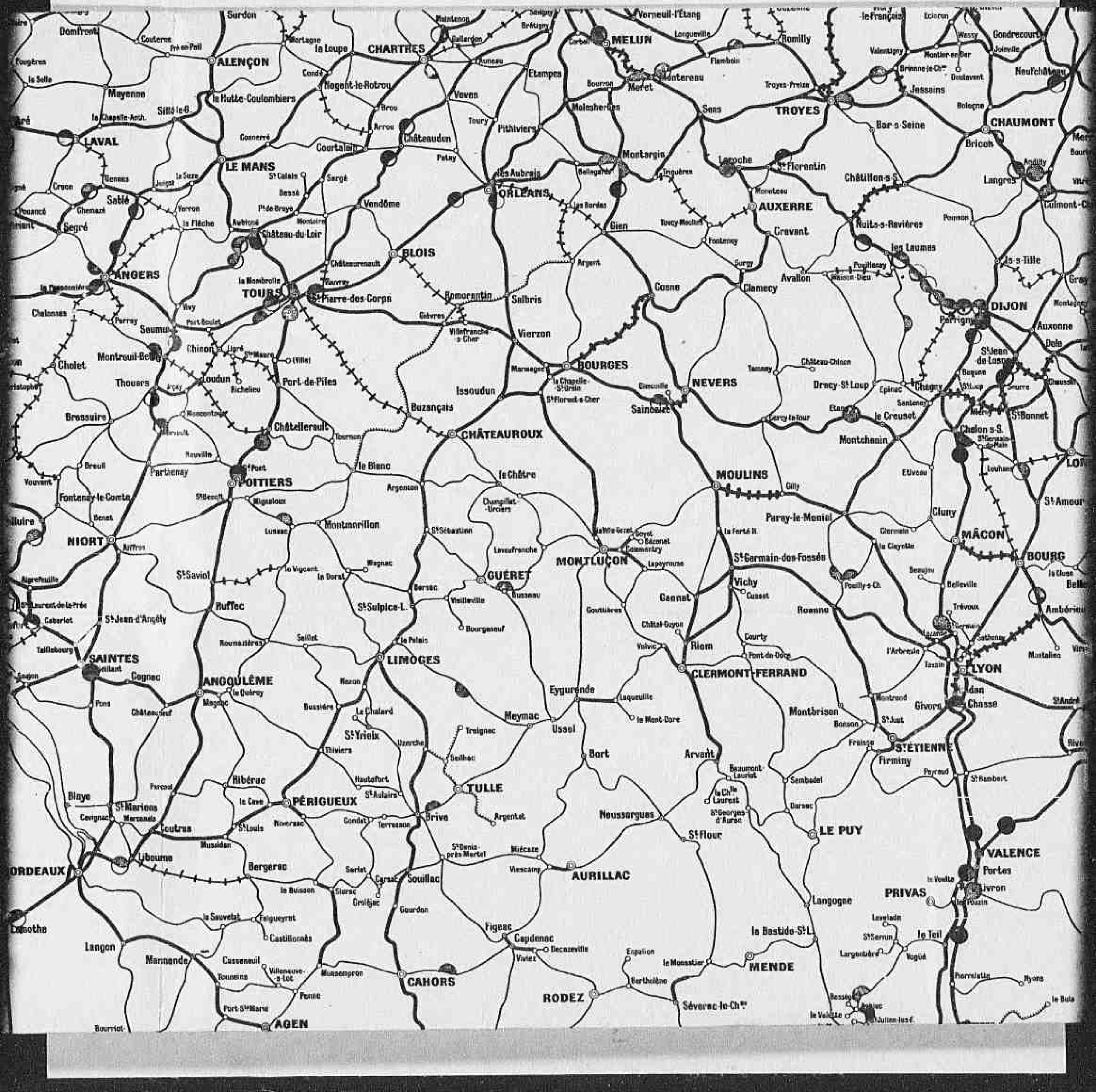
LEGEND

- Double line
- Single "
- Narrow Gauge.
- Unserviceable line.
- Bridge temporarily repaired for double track.
- Bridge temporarily repaired for single track.



0501

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Surdon
Domfront
Couterne
Fougères
la Selle
Mayenne
Sillé-le-G.
la Chapelle-Anth.
LAVAL
Craon
Sablé
Segré
Pré-en-Pail
ALENÇON
la Hutte-Coulombiers
Mortagne
la Loupe
Condé
Nogent-le-Rotrou
Brou
Arrou
Connerré
Courtalain
Châteaudun
Patay
CHARTRES
Maintenon
Gallardon
Dourdan
Etampes
Toury
Pithiviers
Vovves
Bretigny
Corbeil
MELUN
Verneuil-l'Etang
Longueville
Flamboin
Romilly
Bourron
Marcet
Montereau
Malesherbes
Sens
TROYES
Troyes-Preize
le Francois
Eclaron
Wassy
Gondrecourt
Valentigny
Montier-en-Der
Joinville
Jessains
Bologne
Bar-s-Seine
CHAUMONT
Bricon
Langres
Neufchâteau
Le Mans
St Calais
Sargé
Vendôme
Montoire
Pte de Braye
Aubigné
Château-du-Loir
la Flèche
Sablé
Segré
Ste Suzanne
Juigné
Vernon
Chemazé
Craon
Ouvrance
Château-renault
Vouvray
la Membrolle
TOURS
St Pierre-des-Corps
BLOIS
Romorantin
Salbris
Gièvres
Villefranche-s-Cher
Vierzon
Argent
Gien
Bonny
Briare
Briare
Les Bordes
ORLEANS
Montargis
Bellegarde
Triguères
Les Aubrais
Ferrières
Nemours
Fontainebleau
Moret
Montereau
Flamboin
Romilly
Troyes-Preize
Nogent-s-Seine
Arcis-s-Aube
Brienne-le-Ch.
Dosnon
Vendeuvre
Jessains
Bar-s-Seine
Bricon
Châtillon-s-S.
Laroche
St Florentin
Moneteau
AUXERRE
Cravant
Toucy-Mailly
Fontenay
Guerchy
Avallon
Pontigny
Nuits-s-Rivières
Les Laumes
Pasilly
Maison-Dieu
Pouilly
Poinson
Is-s-Tille
Gray
Montigny
DIJON
Perrigny
Auxonne
Dole
Tonnerre
Cosne
Clamecy
Tannay
Château-Chinon
Dracy-St Loup
Epinac
Chagny
Beaune
Santenay
Etang
le Creusot
Montchanin
Chalon-s-S.
St Germain-du-Plain
St Bonnet
Louhans
Cuiseaux
Bellevesvre
Cuisery
Tournus
Sennecey-le-Grand
Buxy
Givry
Mercurey
Rully
Montagny
Chagny
Beaune
Pommard
Volnay
Meursault
Puligny
Auxey
Monthelie
St Romain
Ladoix
Aloxe
Corton
Pernand
Savigny
Beaune
Nolay
Arnay-le-Duc

0502

Declassified E.O. 12356 Section 3.3/NND No. 185021

Verneuil-l'Etang
Romilly
Flamboin
Troyes-Preize
TROYES
Sens
Jessains
Bar-s-Seine
Brienne-le-Ch.
Doulevant
Wassy
Joinville
Gondrecourt
Neufchâteau
Bricon
CHAUMONT
Merrey
Langres
Châtillon-s-S.
Laroche
St. Florentin
AUXERRE
Toucy
Cravant
Nuits-s-Rivières
Les Laumes
Is-s-Tille
Avallon
Clamecy
Cosne
DIJON
Auxonne
Gray
Pontarlier
Les Verrières
Vallorbe
LONS-LE-SAUNIER
Dole
Mouchard
Frasne
Champagnole
Poligny
Arc-Senans
Besançon
Montbéliard
Belfort
VESOUL
Port d'Atelier
Ailleville
Epinal
Bruyères
Gérardmer
COLMAR
Sélestat
Molsheim
STRASBOURG
Metzeral
Kaysersberg
Neuf-Brisach
Ribeauvillé
Rouffach
Guebwiller
Thann
Altkirch
Mulhouse
Dannemarie
Delle
Porrentruy
Bâle
Moutier
Delémont
Le Locle
La Chaux-de-Fonds
Neuchâtel
Fleurier
Pontarlier
Nevers
Decize
Dracy-St. Loup
Chagny
Le Creusot
Montchanin
Chalon-s-S.
Tournus
Louhans
St. Bonnet
St. Jean de Losne
Pagny
Mirecourt
Darney
Lunéville
Blainville
Baccarat
Badonviller
Raon-l'Etape
Provenchères
Fraize
Saulcy
Corcieux
Remiremont
Plombières
Xertigny
Bussang
Le Thillot
Ramonchamp
Le Tholy
Gérardmer
Munster
Turckheim
Ribeauvillé
Kaysersberg
Colmar
Sainte-Marie-aux-Mines
Sélestat
Obernai
Molsheim
Strasbourg
Saverne
Wasselonne
Haguenau
Wissembourg
Lauterbourg
Soultz-sous-Forêts
Wissembourg
Bischwiller
Haguenau
Saverne
Phalsbourg
Sarrebourg
Lorquin
Dieuze
Château-Salins
Vic-sur-Seille
Morhange
Delme
Metz
Thionville
Longwy
Briey
Audun-le-Tiche
Villerupt
Longuyon
Montmédy
Stenay
Verdun
Commercy
Vaucouleurs
Toul
Nancy
Pont-à-Mousson
Frouard
Dombasle-sur-Meurthe
Lunéville
Blâmont
Cirey-sur-Vezouze
Baccarat
Saint-Dié
Raon-l'Etape
Schirmeck
Molsheim
Strasbourg
Obernai
Sélestat
Erstein
Benfeld
Rhinau
Marckolsheim
Neuf-Brisach
Rouffach
Ensisheim
Cernay
Thann
Guebwiller
Soultz-Haut-Rhin
Masevaux
Thann
Altkirch
Mulhouse
Dannemarie
Delle
Porrentruy
Bâle
Liestal
Waldenburg
Moutier
Delémont
Le Locle
La Chaux-de-Fonds
Neuchâtel
Fleurier
Pontarlier
Les Verrières
Vallorbe
Orbe
Yverdon
Grandson
Neuchâtel
Estavayer-le-Lac
Payerne
Avenches
Morat
Fribourg
Romont
Bulle
Châtel-St-Denis
Vevey
Montreux
Aigle
Martigny
Orsières
Bourg-St-Pierre
Sembrancher
Le Châble
Verbier
Sion
Sierre
Brig
Visp
Leukerbad
Gemmi
Kandersteg
Adelboden
Lenk
Zweisimmen
Gstaad
Saanen
Château-d'Oex
Rougemont
Montbovon
Gruyères
Bulle
Romont
Payerne
Estavayer-le-Lac
Yverdon
Grandson
Orbe
Sainte-Croix
Les Rasses
Vallorbe
Pontarlier
Les Verrières
Frasne
Champagnole
Poligny
Arc-Senans
Besançon
Montbéliard
Belfort
Delle
Porrentruy
Bâle
Liestal
Waldenburg
Altkirch
Mulhouse
Dannemarie
Thann
Cernay
Guebwiller
Soultz-Haut-Rhin
Masevaux
Ensisheim
Rouffach
Neuf-Brisach
Colmar
Sélestat
Obernai
Molsheim
Strasbourg
Saverne
Wasselonne
Haguenau
Wissembourg
Lauterbourg
Soultz-sous-Forêts
Bischwiller
Phalsbourg
Sarrebourg
Lorquin
Dieuze
Château-Salins
Vic-sur-Seille
Morhange
Delme
Metz
Thionville
Longwy
Briey
Audun-le-Tiche
Villerupt
Longuyon
Montmédy
Stenay
Verdun
Commercy
Vaucouleurs
Toul
Nancy
Pont-à-Mousson
Frouard
Dombasle-sur-Meurthe
Lunéville
Blâmont
Cirey-sur-Vezouze
Baccarat
Saint-Dié
Raon-l'Etape
Schirmeck
Molsheim
Strasbourg
Obernai
Sélestat
Erstein
Benfeld
Rhinau
Marckolsheim
Neuf-Brisach
Rouffach
Ensisheim
Cernay
Thann
Guebwiller
Soultz-Haut-Rhin
Masevaux

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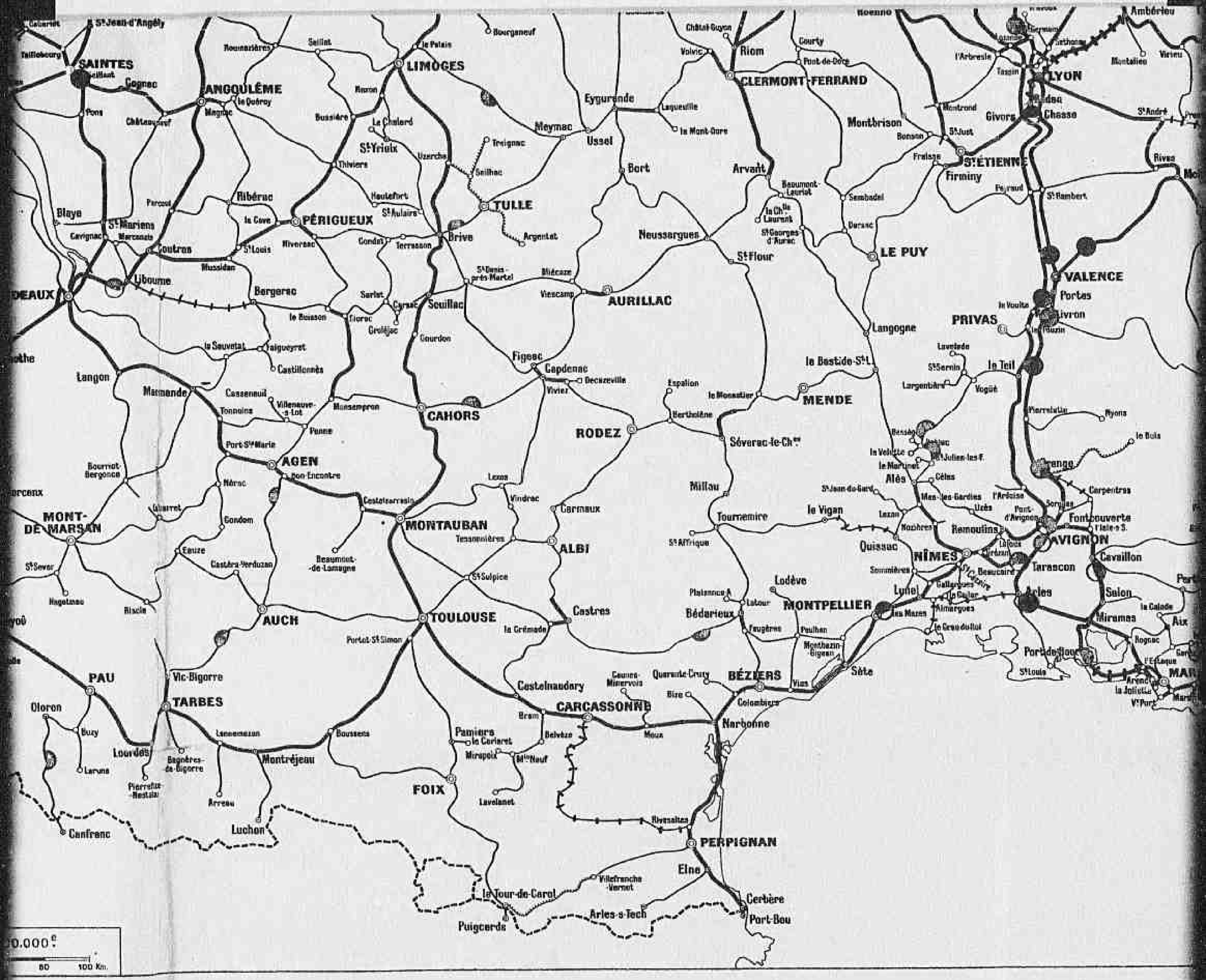
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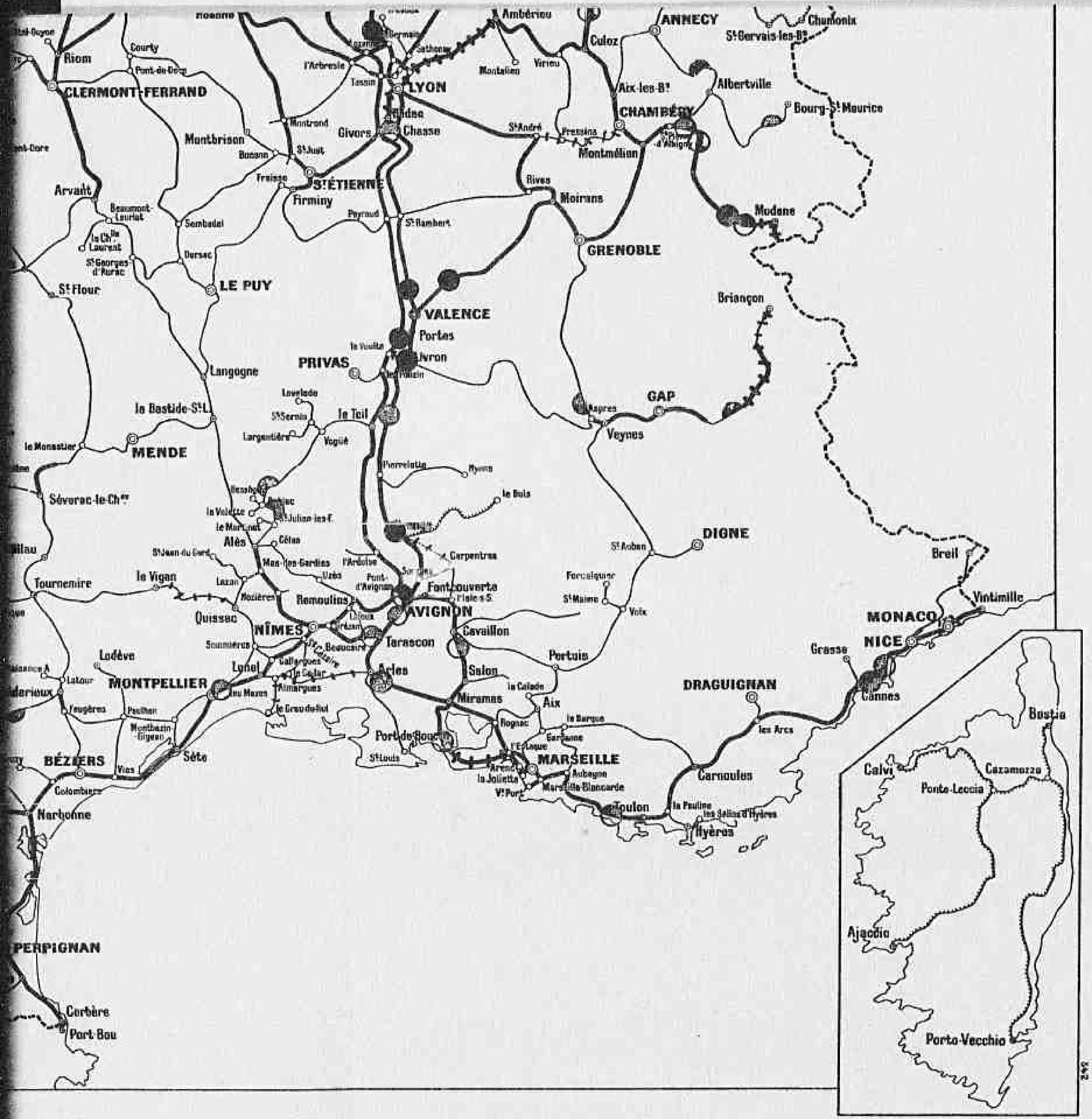
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0506

Declassified E.O. 12356 Section 3.3/NND No. 785021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 74485 TN1
Date/Time of Origin: SEP 181230A

Message Centre No: F/8187
Date Time Rec'd: SEP 191015A
Precedence: ROUTINE

FROM TROOPERS

TO : FREEDOM INFO ALCOM TN MAIN ROME

CONFIDENTIAL

CONFIDENTIAL

Your FX 43163.

1. There is no intention of setting up a Regional Office of ECITO in ROME at this stage since the Italian Govt cannot yet become a signatory to the ECITO agreement.

2. Present intention is to set up an advanced liaison office in ROME under the deputy director general who is head of the continental liaison section of the organization and who is responsible for liaison between the organization and Allied Occupational and Military authorities in ex enemy countries.

3. The whole question of how Italian interests should be represented on international committees (including ECITO) is under consideration by DCA with Depts concerned (see your F43255). He will communicate with CAO on this.

Dist

Info-Action - Tn SC 2
Info - Chief Commissioner
Econ Sec 2
Tn (Main)
File 2
Float

Seen by Pol Adv.

INFO - ACTION

CONFIDENTIAL

HEADQUARTERS FEB 1945 3296

Second copy of this message given to Political Adviser (British) (Mr Hayford).

870/6B

0507

Declassified E.O. 12356 Section 3.3/NND No. 185021

OFFICE OF THE POLITICAL ADVISER (BR)

HQ, ALLIED COMMISSION

To: Transportation Sub-Commission.

Subject; European Central Inland Transport Organisation.

Quote: 401/45 of September 16th.

The Italian Ministry of Foreign Affairs have informed the British Ambassador that on August 16th. the Italian Ministry of Transport advised the Allied Commission of the Italian Government's willingness to participate in the labours of the E.C.I.T.O. and of their concurrence in the suggestion that a Regional Office be set up in Rome. At the same time the Ministry of Transport indicated that the Italian Government would like to participate in the work of the directing organisations of the E.C.I.T.O. through their own representatives and expressed the hope that the Head of the Rome Regional Office might be an Italian.

2. The British Ambassador has been asked to support this request with the appropriate British authorities. Since, however, Sir Noel Charles has not previously been approached in this matter and is consequently not aware of all the elements of the case, I have been directed to enquire whether you would be so good as to supply him with copies of any relevant correspondence on the subject which may have passed between the Italian Ministry of Transport and your Sub-Commission in order that he may consider the action he should take.

(Sgd.) T.S.HALFORD.

Asst. Political Adviser (BR)

3-95

870/62

0508

Declassified E.O. 12356 Section 3.3/NND No. 185021

MAC MESSAGE FORM

FROM (A) FREEDOM

TO (FOR ACTION) TROOPERS LONDON

TO (FOR INFORMATION) ALCOM TN MAIN ROME

Date-Time of origin
131910

Ref.: FX 43163.

SIGNED ALEXANDER CITE FNGEM.

CONFD. YOUR 72292 TN 1 OF 7 SEP.

ONE. AFTER ROME MEETING IN JULY ITALIAN GOVERNMENT WAS ASKED TO AGREE TO ESTABLISHMENT OF REGIONAL OFFICE OF PCEIT IN ITALY.

TWO. ITALIAN GOVERNMENT HAS NOW REPLIED ACCEPTING PROPOSAL THAT ITALY SHOULD BE INCLUDED IN ORGANISATION AND APPROVING THAT REGIONAL OFFICE BE ESTABLISHED AT ROME.

THREE. ITALIAN GOVERNMENT HAS ALSO REQUESTED IT SHOULD BE REPRESENTED ON COUNCIL OF ECITO AND THAT AN ITALIAN BE APPOINTED AS MANAGER OF ROME OFFICE.

FOUR. UNDERSTAND THROUGH FOREIGN OFFICE CHANNELS THAT DESIRABILITY OF FULL MEMBERSHIP OF ITALIAN GOVERNMENT WILL BE CONSIDERED WHEN FULL RESPONSIBILITY AND CONTROL OVER ALL MEANS OF TRANSPORT IN ITALIAN TERRITORY ARE ENTRUSTED TO IT.

FIVE. PLANS ARE NOW BEING MADE TO HAND OVER CONTROL OF ITALIAN RAILWAY SYSTEM TO ITALIAN GOVERNMENT AND THIS SHOULD TAKE PLACE BEFORE END OF YEAR.

SIX. CONSIDERED BY THIS HQ AND ALLIED COMMISSION ITALY.

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RESTRICTED

HEADQUARTERS
COMBINED ADMINISTRATIVE LIQUIDATING AGENCY

CALA/571/Mov & Tn 13 August 1945

SUBJECT: European Central Inland Transport Organisation (Provisional)

TO : See Distribution Below.

1. Reference is made to C.A.L.A./571/Mov & Tn dated 6 Aug 1945 and draft paper circulated therewith.

2. This paper was discussed in detail at the Meeting held in PARIS on Saturday 11 Aug and as a result of agreed amendments a further paper is attached.

3. This paper summarises the functions and responsibilities of ECITO (Provisional) together with the relationship of this Organisation to Military Headquarters and Movement/Transportation Agencies. It is proposed that this paper be accepted by such Headquarters and Agencies as their working basis with ECITO (Provisional).

4. Only by acceptance of ECITO (Provisional)'s assistance and manifest goodwill can this organisation play its part in the rehabilitation and smooth working of international transport on the Continent. Your full co-operation in those respects is requested, and in particular it is hoped that representatives of the Organisation may be invited to attend all important meetings at which any aspects of rail, road or inland water transport problems of general interest are discussed.

5. It is anticipated that C.A.L.A. will not be available for more than a few weeks to assist with co-ordination between the Organisation and Military Headquarters and it is hoped that the working machinery between

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Organisation (Provisional)

TO : See Distribution Below.

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4. Only by acceptance of ECITO (Provisional)'s assistance and manifest goodwill can this organisation play its part in the rehabilitation and smooth working of international transport on the Continent. Your full co-operation in these respects is requested, and in particular it is hoped that representatives of the Organisation may be invited to attend all important meetings at which any aspects of rail, road or inland water transport problems of general interest are discussed.

5. It is anticipated that C.M.L. will not be available for more than a few weeks to assist with co-ordination between the Organisation and Military Headquarters and it is hoped that the working machinery between ECITO (Provisional) and Military Authorities may be established and functioning by the end of August.

6. It is hoped that certain Movement/Transportation Officers with full knowledge of existing conditions at present serving with Military Headquarters will be joining the staff of ECITO (Provisional), which will have the effect of preserving continuity.

7. Your concurrence or comments, if any, on the attached paper are requested not later than 20 August.

HUMFREY M.GALE
Lieutenant-General
Head of Agency.

Versailles,
France.

2938
870

Declassified E.O. 12356 Section 3.3/NND No. 785021

RESTRICTED

EUROPEAN CENTRAL INLAND

TRANSPORT ORGANISATION

TABLE OF CONTENTS

PART I

Object, Introduction and Functions

PART II

Organisation

PART III

Responsibilities

Summary of Draft Agreement Appendix "A"

Genealogical Tree Appendix "B"

Declassified E.O. 12356 Section 3.3/NND No. 785021

PART I

Object, Introduction and Functions

PART II

Organisation

PART III

Responsibilities

Summary of Draft Agreement — Appendix "A"

Genealogical Tree — Appendix "B"

3292

Declassified E.O. 12356 Section 3.3/NND No. 785021

RESTRICTED

EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION

PART I

OBJECT AND INFORMATION

1. Summary of Draft Agreement on the Establishment of ECITO

Attached as Appendix "A" is a summary of the draft Agreement concerning the establishment of the European Central Inland Transport Organisation. This agreement has been adopted by the Governments concerned as the Charter for the Provisional Organisation which is already established pending the participation of other European Allies.

The object of this paper is to outline the functions of the Provisional Organisation and the method by which these can be put into operation.

2. The need for putting the Provisional Organisation for European Inland Transport (hereafter referred to as the Provisional Organisation) into operation as early as possible is paramount in order that Movement and Transportation policy may be agreed and co-ordinated in liberated countries and that part of GERMANY under US, British and French control before the winter months.

3. The full co-operation and assistance of Allied Governments, Military Headquarters and Civilian Agencies is required in order to develop the maximum use of transportation facilities working under agreed and co-ordinated procedures on an international basis to meet the requirements essential to Allied Member Governments of the organisation.

4. Genealogical Tree

Attached Appendix "B" is a Genealogical Tree showing the chain of responsibility within ECITO and the proposed links with National and Military Authorities.

5. Functions of the Provisional Organisation cover the following:-

(a) Rail

(b) Road

(c) Inland Water

Declassified E.O. 12356 Section 3.3/NND No. 718521

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5. Functions of the Provisional Organisation cover the following:-

(a) Rail

(b) Road

(c) Inland Water Transport

(d) Working capacity of ports, inland clearance and local consumption.

6. Headquarters and Agencies Concerned

The principal military and civil Headquarters and Agencies with whom the Provisional Organisation will work are:

(a) National Member Governments:-

US.

BELGIUM

FRANCE

3291

Declassified E.O. 12356 Section 3.3/NND No. 785021

UK

LUXEMBOURG

HOLLAND

NORWAY

DENMARK may become a member at an early date.

(b) US and Br. Military Missions to Allied Governments

(c) Allied Control Authorities in GERMANY and AUSTRIA.
Allied Commission in ITALY

(d) Military Headquarters:-

USFET

TSFET

21 Army Group/Army Division CC for GERMANY (BE)

AFHQ

Allied Force HQ NORWAY

(e) Allied and International Agencies.

Declassified E.O. 12356 Section 3.3/NND No. 785021

PART II

ORGANISATION

7. It is proposed that an Advance Headquarters and Liaison Staff of the Provisional Organisation be established on the Continent under the direction of a Deputy Director General. This Staff will act in accordance with the policy direction from the Council and Executive of the Provisional Organisation.

The primary function of the advanced Headquarters will be to maintain liaison with Military and Civil Movement/Transportation Headquarters and Agencies, giving advice and assistance on matters of an international character.

8. Regional Offices have been set up by the Executive at:-

PARIS

BRUSSELS

THE HAGUE

Other offices will be established as staffs and accommodation become available.

These Regional Offices covering Member countries will maintain liaison with, advise and assist Movement/Transportation Headquarters and Agencies within these countries, in closest co-operation with the Advance Headquarters.

9. Where difficulties of individual movement, accommodation and feeding exist on the Continent, Military Headquarters will be requested to accept transient personnel of the Provisional Organisation as quasi-military for such administration.

10. In so far as Inland Transport is concerned continuity will have to be maintained with the work now being carried out by organisations functioning at present under military control or with military representation. The Provisional Organisation should be invited to attend meetings of such organisations, and the method of continuing the work of these, as military

Declassified E.O. 12356 Section 3.3/NND No. 785021

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11. In order that the Provisional Organisation may properly advise on movement and transportation problems together with allocation of facilities, constant liaison must be maintained with the Allied Governments and International Agencies, who will keep the Provisional Organisation fully informed of their requirements.

3289

Declassified E.O. 12356 Section 3.3/NND No. 785021

PART III

RESPONSIBILITIES

12. Machinery is urgently needed for international consultation on movement and transportation problems and to co-ordinate the implementation of agreed policies.

(a) At present, following the dissolution of SHAEF, international discussion of movement and transportation problems is local (e.g. between TSFET and the French Government) or spasmodic: there is no provision yet for comprehensive discussion of mutual problems on a "policy" level.

(b) As regards the co-ordination of movement programmes in accordance with transportation capabilities, excellent work is being done by joint organisations such as BELMOT, GERMOT, USMOT, etc., covering wide regions of N.W. Europe; but there is no co-ordination of the framework of movement as a whole, save in so far as the same officers attend more than one of these meetings.

(c) Following on agreement as to policy and determination of the practicable volume and priority of movement, some adjustment of transportation resources is usually necessary. In particular the allocation of rolling stock to different regions needs to be something better than mere "grabbing". In the past DGMR, SHAEF, was able to direct periodical adjustment, in virtue of the principle, accepted by national no less than military authorities, of the priority of military requirements and also in virtue of DGMR's control over the US/British joint stock-pile of locomotives and wagons. Now, although military requirements still have priority, economic requirements are hard at their heels, and the joint stock-pile is in separate British and US hands under rather uncertain control.

13. The Provisional Organisation is designed inter alia to meet the following needs:

(a) To provide authoritative and balanced periodic summaries of the traffic and transportation position in each country, including GERMANY (particularly rolling stock and craft on inland waterways) such as to afford [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785021

yet for comprehensive discussion of [illegible]
a "policy" level.

(b) As regards the co-ordination of movement programmes in accordance with transportation capabilities, excellent work is being done by joint organisations such as EBLMOT, GERMOT, USMOT, etc., covering wide regions of N.W. Europe; but there is no co-ordination of the framework of movement as a whole, save in so far as the same officers attend more than one of these meetings.

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13. The provisional Organisation is designed inter alia to meet the following needs:

(a) To provide authoritative and balanced periodic summaries of the traffic and transportation position in each country, including GERMANY (particularly rolling stock and craft on inland waterways) such as to afford a fair basis of comparison. ECITO will help in this census by co-ordinating the plans of Allied Governments and Occupation Authorities and by ensuring that the summaries are taken at an appropriate identical time following identical methods.
At present there is no impartial source of comparative information - a most urgent requirement - but the Provisional Organisation will be dependent on receipt of accurate information from the various Governmental and Occupational Authorities.

(b) The Provisional Organisation will be required to advise on the question of restitution of transportation equipment removed by the enemy and remaining in Occupied Areas, consistent with the high policy directives on this subject.

/(c) The Allied Governments

Declassified E.O. 12356 Section 3.3/NND No. 785021

(c) The Allied Governments are reluctant at the moment either to build or order new equipment until they are convinced that the losses in transportation equipment which they have sustained during the war cannot be made good to them by means of restitution or reparation. Consequently production capacity which is available is being lost.
It will be a responsibility of the provisional Organisation to give the Allied Governments a clear picture of the actual position and advise them as to the advisability of building or ordering new equipment, thereby ensuring that the best possible use is made of all transportation equipment production capacity.

(d) The present arrangements for the operation of rolling stock are causing dissatisfaction with the Allied Governments. They are pressing for the use of their own stock under their old systems. It will be a responsibility of ECITO to try and convince the Allied Governments of the necessity for a larger measure of "common user policy". Success in this attempt is dependant upon the Provisional Organisation assisting in the overall co-ordination and allocation of transportation equipment. The Provisional Organisation should assist in balancing the rolling stock between areas and in keeping records of the exchange of rolling stock.

(e) There have already taken place "time table conferences" amongst Allied Governments at which the Provisional Organisation have not been invited to attend. It will be necessary for the Provisional Organisation to be present in future at all "time table conferences" so that they will be in a position to guide and advise the Allied Governments concerned in the most economical use of rolling stock, which undoubtedly would not result if a number of separate conferences were arranged without the Provisional Organisation's participation.

(f) Military and Allied Government Authorities have expressed the desire for international "through" services to be initiated. These "through" services would cause a large number of problems to arise such as the provision of passenger rolling-stock (already in extremely short supply), the crossing of routes at present being used for military priority traffic, international permits and security measures, etc. The Provisional Organisation will advise on all these problems.

[illegible] responsibility of the provisional Organisation to

Declassified E.O. 12356 Section 3.3/NND No. 785021

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(g) It will be the responsibility of the Provisional Organisation to provide overall movement and transportation advice to the European Coal Organisation or any other international body of the same nature requiring this advice. Advice might also be requested by WASHINGTON or LONDON from the Provisional Organisation in respect of assistance to particular countries from the overall viewpoint.

(h) The Provisional Organisation will provide a clearing house for international traffic or technical questions which cannot conveniently be settled by direct agreement between the authorities concerned.

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX "A"

Summary of "Draft Agreement" concerning the establishment of an European Central Inland Transport Organisation

Ref to Article of Agreement

OBJECT

1. "Whereas, upon the liberation of any territories of the United Nations in Europe, and upon the occupation of any enemy territories in Europe, it is expedient for the fulfilment of the common military needs of the United Nations and in the interests of the social and economic progress of Europe, to provide for coordination both in the movement of traffic and in the allocation of transport equipment and material with a view to ensuring the best possible movement of supplies both for military forces and the civil population and the speedy repatriation of displaced persons, and also with a view to creating conditions in which the normal movement of traffic can be more rapidly resumed." — Preamble

"ECITO is established as a coordinating and consultative organ. It shall coordinate efforts to utilise all means of transport.....for the improvement of transport communications so as to provide for the restoration of normal conditions of economic life. It shall also provide assistance to the.....Occupation Authorities set up by Governments of the United Nations during the first period after the war to maintain and improve the carrying capacity of transport". — I

CONSTITUTION

2. The Organisation includes a Council of representatives of member Governments and an Executive Board. Also a [illegible] and staff - who will be exclusively — III

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. "Whereas, upon the [illegible] of the United Nations in Europe, and upon the occupation of any enemy territories in Europe, it is expedient for the fulfilment of the common military needs of the United Nations and in the interests of the social and economic progress of Europe, to provide for coordination both in the movement of traffic and in the allocation of transport equipment and material with a view to ensuring the best possible movement of supplies both for military forces and the civil population and the speedy repatriation of displaced persons, and also with a view to creating conditions in which the normal movement of traffic can be more rapidly resumed."

"ECITO is established as a coordinating and consultative organ. It shall coordinate efforts to utilise all means of transport.....for the improvement of transport communications so as to provide for the restoration of normal conditions of economic life. It shall also provide assistance to the.....Occupation Authorities set up by Governments of the United Nations during the first period after the war to maintain and improve the carrying capacity of transport". I

CONSTITUTION

2. The Organisation includes a Council of representatives of member Governments and an Executive Board. Also a Director-General and staff - who will be exclusively international in character - to implement the broad policies determined by the Council. III

SCOPE OF ORGANISATION

3. The Organisation shall exercise its functions in any territory in Continental Europe as soon as the member Government concerned becomes the effective authority for transport in that territory.....and shall treat with any of the Occupation Authorities set up by Governments of the United Nations in respect of any territory in Continental Europe in which such Occupation Authorities are exercising authority. VI

The functions of the Organisation relate to all forms of transport by road, rail or waterway but not to seagoing shipping. X

3286

/EXECUTIVE FUNCTIONS

0323

Declassified E.O. 12356 Section 3.3/NND No. 785021

EXECUTIVE FUNCTIONS

4.	(a) Study of the technical and economic conditions affecting traffic of international character and recommendations directed to restoring and increasing the carrying capacity of the transport systems and to coordinating the movement of traffic of common concern.	VII 01
	(b) Collection of information concerning the requirements of transport equipment and material, and assistance in the realisation of requirements.	VII - 3, 4.
	(c) Allocation or distribution for use to Governments of such transport equipment and material as may be made available for this purpose by the Allied Commanders-in-Chief, by Occupation Authorities, or by agencies of any one or more of the United Nations.	VII - 5
	(d) Arrangements for restitution of equipment in accordance with policies determined by the appropriate authorities of the United Nations.	VII - 7
	(e) Arrangements through Member Governments for a census of rolling stock and other transport equipment and material in Continental Europe.	VII - 8
	(f) Recommendations with respect to projected movements of traffic, having regard to the transport facilities available.	VII - 9
	(g) Recommendations to ensure the movement of traffic concerned on all routes of transport in Continental Europe.	VII - 10
	(h) Recommendations as to unification of tariffs, terms and conditions of transport applicable to traffic of an international character.	VII - 11.
	(i) Recommendations concerning technical measures directed to the quickest restoration of transport facilities and their most effective use.	VII - 12
	(k) Coordination of international arrangements for through working and exchange of rolling stock.	VII - 14
	(l) Recommendations with a view to ensuring the most efficient movement of international traffic on waterways.	VII - 15
	(m) Recommendations designed to promote adequate	VII - 18

Declassified E.O. 12356 Section 3.3/NND No. 785021

such transport equipment and material as may be made available for this purpose by the Allied Commanders-in-Chief, by Occupation Authorities, or by agencies of any one or more of the United Nations.	5
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(k) Coordination of international arrangements for through working and exchange of rolling stock.	VII - 14
(l) Recommendations with a view to ensuring the most efficient movement of international traffic on waterways.	VII - 15
(m) Recommendations designed to promote adequate co-ordination of transport for the fulfilment of the common military needs of the United Nations or in the interests of traffic of an international character.	VII - 18
(n) The organisation shall provide all possible assistance to the Allied Commanders-in-Chief in meeting their needs for transport facilities for the successful fulfilment of military requirements.	VII - 20

/(o)

Declassified E.O. 12356 Section 3.3/NND No. 785021

0526

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(c) Cooperation to secure the rapid turnround of ships and the efficient use of port facilities in the best interests and the prompt clearance of cargo of common concern.

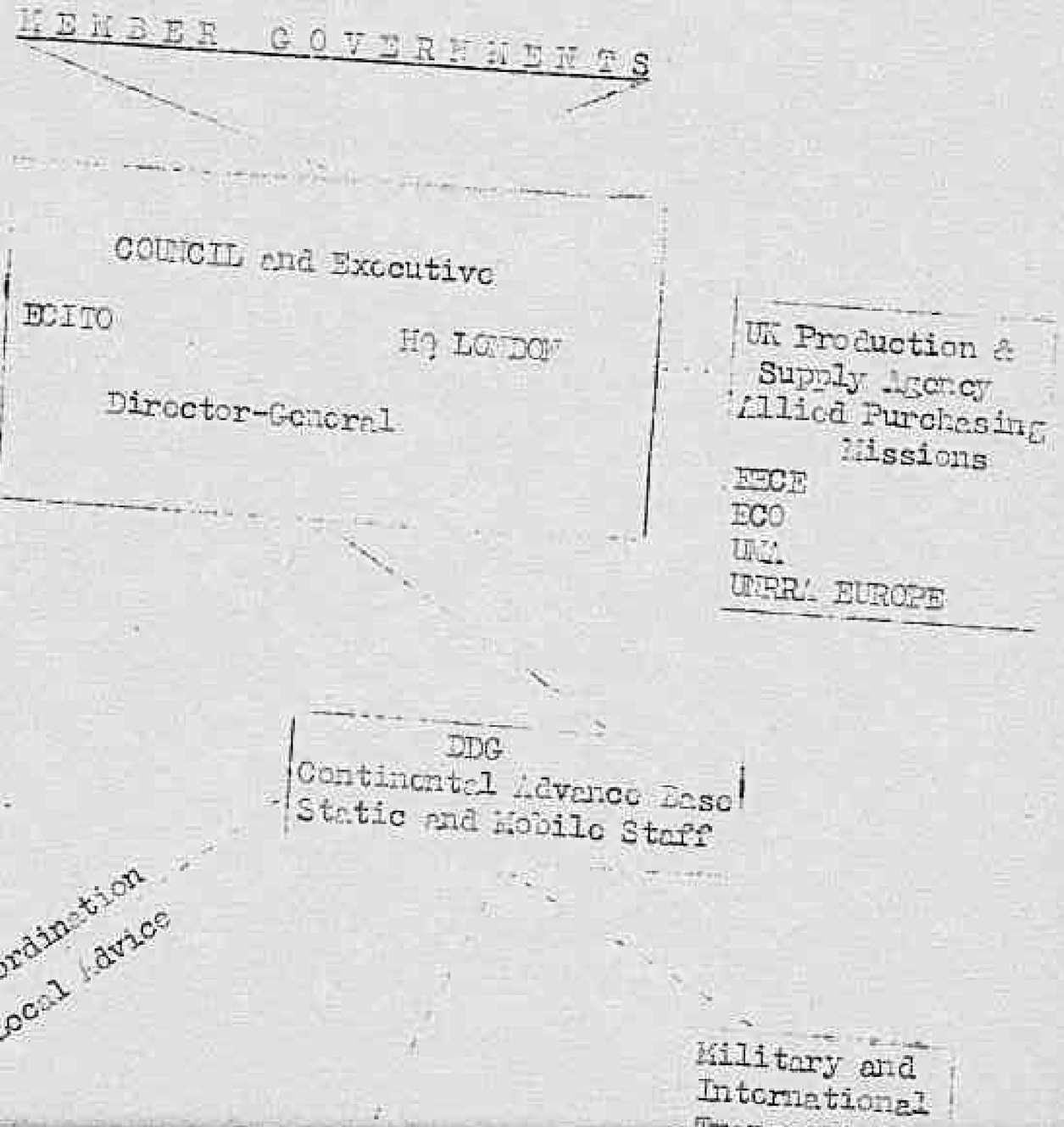
OBLIGATIONS OF MEMBER GOVERNMENTS

5. Every member Government undertakes to cooperate with the Organisation, to respect the exclusively international character of its staff, and to grant such facilities as are necessary to the performance of its functions.

3284

APPENDIX "B"

GENEALOGICAL TABLE



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0528

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Movements Economic Div.	Col. M...L. ROBINSON	1
US GROUP CONTROL COUNCIL		
Deputy Governor		1
Director of Transport Div.		2
	Col. R.L. LANCEFIELD	1
FRENCH CONTROL COMMISSION (Through Mission to FRANCE)		2
	Gen. BERGES	1

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G-4 (Ops)	Col. C.E. [illegible]	2
COT		1

USFET REAR

21 ARMY GROUP		1
MGA		2
DQMG (Mov & Tr)	Brig. Ll. WAINSBROUGH-JONES	

USFET

Commanding General		1
G-4	Brig-Gen. R.W. GILLAND	1
"	Col. C.L. LOCKETT	1
COT		2
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WAR OFFICE

DQMG (Movements)		2
D Tn		2
	Brig. K.N. SLATER	1
	Col. W.E.L. MANNING	1

E.C.I.T.O.

Director General	Professor E.R. HOEDELINK	1
Executive	M. JEAN LEVY	2
US Member Exec. Board	Col. D.H. GILDEA	1
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3282

/Continued to Sheet 2.

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RESTRICTED

Minutes of Meeting Held in PARIS on 11 August 45
to consider Working Arrangements of European
Central Inland Transport Organisation (Provisional)

PRESENT:

Lt-Gen Sir Humfrey M.Gale	Head, C.L.
M. Jean Levy	Chairman, Executive Board, ECITO
Prof. E.R.Hondelink	Director-General, ECITO
Col D.H.Gildea	US Member, Executive Board, ECITO
Mr. C.P.Taft	US Department of State
Miss H.Coats	US Department of State
Brig. A.N.Sinnor	Representing D.Tn War Office, Foreign Office and Ministry of War Transport.
Brig. J.P.S.Greig	D/Chief Transport Division, Control Commission - GERMANY (BE)
Col M.R.L.Robinson	Movements Economic Division, Control Commission GERMANY (BE)
Col R.L.Lancefield	Transport Division US Group CC (GERMANY)
Maj-Gen Berges	Representing French Control Commission
Brig.Gen H.W.Gilland	G-4 USFET
Col C.L.Lockett	G-4 USFET
Col C.L.Whittle	G-4 Ops, USFET Main
Brig. Ll.Wansbrough-Jones	DQMG (Mov & Tn) 21 Army Group
Col W.E.Manning	Representing DQMG(M) War Office
Col F.D.G.Buchanan	AFHQ (G-4 Mov & Tn) & Allied Commission, ITALY
Major E.D.Bailey	AFHQ (G-4 Mov & Tn)
Col J.N.Oliver	G-4 Mov & Tn, C.L.
Col W.W.Bean	G-4 Mov & Tn, C.L.

Declassified E.O. 12356 Section 3.3/NND No. 785021

M. Jean Levy	Chairman, Executive Board, ECITO
Prof. E.R.Hondelink	Director-General, ECITO
Col D.H.Gildea	US Member, Executive Board, ECITO
Mr. C.P.Taft	US Department of State
Miss H.Meats	US Department of State
Brig. R.N.Sinnor	Representing D.Tn War Office, Foreign Office and Ministry of War Transport.
Brig. J.P.S.Greig	D/Chief Transport Division, Control Commission - GERMANY (BE)
Col M.R.L.Robinson	Movements Economic Division, Control Commission GERMANY (BE)
Col R.L.Lancefield	Transport Division US Group CC (GERMANY)
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Col C.L.Lockett	G-4 USFET
Col C.L.Whittle	G-4 Ops, USFET Main
Brig. Ll.Wansbrough-Jones	DQMG (Mov & Tn) 21 Army Group
Col W.E.L.Manning	Representing DQMG(A) War Office
Col F.D.G.Buchanan	AFHQ (G-4 Mov & Tn) & Allied Commission, ITALY
Major E.D.Bailey	AFHQ (G-4 Mov & Tn)
Col J.N.Oliver	G-4 Mov & Tn, C.L.
Col W.W.Boon	G-4 Mov & Tn, C.L.
Lt-Col H.H.Heuman	OCOT, TSFET, representing BELGOT & GERGOT
Col B.S.Potter	Movements, Br. Military Mission, BELGIUM
M. J.Tuja	PARIS Regional Office, ECITO.

1. General GALE opened the Meeting by stressing the urgent need on the part of the European Central Inland Transport Organisation (Provisional) to assume its full duties and responsibilities on the Continent of Europe and the interest of the Allied Military Authorities in giving every possible assistance towards achieving this object with the minimum of delay. He explained that C.L. was merely assisting in establishing ECITO's relationship with the Military Headquarters and Agencies concerned. He emphasised however, that the Provisional Organisation which was already fully operative so far as the LONDON Headquarters was concerned, was entirely responsible for its own organisation and establishment. 280

/The representatives present...

Declassified E.O. 12356 Section 3.3/NND No. 785021

The representatives present had been called together, on the initiative of C.L., primarily in order to discuss and agree the draft paper circulated under cover of C.L./571/Mov & Tn letter dated 6 Aug 45. This paper amended as necessary at the meeting would be sent to the Allied Military Authorities concerned for their concurrence. The way would then be all clear for the Provisional Organisation to proceed with the establishment and development of its organisation and work on the Continent.

Having introduced the various members present, General GALE then handed over the Chairmanship of the meeting to M. JEAN LEVY.

2. M. JEAN LEVY, after thanking General GALE for calling together the representatives present, proposed that the meeting should consider the draft paper in detail. This was agreed, together with Mr. TAFT's proposal that a working party appointed from amongst those present should assemble immediately following the main meeting in order to re-draft certain sections in accordance with the general decisions arrived at during the meeting.

3. It was further decided that the re-drafted paper, as agreed by those present, be circulated by C.L. to the interested Military Authorities for their formal agreement and that unless the comments received showed any marked divergence of views there would be no need to convene a further meeting.

4. The decisions agreed to and the main views expressed during the discussion are incorporated in the re-drafted paper and covering letter, copies of which accompany these minutes.

5. Brig.Gen GILLILAND and Brig. MOSEROUGH-JONES said that Military assistance for the accommodation, administration and movement of members of E.C.I.T.O should be forthcoming from Military facilities only when E.C.I.T.O is unable to make provision from its own resources. Requests for such assistance will not be made for Regional Staffs, but only for "international" members whose duties involve travelling between countries or in territory where E.C.I.T.O is not represented on the ground.

6. It was agreed that E.C.I.T.O should be given all possible facilities for attending any meetings which they may wish to as observers, in order to assimilate the maximum amount of useful information, and that E.C.I.T.O should in due course be afforded permanent representation on selected committees.

7. M. JEAN LEVY stressed the fact that, in order to fulfil a really useful

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2. M. JEAN LEVY, after thanking General G.L.E for calling together the representatives present, proposed that the meeting should consider the draft paper in detail. This was agreed, together with Mr. T.FT's proposal that a working party appointed from amongst those present should assemble immediately following the main meeting in order to re-draft certain sections in accordance with the general decisions arrived at during the meeting.

3. It was further decided that the re-drafted paper, as agreed by those present, be circulated by G.L. to the interested Military Authorities for their formal agreement and that unless the comments received showed any marked divergence of views there would be no need to convene a further meeting.

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7. Mr. LIFT stressed the fact that, in order to fulfil a really useful function, E.C.I.T.O should not be limited to making suggestions and tendering advice but should definitely initiate action, and that the development of the organisation should be planned with this end in view.

8. It was further agreed that, as soon as circumstances permit, E.C.I.T.O should in conjunction with the Governmental and Occupational Authorities concerned make every effort to promote the long-term planning of movements and transportation programmes.

9. Prof. HOFDELINK asked for a speedy decision on the re-drafted paper to allow him to get the required personnel together without delay, as many problems of common concern and of an urgent nature were awaiting attention.

3279

Declassified E.O. 12356 Section 3.3/NND No. 785021

0536

Declassified E.O. 12356 Section 3.3/NND No. 185021

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

PDGB/lr

Ref. 870/58/Tn 1

24 September 1945

SUBJECT: European Central Inland Transport Organizations

TO : Assistant Political Advisor, British
Headquarters, Allied Commission

1. Reference your 401/45 of 16 September 1945, and conversation yesterday, Halford - Buchanan.

2. I enclose herewith copy of my letter 870/57/Tn 1, of 12 September, to G-4 (Mov.&Tn.) AFHQ, forwarding the reply from the Italian Government to the suggestion that they should eventually become members of ECITO.

3. You also now have copy of War Office message 74485 TWI of 18 September which shows you the War Office attitude to the admission of Italy as a member Government of ECITO.

4. I think you are now, therefore, fully in the picture regarding present developments between the Italian Government and the ECITO, and you will see that the matter is already being handled through ordinary channels. I will endeavor to keep you posted as to future developments, and perhaps you will let me know if there is any further information you will require.

P.D.G. BUCHANAN, Colonel
Deputy Director

3278

0537

Declassified E.O. 12356 Section 3.3/NND No. 785021

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

PDCB/hl

Tel: 376

12 Sept. 1945

870/57/TN 1

SUBJECT: E.C.I.T.O.

TO : G-4 (Mov & Tn), AFHQ

1. A letter was sent from the Chief Commissioner, Allied Commission, to the Italian Government on 5 August '45, inviting their agreement to the establishment of a Regional Office of ECITO in Italy, with a view to Italy eventually becoming a member government of that organization. A copy of the reply dated 16 August '45 is here attached for your information; from this you will see that the Italian Government welcomes the suggestion.

2. It is presumed that you support the proposal, and will now inform the Council of the organization accordingly, although this HQ will do so if you so desire.

3. In this connection, a meeting took place in Paris on 11 August '45, at which a draft paper prepared by C.A.L.A. on the subject of ECITO was discussed. In the draft, it was provided that this HQ would deal with ECITO, but the final document has not been received here, nor in fact has the minutes of the meeting. It is requested that you will forward here a copy of the document and the minutes in question.

P.D.C. BUCHANAN, Col.
Deputy Director.

cc: G-5, AFHQ

1 incl: ltr. 16 Aug 45

Original given by hand to Lt Col Tozer,
G-4 (Mov & Tn) AFHQ. 3277

0538

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

FDGB/hl

Tel: 376

12 Sept. 1945

870/57/TN 1

SUBJECT: E.C.I.T.O.

TO : G-4 (Mov & Tn), AFHQ.

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P.G. BUCHANAN, Col.
Deputy Director.

cc: G-5, AFHQ

1 Incl: ltr. 16 Aug 45

Original given by hand to Lt Col Tozer, G-4 (Mov & Tn) AFHQ. 3277

0539

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IL MINISTRO DEI TRASPORTI

Rome 16 August 1945

F.S. 237H/H.o/S

Subject:
European Central Inland
Transport Organization
ECITO

To A.C. Tn. Sub Commission
Rome

1) Refer. to the verbal agreements taken in my office on 19th July 1945 with the representatives of "European Central Inland Transport Organization (E.C.I.T.O.)" and of A.F.H.Q. with the intervention of Mr. Taylor the late Manager of your Tn. Subcommission.

2) The Italian Government thanks you for the invitation and declares to accept with pleasure the proposal of being included in such organization and approves that a regional Office of it be opened in Rome.

3) Besides, for my Government would be agreeble that Italy should not be excluded to join with own representatives the managing Council of E.C.I.T.O. and wishes that an Italian Officer be appointed as Manager of the regional Office at Rome.

4) The Italian Government deems that the above requests be considered, owing to the blood contribution and sacrifies of Italy for Victory of Allied Nations, as it wishes to contribute with its energy to the organization works, in order to reach the fixed purposes.

The Minister
F.to LA MALFA

3276

0540

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IL MINISTRO DEI TRASPORTI

Roma, lì 16 Agosto 1945
F.S. 2374/U. a/S.

OGGETTO: " European Central Inland Transport Organisation" (E.C.I.T.O.)

ALLA COMMISSIONE ALLEATA
Sottocommissione Trasporti
R O M A

Faccio riferimento alla conversazione che ha avuto luogo nel mio Ufficio il 19 luglio u.s. con i rappresentanti della " European Central Inland Transport Organisation " (E.C.I.T.O.) e dell'A.F.H.Q., con l'intervento di Mr.TAYLOR, già Direttore di codesta Sottocommissione Trasporti.-

Il Governo Italiano, mentre ringrazia per l'invito ricevuto, dichiara di accogliere di buon grado la proposta di far parte della organizzazione suindicata e nulla ha da osservare a che venga istituito a Roma un Ufficio regionale della organizzazione medesima.-

Il mio Governo, inoltre, gradirebbe che l'Italia non venisse esclusa dal partecipare, con propri rappresentanti, agli organi direttivi dell'E.C.I.T.O. ed esprime il desiderio che a capo dell'Ufficio regionale di Roma venisse designato un funzionario italiano.-

Il Governo Italiano non dubita che le richieste di cui sopra vengano prese in considerazione sia per il contributo di sangue e di sacrifici dati dall'Italia alla Vittoria delle Nazioni Unite, sia perchè intende dare al funzionamento della organizzazione l'apporto delle proprie energie per il raggiungimento degli scopi prefissi.-

3275

I L M I N I S T R O
Ugo La Malfa

ml/DR

0541

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SIGNAL MESSAGE OUT

FROM: TN MAIN ROME 111040B

TO : TROOPERS FOR TECTRANS

INFO: CALA VERSAILLES
FREEDOM [redacted] CITE FIGRE FOR GIRLING
ALCOM (BY HAND)

396 TN.A.4 (.) CONFIDENTIAL (.) FOR PROFESSOR HONDULINK E.C.I.T.O FROM DOUGLAS BROWN (.) UNDERSTAND ITALIAN GOVT APPROVES OPENING REGIONAL OFFICE E.C.I.T.O ITALY WITH VIEW TO JOINING EVENTUALLY AS MEMBER GOVT (.) OFFICIAL INTIMATION FOLLOWS FROM A.F.H.Q (.) ADVISABLE YOU HAVE MEETING HERE EARLY DISCUSS SET UP (.) PLEASE DISCUSS WITH BRIG WAGHORN D.TN A.F.H.Q NOW IN LONDON TILL 19 SEPTEMBER (.) CONTACT THROUGH D.TN WAR OFFICE.

This message must be sent in cipher if liable to interception or to fall into enemy hands.

Originators instructions
Degree of priority

Immediate

3274

FILE ECITO

Draft produced and discussed at ECITO meeting in Paris 11 Aug 45. Will be issued under Sale's signature.

PMD
14 Aug.

HEADQUARTERS
COMBINED ADMINISTRATIVE LIQUIDATING AGENCY

RESTRICTED

CALA/[redacted]/Mov & Tn. 6 August 1945

SUBJECT : E.C.I.T.O.

TO : Distribution shown below.

Herewith is draft charter for European Central Inland Transport Organisation (Provisional) for your consideration.

This draft will be discussed at a meeting to be held in the E.C.I.T.O. Regional Office, 10 Rue de Prony (a Boulevard de Courcelles) PARIS at 1000 hours Saturday, 11 August 1945 as advised by signal today. Location and time of meeting are suggested as a number of addressees will be attending Weekly Shipments Priority Meeting at COM Z/NE on Friday evening.

It is hoped you will be prepared to discuss this draft at this meeting and also to proffer amendments.

It is important that E.C.I.T.O. should be established and functioning as quickly as possible; therefore CALA has undertaken the task of preparing E.C.I.T.O. with particular reference to the military aspects; in this your full co-operation is invited.

Professor HOEDELINK, Director-General of E.C.I.T.O. is located with CALA at VERSAILLES until the Organisation is launched.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Professor HOMBELINK, Director-General of E.C.I.T.O. is located with CALA at VERSAILLES until the Organisation is launched.

H. M. Gale

HUMFREY M. GALE
Lieut-General
Head of the Agency

Versailles, France.

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F-3 E.C.I.T.O.

870/56

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COT	
BRITISH CONTROL COMMISSION FOR GERMANY	
Deputy Commissioner	2
Chief of Transport	
US GROUP CONTROL COUNCIL	
Deputy Governor	2
Director Transport Division	
AFHQ	
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D Tn.	2
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COT	2
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US GROUP CONTROL COUNCIL	
Deputy Governor	1
Director Transport Division	2
AFHQ	
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D/M&T(Mov & Tn)	2
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D/T.T.(Movements)	2
D Tn.	2
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MINISTRY OF WAR TRANSPORT, LONDON	2

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RESTRICTED

EUROPEAN CENTRAL INLAND

TRANSPORT ORGANISATION

TABLE OF CONTENTS

PART I

Object, Introduction and Functions, including Combined Chiefs of Staff Signal Appendix "A". Summary of Draft Agreement Appendix "B", Genealogical Tree Appendix "C".

PART II

ECITO organisation

PART III

Military and Civil Organisations

PART IV

ECITO Responsibilities

PART V

Channels of Communication

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Object, Introduction and Functions, including Combined Chiefs of Staff Signal Appendix "A". Summary of Draft Agreement Appendix "B", Geological Tree Appendix "C".

PART II

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PART IV

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PART V

Channels of Communication

PART VI

Meetings and Conferences Required.

3272

Declassified E.O. 12356 Section 3.3/NND No. 785021

RESTRICTED

EUROPEAN CENTRAL INLAND

TRANSPORT ORGANISATION

PART I

OBJECT AND INTRODUCTION

OBJECT

1. The object of this paper is to outline the functions of ECITO and method by which these can be put into operation.

INTRODUCTION

2. The need for putting ECITO into operation as early as possible is paramount in order that Movement and Transportation policy may be agreed and co-ordinated in liberated countries and that part of GER .TY under US, British and French control before the winter months.

3. The full co-operation and assistance of Allied Governments, Military Headquarters and Civilian Agencies is required in order to develop the maximum use of transportation facilities working under agreed and co-ordinated procedures on an international basis to meet the requirements essential to Allied Member Governments of the organisation.

4. (a) Functions of ECITO

(1) Inland Transport

(i) Rail

(ii) Road

(iii) Inland Water Transport

(2) Ports and Shipping

(i) Coastwise traffic

(ii) Working capacities of ports, inland clearance

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. The object of this paper is to outline the functions of EGITO and method by which these can be put into operation.

INTRODUCTION

2. The need for putting EGITO into operation as early as possible is paramount in order that Movement and Transportation policy may be agreed and co-ordinated in liberated countries and that part of GER. TY under US, British and French control before the Winter months.

3. The full co-operation and assistance of Allied Governments, Military Headquarters and Civilian Agencies is required in order to develop the maximum use of transportation facilities working under agreed and co-ordinated procedures on an international basis to meet the requirements essential to Allied Member Governments of the organisation.

4. (a) Functions of EGITO

(1) Inland Transport

(i) Rail

(ii) Road

(iii) Inland Water Transport

(2) Ports and Shipping

(i) Coastwise traffic

(ii) Working capacities of ports, inland clearance and local consumption

(iii) Cross channel and deep sea, this being a function of UK to control but close liaison will be necessary between UK and EGITO in order that the policy of distribution of inland transport facilities may be directed to conform with allocation and diversion of shipping.

(b) Combined Chiefs of Staff views on the setting up of the Organisation.

Attached at Appendix "A" is a copy of a signal from the Combined Chiefs of Staff to the Supreme Allied Commander setting forth their views on the organisation of EGITO.

/(c)

Declassified E.O. 12356 Section 3.3/NND No. 785021

(c) Summary of Draft Agreement on the establishment of ECITO

Attached at Appendix "B" is a summary of the draft Agreement concerning the establishment of the European Central Inland Transport Organisation. This agreement has been adopted by the Governments concerned as the Charter for the Provisional Organisation which is now established.

(d) Genealogical Tree

At Appendix "C" is the Genealogical Tree showing the chain of responsibility within ECITO and the proposed links with National and Military Authorities.

5. Headquarters and Agencies Concerned

The principal military and civil Headquarters and Agencies with whom ECITO will work are:

(a) National Member Governments

USA

BELGIUM

FRANCE

UK

LUXEMBOURG

HOLLAND

NORWAY

DENMARK may become a member at an early date.

The admission of ITALY depends on the date at which military control ceases.

The participation of the USSR and Eastern European Allies is now expected to materialise.

(b) US and Br. Missions to Allied Governments [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 785021

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The participation of the USSR and Eastern European Allies is now expected to materialise.

(b) US and Br. Missions to Allied Governments while they last.

(c) Allied Group Control Council The Allied Control Authorities in Germany and Austria.

US Group Control Council

British Control Commission

French Control Commission

Allied Commission in Italy.

(d) Military Headquarters

USFET

BAOR

21 Army Group / Army Division

AFHQ

Allied Force HQ. NORWAY

/(c)

Declassified E.O. 12356 Section 3.3/NND No. 785021

(c) Other agencies

US and British Government Departments - Washington and London.

National ~~and Regional~~ agencies such as UMA ~~and~~ EGO, ~~and the Inter-Allied Reparations Commission~~ ~~Vienna~~.

Declassified E.O. 12356 Section 3.3/NND No. 785021

PART II

EOTO REGIONAL ORGANISATION

6. It is proposed that a Continental Directing Staff (Mobile) should be established with its offices in BRUSSELS. This Staff will work in accordance with the direction on policy received from the Board and Executive of EOTO who will continue to be located in LONDON for the time being.

The primary function of the Continental Directing Staff will be to maintain liaison with Military and Civil Movement/Transportation Headquarters and Agencies, giving advice and assistance on matters with an international flavour. The Regional Offices of EOTO, covering member countries will liaise with, advise and assist Movement/Transportation Headquarters and Agencies within those countries, in closest cooperation with the Continental Directing Staff.

7. Regional offices have been set up in:-

PARIS

BRUSSELS

THE HAGUE

other offices will be established as staffs and accommodation become available.

8. In order to surmount the difficulties of individual movement accommodation and feeding on the Continent, Military Headquarters will be requested to accept "International" members of EOTO as quasi military for such administration.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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3270

Declassified E.O. 12356 Section 3.3/NND No. 785021

PART III

MILITARY AND CIVIL ORGANISATIONS

9. Present Military and Military/Civil Organisations

In so far as Inland Transport is concerned continuity will have to be maintained from the work now being carried out by organisations functioning at present under military control or with military representation, e.g.,

(a) Rail

EELMOT

GERMOT

Inter Allied Railway Commission

(b) Road

US Group Control Council

Br. Control Commission

(c) Inland Water Transport

RHINE Navigation Agency (RHINE Commission)

Inter-Allied Waterways Commission

BELMOT

GERMOT

ECITO should be granted representation on all agencies listed above and the method of continuing the work of these agencies as military control diminishes should be agreed and implemented under policy to be determined by ECITO on an international basis.

10. Links with EECE, ECO, UNRRA and

Declassified E.O. 12356 Section 3.3/NND No. 785021

(c) Rail

BUMOT

GERMOT

Inter Allied Railway Commission

(b) Road

US Group Control Council

Br. Control Commission

(c) Inland Water Transport

RHINE Navigation Agency (RHINE Commission)

Inter-Allied Waterways Commission

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ECITO should be granted representation on all agencies listed above and the method of continuing the work of these agencies as military control diminishes should be agreed and implemented under policy to be determined by ECITO on an international basis.

10. Links with EECE, EGC, UNRRA and UKC.

In order that ECITO may properly advise on movement and transportation problems together with allocation of facilities constant liaison must be maintained with EECE, EGC and UNRRA who will table with ECITO their overall requirements and commitments.

UKC will be requested to advise ECITO their overall shipping allocations in order that import requirements may be covered.

3269

Declassified E.O. 12356 Section 3.3/NND No. 785021

PART IV

EOTO RESPONSIBILITIES

11. Machinery is urgently needed for international consultation on movement and transportation problems and to coordinate the implementation of agreed policies.

(a) At present, following the dissolution of SHAEF, international discussion of movement and transportation problems is local (e.g. between ~~Com Zone~~ and the French Government) or sporadic: there is no provision yet for comprehensive discussion of mutual problems on a "policy" level.

(b) As regards the coordination of movement programmes in accordance with transportation capabilities excellent work is being done by joint organisations such as RENMOT, CENMOT, etc., covering wide regions of N.W. Europe, which must continue: but there is no coordination of the framework of movement as a whole, save in so far as the same officers attend more than one of these meetings.

(c) Following on agreement as to policy and determination of the practicable volume and priority of movement, some adjustment of transportation resources is usually necessary. In particular the allocation of rolling stock to different regions needs to be something better than mere "grabbing". In the past DGTR, SHAEF, was able to direct periodical adjustments, in virtue of the principle, accepted by national no less than military authorities, of the priority of military requirements and also in virtue of DGTR's control over the US/British joint stock pile of locomotives and wagons. Now although military requirements still have priority economic requirements are hard at their heels, and the joint stock pile is in separate British and US hands under rather uncertain control.

12. To remedy this weakness in coordination is primarily a responsibility [illegible] national authorities concerned. The requirements are:

Declassified E.O. 12356 Section 3.3/NND No. 785021

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12. To remedy this weakness in cooperation is primarily a responsibility of the military and national authorities concerned. The requirements are:

(a) Provision by agreement between governments and military authorities for periodic (say monthly) meetings of appropriate representatives to clear debatable questions of policy, e.g. restitution.

(b) Provision for monthly meetings of representatives of BELMOT, GERMOT, etc., to review overall requirements and agree the international framework of movement for the next month on transportation advice as to resources. This is in effect a "SUPERMOT" for N.W. Europe.

(c) Provision for a joint Transportation Committee (in lieu of DGMR SHAEF) or for periodic meetings of representatives of operating transportation agencies to adjust the distribution of resources and in particular the allocation of the Fr/US pool of locomotives and rolling stock, in accordance with the overall policies decided at (a) and the movement programmes agreed at (b).

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Declassified E.O. 12356 Section 3.3/NND No. 785021

(e) There have already taken place "time table conferences" amongst Allied Governments at which ECITO have not been invited to attend. It will be necessary for ECITO to be present in future at all "time table conferences" so that they will be in a position to guide and advise the Allied Governments concerned in the most economical use of rolling stock which undoubtedly would not result if a number of separate conferences were arranged without ECITO's participation.

(f) Military and Allied Government Authorities have expressed the desire for International "through" services to be initiated. These "through" services would cause a large number of problems to arise such as the provision of passenger rolling stock (already in extremely short supply) the crossing of routes at present being used for military priority traffic, international permits and security measures, etc. ECITO will advise on all these problems.

(g) It will be the responsibility of ECITO to provide overall movement and transportation advice to the European Coal Organisation or any other International body of the same nature requiring this advice. Advice might also be requested by WASHINGTON or LONDON from ECITO in respect of assistance to particular countries from the overall viewpoint.

(h) ECITO will provide a clearing house for international traffic or technical questions which cannot conveniently be settled by direct agreement between the authorities concerned.

Declassified E.O. 12356 Section 3.3/NND No. 785021

PART IV

ECITO RESPONSIBILITIES

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/ACTION will

Declassified E.O. 12356 Section 3.3/NND No. 785021

ECITO will be represented at all these levels of international cooperation and will affect coordination of international policy.

13. This system of related conferences at the policy, movements and transportation levels can be modified as transportation resources begin to bear some relation to ~~movement~~ requirements: furthermore it does not exclude the creation of suitable joint organisations to handle specific problems. Examples are the Combined Displaced Persons Executive and the Rhine Navigation Agency inherited from SHAEF; while coal, oil and bulk wheat all need special consideration in so far as movement is limited by ~~available transportation~~ facilities.

14. ~~Meanwhile~~ ECITO needs to fulfil the following functions:

(a) To provide authoritative and balanced periodic summaries of the traffic and transportation position in each country, including GERMANY (particularly rolling stock and craft on inland waterways) such as to afford a fair basis of comparison. ECITO will help in this census by coordinating the plans of Allied Governments and Occupation Authorities and by ensuring that the summaries are taken at an appropriate identical time following identical methods.
At present there is no impartial source of comparative information - a most urgent requirement to avoid mutual suspicion, but ECITO will, of course, be dependant on receipt of accurate information from the various Governmental Authorities.

(b) ECITO will be required to advise on the question of restitution of transportation equipment removed by the enemy and remaining in Occupied Areas, consistent with the high policy directives on this subject.

(c) The Allied Governments are reluctant at the moment either to build or order new equipment until they are convinced that the losses in transportation equipment which they have sustained during the war cannot be made good to them by means of restitution or reparation. Consequently production capacity which is available is being lost.
It will be a responsibility of ECITO to give the Allied Governments a clear picture of the actual position and advise them as to the advisability of building or ordering new equipment thereby ensuring that the best possible use is made of all transportation equipment production capacity.

(d) The present

Declassified E.O. 12356 Section 3.3/NND No. 785021

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(d) The present arrangements for the operation of rolling stock are causing dissatisfaction with the Allied Governments. They are pressing for the use of their own stock under their old systems. It will be a responsibility of ECITC to try and convince the Allied Governments of the necessity for a larger measure of "common user policy". Success in this attempt is dependent upon ECITO assisting in the overall coordination and allocation of transportation equipment in the "SUPREMOT". ECITO should assist in balancing the rolling stock between areas and in keeping records of the exchange of rolling stock.

/(e) There

Declassified E.O. 12356 Section 3.3/NND No. 785021

(e) There have already taken place "time table conferences" amongst Allied Governments at which ECITO have not been invited to attend. It will be necessary for ECITO to be present in future at all "time table conferences" so that they will be in a position to guide and advise the Allied Governments concerned in the most economical use of rolling stock which undoubtedly would not result if a number of separate conferences were arranged without ECITO's participation.

(f) Military and Allied Government Authorities have expressed the desire for International "through" services to be initiated. These "through" services would cause a large number of problems to arise such as the provision of passenger rolling stock (already in extremely short supply) the crossing of routes at present being used for military priority traffic, international permits and security measures, etc. ECITO will advise on all these problems.

(g) It will be the responsibility of ECITO to provide overall movement and transportation advice to the European Coal Organisation or any other International body of the same nature requiring this advice. Advice might also be requested by WASHINGTON or LONDON from ECITO in respect of assistance to particular countries from the overall viewpoint.

(h) ECITO will provide a clearing house for international traffic or technical questions which cannot conveniently be settled by direct agreement between the authorities concerned.

Declassified E.O. 12356 Section 3.3/NND No. 785021

PART V

CHANNELS OF COMMUNICATION

15. ECITO Council, and Executive located in LONDON will maintain their present contacts with member Governments, EECE, ECO, UNRRA and UNO.

Directives on policy will be issued from LONDON to the Continental Directing Staff who it is proposed should be located in BRUSSELS. This staff will be responsible for coordinating the work of the Regional Offices and for maintaining the necessary contacts and liaison on all matters with an international flavour. The Regional Offices will be responsible for maintaining all local contacts and liaison and giving advice or assistance on matters of purely regional or national interest.

Declassified E.O. 12356 Section 3.3/NND No. 785021

PART VI

MEETINGS AND CONFERENCES REQUIRED

16. In order that ECITO may be recognised and commence to operate under its agreed terms of reference, meetings will be required to reach agreement for its modus operandi on the continent.

It is suggested that these meetings should fall into two categories:-

(a) International

(b) Regional

after the broad aspects have been covered on a high level then meetings on a lower level with the executive agencies will be necessary.

17. A preliminary meeting convened by CALA should be called at once of representatives of the following:-

ECITO Council and Executive

CALA

US Group Control Council

British Control Commission

French Control Commission

USFET

21 Army Group

SHAEF

War Office

Declassified E.O. 12356 Section 3.3/NND No. 785021

agreement for the meetings

It is suggested that these meetings should fall into two categories:-

(a) International

(b) Regional

after the broad aspects have been covered on a high level then meetings on a lower level with the executive agencies will be necessary.

17. A preliminary meeting convened by C/LA should be called at once of representatives of the following:-

ECITO Council and Executive

C/LA

US Group Control Council

British Control Commission

French Control Commission

USFET

21 Army Group

AFHQ

War Office

The object being to agree this document as the working charter for ECITO Regional Organisation.

18. The meeting in para 17 should be followed by meetings of the Military and Civil Agencies concerned to discuss the international aspects of movement by:-

3265

(a) Rail

(b) Road

(c) IWT (The setting up of an International Rhine Commission is of vital importance)

19. The meetings in paras. 17 and 18 to be followed by Regional meetings in order that the executive agencies may be initiated in the policy promulgated as results of the foregoing.

Declassified E.O. 12356 Section 3.3/NND No. 785021

20. As a result of the above meetings the necessary Committees and Sub-Committees can be formed and method of working and liaison with ECITO defined and authorised.

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX "A"

SHAEF STAFF MESSAGE CONTROL ENCODING MESSAGE
TOR-022205Z September. SHAEF 22/3 TOR 031847B Sep FW 032040B Sep.

SECRET PRIORITY

FROM : ADMIN, FROM COMBINED CHIEFS OF STAFF
TO FOR ACTION : EISENHOWER
FOR INFO : WILSON, ETOUSA FOR INFORMATION OF BRITISH CHIEFS OF STAFF
REF NO : WX-24172, 2 SEP 44

FACS 68 F.N 401

1. With reference to COSF 56, "Immediately following is text of communication sent by the Combined Chiefs of Staff this date to their respective Governments".

The Combined Chiefs of Staff have examined carefully the report of the Delegates of the United States and U.K. Government on the subject of a proposed European Inland Transport Organisation. Although during the period of military responsibility control by other than the Military Commanders cannot be sanctioned or even contemplated, the Combined Chiefs of Staff consider that an organisation of this kind would be of value by making it possible for the Military Authorities to divest themselves of the responsibility for transportation at an earlier date than would otherwise be possible and by facilitating the work of relief and rehabilitation.

It is understood that the agreement is still in the draft stage subject to revision and amendment. It is further understood that the consent of the USSR has not been secured.

With reference to the final form of the agreement for the proposed organisations, the Combined Chiefs of Staff must insist that no organisation be created which would:

a. Interfere in any degree with military control of operations or attempt any competitive control or operations in the time or areas of military responsibility.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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It is understood that the agreement is still in the draft stage subject to revision and amendment. It is further understood that the consent of the USSR has not been secured.

With reference to the final form of the agreement for the proposed organisations, the Combined Chiefs of Staff must insist that no organisation be created which would:

a. Interfere in any degree with military control of operations or attempt any competitive control or operations in the time or areas of military responsibility.

b. Create any demand or attempt to secure any priorities for production of goods or materials for civilian rehabilitation in competition with the requirements for military purposes prior to the complete defeat of the Axis Nations.

c. Make any demands upon shipping or transport after the defeat of Germany but prior to the defeat of Japan which would infringe on the requirements for rapid and effective redeployment and reorientation of forces and military supplies and resources.

2. It is the view of the Combined Chiefs of Staff that the proposed European Inland Transport Organisation and Interim Commission, if established, should be completely civilian organisations with military liaison but without military membership.

3. You are therefore directed to maintain close liaison and give aid consistent with your military mission and early relinquishment of civil transport functions after the termination of hostilities. It is desired that you coordinate with and protect the interests of SACMED in relation to the proposed organisation when and if it is finally established.

FS IN 3780 3 SEP 1944 2125Z.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

APPENDIX "B"

Summary of "Draft Agreement" concerning the establishment of an European Central Inland Transport Organisation

	Ref to Article of Agreement
Object	
1. "Whereas, upon the liberation of any territories of the United Nations in Europe, and upon the occupation of any enemy territories in Europe, it is expedient for the fulfilment of the common military needs of the United Nations and in the interests of the social and economic progress of Europe, to provide for coordination both in the movement of traffic and in the allocation of transport equipment and material with a view to ensuring the best possible movement of supplies both for military forces and the civil population and the speedy repatriation of displaced persons, and also with a view to creating conditions in which the normal movement of traffic can be more rapidly resumed."	Preamble
"ECITO is established as a coordinating and consultative organ. It shall coordinate efforts to utilise all means of transport....for the improvement of transport communications so as to provide for the restoration of normal conditions of economic life. It shall also provide assistance to the....Occupation Authorities set up by Governments of the United Nations during the first period after the war to maintain and improve the carrying capacity of transport."	I
Constitution	
2. The Organisation includes a Council of Representatives	

Declassified E.O. 12356 Section 3.3/NND No. 785021

"Whereas, upon the liberation of any territories of the United Nations in Europe, and upon the occupation of any enemy territories in Europe, it is expedient for the fulfilment of the common military needs of the United Nations and in the interests of the social and economic progress of Europe, to provide for coordination both in the movement of traffic and in the allocation of transport equipment and material with a view to ensuring the best possible movement of supplies both for military forces and the civil population and the speedy repatriation of displaced persons, and also with a view to creating conditions in which the normal movement of traffic can be more rapidly resumed." — Preamble

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Constitution

2. The Organisation includes a Council of representatives of member Governments and an Executive Board. Also a Director-General and staff - who will be exclusively international in character - to implement the broad policies determined by the Council. — III

Scope of organisation

3. The Organisation shall exercise its functions in any territory in Continental Europe as soon as the member Government concerned becomes the effective authority for transport in that territory....and shall treat with any of the Occupation Authorities set up by Governments of the United Nations in respect of any territory in Continental Europe in which such Occupation Authorities are exercising authority. — VI

The functions of the Organisation relate to all forms of transport by road, rail or waterway but not to seagoing shipping. — 3263 X

/Executive functions

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Executive functions

4.	(a) Study of the technical and economic conditions affecting traffic of international character and recommendations directed to restoring and increasing the carrying capacity of the transport systems and to coordinating the movement of traffic of common concern.	VIII 1
	(b) Collection of information concerning the requirements of transport equipment and material, and assistance in the realisation of requirements.	VII - 3, 4.
	(c) Allocation or distribution for use to Governments of such transport equipment and material as may be made available for this purpose by the Allied Commanders-in-Chief, by Occupation Authorities, or by agencies of any one or more of the United Nations.	VII - 5.
	(d) Arrangements for restitution of equipment in accordance with policies determined by the appropriate authorities of the United Nations.	VII - 7.
	(e) Arrangements through Member Governments for a census of rolling stock and other transport equipment and material in Continental Europe.	VII - 8.
	(f) Recommendations with respect to projected movements of traffic, having regard to the transport facilities available.	VII - 9.
	(g) Recommendations to ensure the movement of traffic concerned on all routes of transport in Continental Europe.	VII - 10.
	(h) Recommendations as to unification of tariffs, terms and conditions of transport applicable to traffic of an international character.	VII - 11.
	(i) Recommendations concerning technical measures directed to the quickest restoration of transport facilities and their most effective use.	VII - 12.
	(k) Coordination of international arrangements for through working and exchange of rolling stock.	VII - 14.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(c) Allocation or distribution for use to Governments of such transport equipment and material as may be made available for this purpose by the Allied Commanders-in-Chief, by Occupation Authorities, or by agencies of any one or more of the United Nations. — VII - 5.

(d) Arrangements for restitution of equipment in accordance with policies determined by the appropriate authorities of the United Nations. — VII - 7.

(e) Arrangements through Member Governments for a census of rolling stock and other transport equipment and material in Continental Europe. — VII - 8.

(f) Recommendations with respect to projected movements of traffic, having regard to the transport facilities available. — VII - 9.

(g) Recommendations to ensure the movement of traffic concerned on all routes of transport in Continental Europe. — VII - 10.

(h) Recommendations as to unification of tariffs, terms and conditions of transport applicable to traffic of an international character. — VII - 11.

(i) Recommendations concerning technical measures directed to the quickest restoration of transport facilities and their most effective use. — VII - 12.

(k) Coordination of international arrangements for through working and exchange of rolling stock. — VII - 14.

(l) Recommendations with a view to ensuring the most efficient movement of international traffic on waterways. — VII - 15.

(m) Recommendations designed to promote adequate co-ordination of transport for the fulfilment of the common military needs of the United Nations or in the interests of traffic of an international character. — VII - 18.

(n) The organisation shall provide all possible assistance to the Allied Commanders-in-Chief in meeting their needs for transport facilities for the successful fulfilment of military requirements. — VII - 20.

/(o)

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 185021

(c) Cooperation to secure the rapid turnround of ships and the efficient use of port facilities in the best interests and the prompt clearance of cargo of common concern."

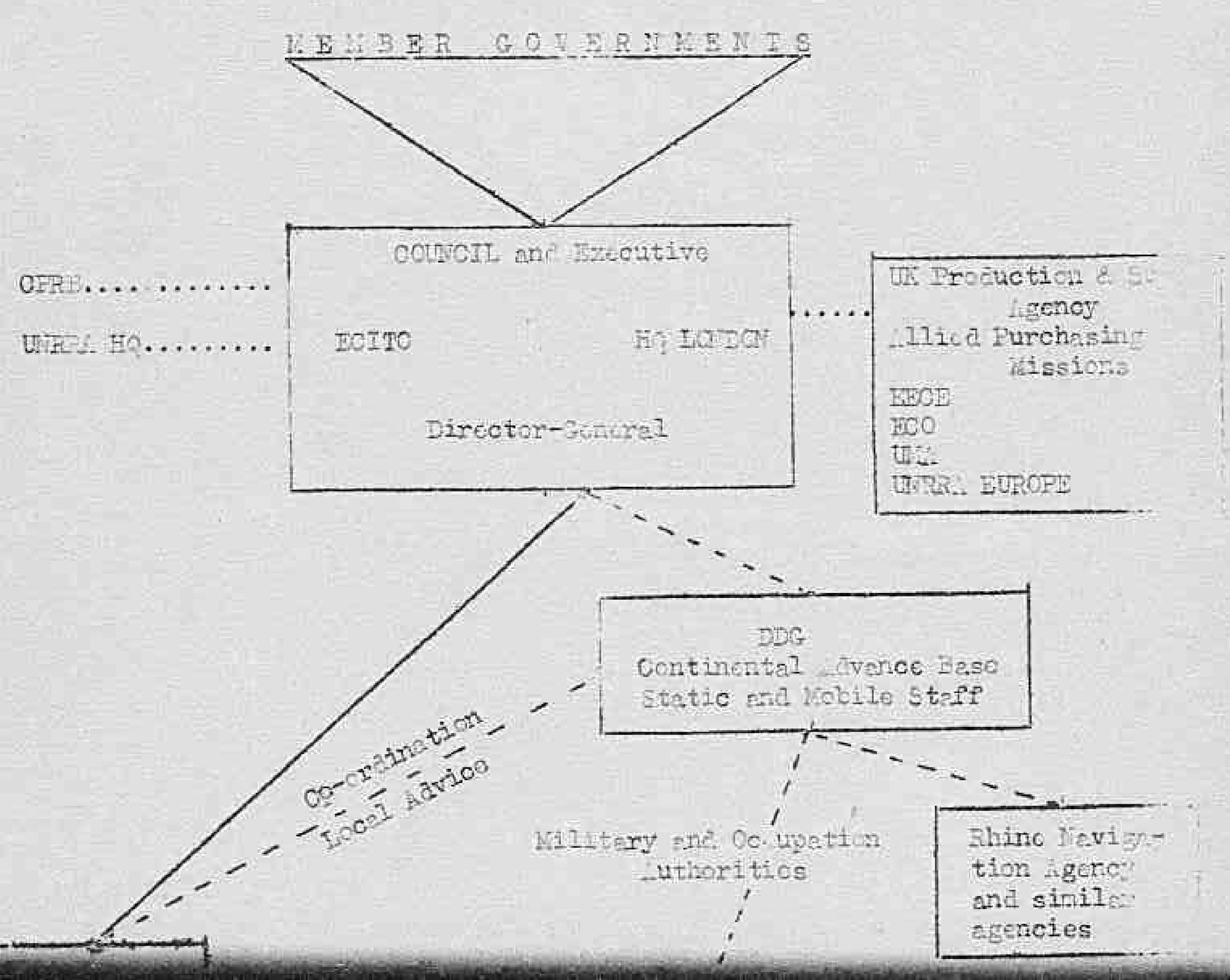
Obligations of Member Governments

5. Every Member Government undertakes to cooperate with the Organisation, to respect the exclusively international character of its staff, and to grant such facilities as are necessary to the performance of its functions.

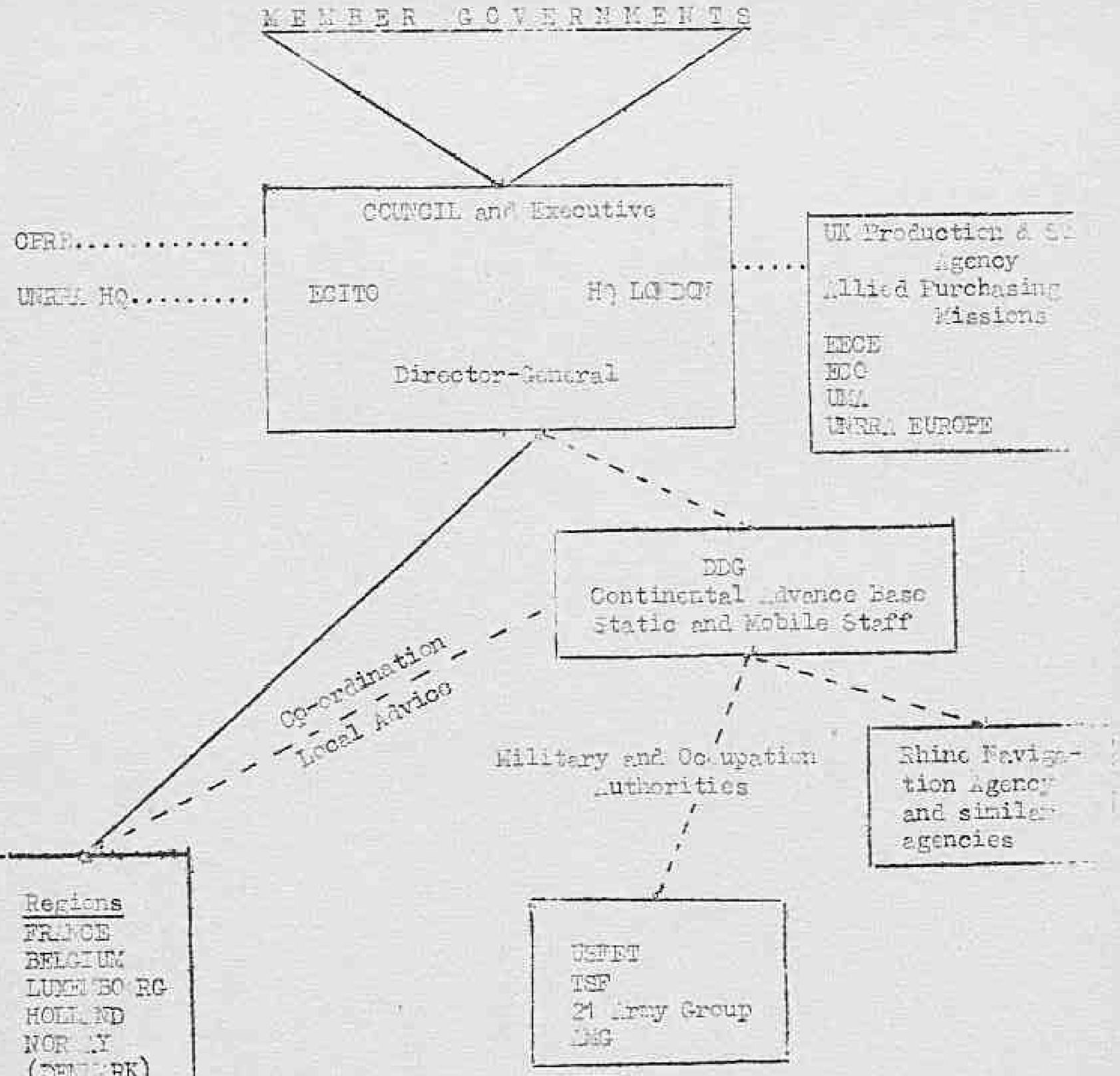
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APPENDIX "C"

GENEALOGICAL TABLE



Declassified E.O. 12356 Section 3.3/NND No. 785021



3261

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 185021

ACP/ic

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

Tel. 843238
Ref. AC/74/Tn 4

10 July 45

SUBJECT : Provisional Organisation for European Inland Transport.

TO : Director
Transportation Sub-Commission

1. Attached hereto is a copy of the agreement concerning a Provisional Organisation for European Inland Transport, signed in London, and published on 6th May 1945.

2. It will be observed that whilst Italy is not a signatory member, the scheme will be difficult of operation without some liaison between various countries, and possibly Article VI, paras 2 and 3 (page 10) would apply.

3. Two copies of the White Paper were obtained by the undersigned through private channels, and one of them will be passed to Director, Military Railway Services for information.

4. May the attached copy be returned to Rail Division when noted by all concerned please.

A.C.Pring Maj

A.C.PRING, Major

Copy to: Director MRS.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

870/54/Fm 1

5 August 1945

My dear Mr. Prime Minister:

The matter of Italian membership in the Provisional Organization for European Inland Transport has been thoroughly discussed with the Italian Minister of Transport. The Allied Commission has fully reviewed this subject and is of the opinion that it will be to the advantage of the Italian Government to be a member of PEIT.

We are prepared to ask Allied Force Headquarters to authorize the establishment of a temporary Regional Office of PEIT in Italy with the understanding that Italy will seek membership in PEIT at the appropriate time.

We respectfully request that you make known to us the reaction of your government on this subject.

Yours very truly,

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

Professor Ferruccio Parri
The President of the Council of Ministers
Italian Government
Rome

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0580

Declassified E.O. 12356 Section 3.3/NND No. 185021

HEADQUARTERS ALLIED COMMISSION
AFO 394
ECONOMIC SECTION

MFT/hl
870/49/TM 1
24 July 1945

Tel: 220

SUBJECT: An Italian Regional Office of Provisional Organization for European Inland Transport, (POEIT)

TO : Chief Commissioner, AC

PROBLEM PRESENTED: Does the Allied Commission favor the establishing in Italy of a Regional Office of the Provisional Organization for European Inland Transport?

1. Factors bearing on the problem:

a) The participating governments in POEIT are: United States, United Kingdom, Belgium, France, Netherlands, Luxembourg, and Norway. The USSR is not a member. The visiting representatives suggested that the former lack of agreement on Poland was the reason for USSR non-participation. This reason having now been removed, the condition may change.

b) Purposes of POEIT:

1) Coordination of traffic, and
2) Determine allocation of transport equipment.

c) Functions include:

1) Technical studies on traffic and facilities with advice and recommendations to governments.
2) Assist member governments in realization of transport requirements.
3) Allocate and distribute transport equipment made available to it.
4) Promote international traffic.
5) Restitute to member governments their equipment and supply.
6) Recommend tariffs and terms of international transport.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

d) Regional Offices are now established in various member countries. A Regional Office in Italy would be staffed by a small group according to the visiting representatives.

e) FOEIT will work thru and with authorities in control to include:

1) Allied Military Commanders
2) Occupational Authorities
3) Governmental Agencies of member governments.

f) The group was informed that AC commitment on the introduction of an Italian Regional Office would not be given in the absence of the views of the Chief Commissioner, and furthermore, that it appeared desirable to obtain the views of the Italian Government, which have been requested thru the Minister of Transport.

2. Advantages and Disadvantages:

Advantages:

a) The formation of the organization appears to be based on a policy decision of our governments and a Regional Office in Italy would appear to be consistent with governmental policies.

b) The Allied Authorities, either military or AC, may find it difficult to meet their commitments unless they are in close touch with FOEIT.

c) The Italian Government might be handicapped if they are outside the scheme after they had taken over control of their transportation.

DISADVANTAGES:

a) Italy, if not a member nation, might have her interest prejudiced by a Regional Office in such matters as:

1) Loss of equipment in Italy
2) Loss of Italian equipment outside of Italy.

b) USSR's absence from the organization.

3257

Declassified E.O. 12356 Section 3.3/NND No. 185021

3. View of the Italian Government on the matter will be transmitted by the Prime Minister to the Chief Commissioner.

Partly dependent upon the reaction of the Italian Government, to be learned from the Prime Minister, it is recommended that AFHQ be asked to authorize the temporary establishment of a Regional Office of FOEIT in Italy, with the understanding that Italy will seek membership in FOEIT at the appropriate time.

(sgd) E B. McKinley

E.B. McKINLEY,
Brigadier General, U.S.A.
Acting Vice President.

cc: Transportation Sub-Commission
Supply Division, Economic Section

1 encl: Minutes of Meeting.

SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
G-4 Division - Mov & Tn Branch

SHAEF/3096/Mov

AFO 757
11 July 1945

SUBJECT: ECITO

TO : See below.

The attached note explains the functions of ECITO, for your information, which has been established in the form of a "Provisional Organization for European Inland Transport".

Also attached is a list of ECITO reps in Paris, Brussels and the Hague.

(SGD) C.S. HAILER
Major-General
Chief, Mov & Tn Br. G-4

DISTRIBUTION:

	No of Copies
SHAEF Mission to FRANCE, (G-4 Mov & Tn)	3
" " " BELGIUM " "	3
" " " NETHERLANDS "	3
" " " NORWAY " "	1
" " " DENMARK " "	1
21 Army Group, MGA	1
" " DQMG (Mov & Tn)	5
Com Zone, G-4	2

Declassified E.O. 12356 Section 3.3/NND No. 785021

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" " " NORWAY " "	1
" " " DENMARK " "	1
21 Army Group, TGA	1
" " DQMG (Mov & Tn)	3
Com Zone, G-4	2
" " COT	3
Twelfth Army Group	1
US Group Control Council, Deputy Military Governor	1
" " " Chief of Transport	3
Br. Control Commission, Deputy Military Governor	1
" " " Transport Division	3
AFHQ (DQMG Mov & Tn)	2
Professor Hondelink, Provisional Organisation for European Inland Transport, c/o EWT London	1

5255

Declassified E.O. 12356 Section 3.3/NND No. 785021

SHAEF HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
G-4 Division - Mov & Tn Branch

SHAEF/3096/Mov

AIO 757
9 July 45

SUBJECT: E.C.I.T.O.
(European Central Inland Transport Organisation)

TO : See distribution.

1. The following governments agreed on 8 May 1945, to bring the "Draft Agreement concerning the establishment of E.C.I.T.O." provisionally into force in respect of the territories in Continental Europe under their authority :-

U.S.A.
Belgium
France
U.K.
Luxembourg
Holland
Norway

The accession of Denmark is expected shortly.

2. As the territories under their authority include the occupied zones in Germany, Austria and Italy, E.C.I.T.O. in its provisional form (pending agreement with Russia) is a coordinating and consultative organisation for international aspects of movement and transportation in most of Western Europe.

3. The attitude of the Combined Chiefs of Staff to E.C.I.T.O. was defined in FACS 68 of 3 September 1944 (see Appendix A) and SHAEF has always kept in touch with intergovernmental discussions.

4. Political issues have delayed the establishment of

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. The following governments agreed on 8 May 1945, to bring the "Draft Agreement concerning the establishment of E.C.I.T.O." provisionally into force in respect of the territories in Continental Europe under their authority :-

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3. The attitude of the Combined Chiefs of Staff to E.C.I.T.O. was defined in FACS 68 of 3 September 1944 (see Appendix A) and SHAEF has always kept in touch with intergovernmental discussions.

4. Political issues have delayed the establishment of E.C.I.T.O. and even now it is not yet fully organised. In future, Military HQs concerned, i.e. primarily

AFHQ
ETOUSA
21 Army Group
Control Council (US)) for Germany
Control Commission (Br))

will be kept informed of progress.

5. The main provisions of the Draft Agreement are summarised in Appendix B. The full text of the agreement will be supplied on request. The organisation is essentially international in character and function: military requirements are fully safeguarded in the agreement.

3254

/ So far as

Declassified E.O. 12356 Section 3.3/NND No. 785021

6. So far as Military HQs are concerned, E.C.I.T.O. should be of assistance in coordinating and rationalising international transport questions as an impartial authority viewing movement requirements and transportation resources in Western Europe as a whole: for after the decease of SHAEF, there is no other authority with so wide a viewpoint. In the case of occupied territory, E.C.I.T.O. will deal with the Allied Control Commission; but also with ETO and 21 Army Group in virtue of their commitments in Liberated Countries.

It is clear that the value of E.C.I.T.O. will depend primarily on

(a) the good will of the Governments and military HQss concerned, particularly of those departments concerned with Movements and Transportation.

(b) Its own tact and efficiency.

7. The Director-General of E.C.I.T.O. is Professor Hondelink. The Deputy Director-General (designate) is Major-General C.S. Napier.

For AC of S, G-4:

C.S.NAPIER
Major-General
Chief, Mov & Tn, G-4

Declassified E.O. 12356 Section 3.3/NND No. 785021

APPENDIX "A"

SHAEF STAFF MESSAGE CONTROL INCOMING MESSAGE.
TOO-022053 September. SHAEF 22/3 TOR 031847B Sep FW 032040B Sep

SECRET PRIORITY

FROM : AGWAR, FROM COMBINED CHIEFS OF STAFF
TO FOR ACTION : EISENHOWER
FOR INFO : WILSON, ETOUSA FOR INFORMATION OF BRITISH CHIEFS OF STAFF
REF NO : WX-24472, 2 SEP 44

FACS 68 TAN 401

1. With reference to SCAF 56, "Immediately following is text of communication sent by the Combined Chiefs of Staff this date to their respective Governments".

The Combined Chiefs of Staff have examined carefully the report of the Delegates of the United States and U.K. Government on the subject of a proposed European Inland Transport Organisation. Although during the period of military responsibility control by other than the Military Commanders cannot be sanctioned or even contemplated, the Combined Chiefs of Staff consider that an organisation of this kind would be of value by making it possible for the Military Authorities to divest themselves of the responsibility for transportation at an earlier date than would otherwise be possible and by facilitating the work of relief and rehabilitation.

It is understood that the agreement is still in the draft stage subject to revision and amendment. It is further understood that the consent of the USSR has not been secured.

With reference to the final form of the agreement for the proposed organisations, the Combined Chiefs of Staff must insist that no organisation be created which would:

Declassified E.O. 12356 Section 3.3/NND No. 785021

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It is understood that the agreement is still in the draft stage subject to revision and amendment. It is further understood that the consent of the USSR has not been secured.

With reference to the final form of the agreement for the proposed organisations, the Combined Chiefs of Staff must insist that no organisation be created which would:

a. Interfere in any degree with military control of operations or attempt any competitive control or operations in the time or areas of military responsibility.

b. Create any demand or attempt to secure any priorities for production of goods or materials for civilian rehabilitation in competition with the requirements for military purposes prior to the complete defeat of the Axis Nations.

c. Make any demands upon shipping or transport after the defeat of Germany but prior to the defeat of Japan which would infringe on the requirements for rapid and effective redeployment and reorientation of forces and military supplies and resources.

2. It is the view of the Combined Chiefs of Staff that the proposed European Inland Transport Organisation and Interim Commission, if established, should be completely civilian organisations with military liaison but without military membership.

3252

/3. You are therefore

Declassified E.O. 12356 Section 3.3/NND No. 785021

3. You are therefore directed to maintain close liaison and offer aid consistent with your military mission and early relinquishment of civil transport functions after the termination of hostilities. It is desired that you coordinate with and protect the interests of SACMED in relation to the proposed organisation when and if it is finally established.

FS IN 3780 3 SEP 1944 2125B

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 185021

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APPENDIX B.

E.C.I.T.O.

Summary of "Draft Agreement" concerning the establishment of an European Central Inland Transport Organisation.

Ref to Article of Agreement

Object

Preamble

1. "Whereas, upon the liberation of any territories of the United Nations in Europe, and upon the occupation of any enemy territories in Europe, it is expedient for the fulfilment of the common military needs of the United Nations and in the interests of the social and economic pro rese of Europe, to provide for co-ordination both in the movement of traffic and in the allocation of transport equipment and material with a view to ensuring the best possible movement of supplies both for military forces and the civil population and the speedy repatriation of displaced persons, and also with a view to creating conditions in which the normal movement of traffic can be more rapidly resumed".

"E.C.I.T.O. is established as a co-ordinating and consultative organ. It shall co-ordinate efforts to utilise all means of transport.... for the improvement of transport communications so as to provide for the restoration of normal conditions of economic life. It shall also provide assistance to the.... Occupation Authorities set up by Governments of the United Nations during the first period after the war to maintain and improve the carrying capacity of transport".

1

III

Constitution

2. The Organisation includes a Council of representatives of member Governments and an Executive Board. Also a Director-General and [illegible] international

Declassified E.O. 12356 Section 3.3/NND No. 785021

ment of traffic and in the allocation of transport equipment and material with a view to ensuring the best possible movement of supplies both for military forces and the civil population and the speedy repatriation of displaced persons, and also with a view to creating conditions in which the normal movement of traffic can be more rapidly resumed".

"T.C.I.T.O. is established as a co-ordinating and consultative organ. It shall co-ordinate efforts to utilise all means of transport.... for the improvement of transport communications so as to provide for the restoration of normal conditions of economic life. It shall also provide assistance to the.... Occupation Authorities set up by Governments of the United Nations during the first period after the war to maintain and improve the carrying capacity of transport". 1

Constitution

2. The Organisation includes a Council of representatives of member Governments and an Executive Board. Also a Director-General and staff - who will be exclusively international in character - to implement the broad policies determined by the Council. III

Scope of Organisation.

3. "The Organisation shall exercise its functions in any territory in Continental Europe as soon as the member Government concerned becomes the effective authority for transport in that territory....and shall treat with any of the Occupation Authorities set up by Governments of the United Nations in respect of any territory in Continental Europe in which such Occupation Authorities are exercising authority. VI

The functions of the Organisation relate to all forms of transport by road, rail or waterway but not to seagoing shipping. X

/ Executive functions

Declassified E.O. 12356 Section 3.3/NND No. 785021

Executive Functions

4. (a) Study of the technical and economic conditions effecting traffic an international character and recommendations directed to restoring and increasing the carrying capacity of the transport systems and to coordinating the movement of traffic of common concern.	VII-I
(b) Collection of information concerning the requirements of transport equipment and material, and assistance in the realisation of requirements.	VII-3, 4.
(c) Allocation or distribution for use to Governments of such transport equipment and material as may be made available for this purpose by the Allied Commanders-in-Chief, by Occupation Authorities, or by agencies of any one or more of the United Nations.	VII - 5
(d) Arrangements for restitution of equipment in accordance with policies determined by the appropriate authorities of the United Nations.	VII - 7
(e) Recommendations with respect to projected movements of traffic, having regard to the transport facilities available.	VII - 9
(f) Recommendations as to unification of tariffs, terms and conditions of transport applicable to traffic of an international character.	VII - II
(g) Co-ordination of international arrangements for through working and exchange of rolling stock.	VII - 14
(h) Recommendations with a view to ensuring the most efficient movement of international traffic on waterways.	VII - 15
(i) Recommendations designed to promote adequate co-ordination of transport for the fulfilment of the common military needs of the United Nations or in the interests of traffic of an international character.	VII - 18
(k) "The Organisation shall provide all poss-	VII -

Declassified E.O. 12356 Section 3.3/NND No. 785021

Governments of such transport equipment and material as may be made available for this purpose by the Allied Commanders-in-Chief, by Occupation Authorities, or by agencies of any one or more of the United Nations. — 5

(d) Arrangements for restitution of equipment in accordance with policies determined by the appropriate authorities of the United Nations. — VII - 7

(e) Recommendations with respect to projected movements of traffic, having regard to the transport facilities available. — VII - 9

(f) Recommendations as to unification of tariffs, terms and conditions of transport applicable to traffic of an international character. — VII - II

(g) Co-ordination of international arrangements for through working and exchange of rolling stock. — VII - 14

(h) Recommendations with a view to ensuring the most efficient movement of international traffic on waterways. — VII - 15

(i) Recommendations designed to promote adequate co-ordination of transport for the fulfilment of the common military needs of the United Nations or in the interests of traffic of an international character. — VII - 18

(k) "The Organisation shall provide all possible assistance to the Allied Commanders-in-Chief in meeting their needs for transport facilities and improving the use of these facilities for the successful fulfilment of military requirements". — VII - 20

Obligations of Member Governments

5. Every member Government undertakes to co-operate with the organisation, to respect the exclusively international character of its staff, and to grant such facilities as are necessary to the performance of its functions.

3249

Declassified E.O. 12356 Section 3.3/NND No. 785021

ANNEXE 1

Provisional Organisation for European
Inland Transport

Regional Offices

Paris:-

Address:- c/o Union International des Chemins
de Fer, 10, Rue de Prosny, Paris XVII.

Director:-M. Jean Tuja.

Staff so far appointed:-

M. de Pauw.
M. de Vernisy.

Telephone Number:-

Wagram 10 - 74.

Brussels:-

Address:- c/o Office National Regulateur des
Transports, 12, Rue de la Science,
Brussels.

Director:-Mr. R.L. Devooght, Secretary General
of the Office National Regulateur.
des Transports.

Staff so far appointed:-

Mr. Van Walle, Assistant Director.

Telephone Number:-

Brussels, 11 64 34.

The Hague:-

Address:- Parkstraat, Corner of Oranjestraat,
(arrangements for premises not yet
finalised).

Declassified E.O. 12356 Section 3.3/NND No. 785021

Staff so far appointed:-

M. de Pauw.
M. de Vernisy.

Telephone Number:-

Wagram 10 - 74.

Brussels:-

Address:- c/o Office National Regulateur des Transports, 12, Rue de la Science, Brussels.

Director:- M. R.L. Devooght, Secretary General of the Office National Regulateur. des Transports.

Staff so far appointed:-

Mr. Van Calle, Assistant Director.

Telephone Number:-

Brussels, 11 64 34.

The Hague:-

Address:- Parkstraat, Corner of Oranjestraat, (arrangements for premises not yet finalised).

Director:- Lt.Comdr. John Prins, U.S.N.R. (at present absent in the United States).

Staff to be appointed:-(appointments not yet approved by Executive).

Mr. W.C.D. Haarman.
Mr. A. Van Lutsenburg Maas.

3248

Declassified E.O. 12356 Section 3.3/NND No. 785021

MINUTES OF MEETING HELD AT HQ ALLIED COMMISSION, ROME, BETWEEN REPRESENTATIVES OF ALLIED FORCE HQ, MILITARY RAILWAY SERVICE, ALLIED COMMISSION-ITALY, ALLIED COMMISSION-AUSTRIA, EUROPEAN COUNCIL INTERNAL TRANSPORT ORGANIZATION AND ITALIAN STATE RAILWAYS - 18 JULY 1945

PRESENT: Brigadier R.D. Waghorn, DMRS - Chairman.

AFHQ: Lt.Col. L.M. Cooper, G-4 (Mov & Tn)
Colonel C.H. Barnett, DD Tn (Br)
Major M.A. Renick, OCOT

MRS: Col. E.L. Parkes, DD Tn
Lt.Col. W.A.G. Suddaby, AD Tn (Operating)

AC -
Italy: Colonel C.W. Walton, Economic Section
Merritt H. Taylor, Director, Transportation S/C
Colonel M.B. Thomas, Deputy Director, Transportation S/C
Lt.Col. J. Baker, Movements Div., Transportation S/C
Lt.Col. C.H. Lindberg, Rail Div., Transportation S/C
Major A. Ping, Rail Div., Transportation S/C

AC -
Austria:
C.G.W. Cordon, Director, Transport Div.-Br. Element

ECITO: M. Jean Levy, Chairman of Executive Council
Professor Hondelink, Director General
J. Kahane, Secretary General

ISR: Giulio Palmieri, Chief of Service
Giacomo Polverari, Inspector - 1st Class

1. Brigadier Waghorn opened the meeting by introducing the three representatives of ECITO, M. Jean Levy, Chairman of the Executive Board; Professor Hondelink, Director General, and Mr. W.J. Kahane, Secretary General.

2. Mr. Levy then gave a brief outline of the objectives of ECITO, stating that the organization has two aims - relief for transport and transport for relief. Booklets giving details of the draft agreement for the Provisional Organization for European Inland Transport were distributed.

3. Professor Hondelink outlined the technical aspects of ECITO, stating the organization has at its head a Council on which

Declassified E.O. 12356 Section 3.3/NND No. 785021

Lt.Col. W.A.C. Suddaby, AD Tn (Operating)

AC -
Italy: Colonel C.W. Walton, Economic Section
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3. Professor Mondelink outlined the technical aspects of ECITO, stating the organization has at its head a Council on which the member governments are represented; the Council meets two or three times a year for the discussion of broad policy; the governments of the United Kingdom, United States, France, Belgium, the Netherlands, Luxembourg, and Norway are members. Day-to-day policy is entrusted to the Executive Board of five members, who, at present, are nominated by the following governments: United States, United Kingdom, France, Belgium, and the Netherlands. Regional offices have so far been established on the continent in Paris, Brussels, and the Hague. The agreement lays down that ECITO treats with the European member governments of Western Europe, and with the occupation authorities in occupied countries; Italy and other countries which desire the assistance of this organization may be included at the appropriate time.

51

Declassified E.O. 12356 Section 3.3/NND No. 185021

4. In reply to a question regarding the status of Switzerland, Professor Hondelink stated when ECITO was established Switzerland was a neutral country and therefore did not become a member of the organization; necessary contacts with Switzerland will, however, be made.

5. The principal tasks of ECITO are: 1) to assist member governments in procurement of transport equipment, either from newly manufactured equipment in countries of member governments or from army surplus and restoration of transport equipment removed by the enemy, and 2) to re-establish to the fullest possible extent thru working arrangements, particularly for railroads and inland waterways.

6. In Germany, only zones occupied by nations who are members of ECITO would be covered. If Austria is to be zoned in the same manner, the same procedure would be carried out in that country.

7. Regarding restoration of rolling stock to rightful owners, it was agreed that "sorting out" rail wagons at this time would upset the movement of supplies and delay transport. A preliminary census of equipment might be taken in each country now to ascertain the general position; this would be of assistance to ECITO in preparing for a European census. The preliminary census should give information on three essentials: number, type, and ownership of rolling stock. ISR was encouraged to make this census now in order to provide information as to the position of Italy.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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DISTRIBUTION:

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I.S.R.	(6)

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File
Spec
ECITO
Spaes

MINUTES OF MEETING HELD AT HQ ALLIED COMMISSION, ROME, BETWEEN REPRESENTATIVES OF ALLIED FORCE HQ, MILITARY RAILWAY SERVICE, ALLIED COMMISSION-ITALY, ALLIED COMMISSION-AUSTRIA, EUROPEAN COUNCIL INTERNAL TRANSPORT ORGANIZATION AND ITALIAN STATE RAILWAYS - 18 JUNE 1945

PRESENT: Brigadier P.D. Waghorn, DMRS - Chairman.

AFHQ: Lt.Col. L.M. Cooper, G-4 (Mov & Tn)
Colonel C.H. Barnett, DD Tn (Br)
Major M.A. Renick, OCOT

MRS: Col. E.L. Parkes, DD Tn
Lt.Col. W.A.G. Suddaby, AD Tn (Operating)

AC - Italy: Colonel C.W. Walton, Economic Section
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Major A. Ping, Rail Div., Transportation S/C

AC - Austria:
C.G.W. Cordon, Director, Transport Div.-Br. Element

ECITO: M. Jean Levy, Chairman of Executive Council
Professor Hondelink, Director General
J. Kahane, Secretary General

ISR: Giulio Palmieri, Chief of Service
Giacomo Polverari, Inspector - 1st Class

1. Brigadier Waghorn opened the meeting by introducing the three representatives of ECITO, M. Jean Levy, Chairman of the Executive Board; Professor Hondelink, Director General, and Mr. W.J. Kahane, Secretary General.

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3. Professor Hondelink outlined the technical aspects of ECITO, stating the organization has at its head a Council on which

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Italy: Colonel O.W. Walton, Economic Section
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870/

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Declassified E.O. 12356 Section 3.3/NND No. 785021

MINUTES OF MEETING HELD AT HQ ALLIED COMMISSION, ROME, BETWEEN REPRESENTATIVES OF ALLIED FORCE HQ, MILITARY RAILWAY SERVICE, ALLIED COMMISSION-ITALY, ALLIED COMMISSION-AUSTRIA, EUROPEAN COUNCIL INTETNAL TRANSPORT ORGANIZATION AND ITALIAN STATE RAILWAYS - 18 JULY 1945

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
G-4 Division - Mov & Tn Branch (Rear)
No.1 APDC, LONDON. W.1.

SHAEF/3096/2/Mov/Rear 17 May 1945

SUBJECT: ECITO Reports

TO: Movements Division, Transportation Sub-Commission,
HQ Allied Commission, CMF.

1. Copies of our ECITO Reports Nos.19, 20 and 21 are forwarded for your information, as it is reported that these papers have previously been incorrectly addressed to you and may not have reached you.

For Chief, Mov & Tn Branch - G-4 Division:

for W.E. BLAKEY,
Brig

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SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
G-4 Division - Mov & Tn Branch (Rear)
No 1 APDC, London, W.1.

SHAEF/3096/Mov/Rear 21 Apr 45

SUBJECT:- Report on EGITO No 19

TO:- Chief, Mov & Tn Branch, SHAEF

1. There have been two meetings, one on 17 Apr 45 and one on 20 Apr 45, under the chairmanship of Sir CYRIL HURCOMB, attended by representatives of UK, USA, BELGIUM, FRANCE, LUXEMBOURG, NETHERLANDS and NORWAY to consider the setting up of a provisional organisation. After considerable discussion, it was agreed to submit a Draft Agreement to the Governments concerned; copy of this Draft Agreement is attached. It is hoped that approval may be given to the Draft Agreement and that a meeting will be held to sign it in about ten days' time.

2. The Draft Agreement in effect adopts as a basis of the provisional organisation, the terms of the Draft Agreement circulated in ETT/26 of 8 Dec 44, with certain modifications of wording, which are to be incorporated in a new draft by a Drafting Committee.

3. The members of the Russian Delegation will be notified of what has taken place.

W.E. Blakey

W.E. BLAKEY,
Brig

Ext: 687

Copies to:- Brig A.T. de RHE PHILIP, DQMG(M), AFHQ.
Tn Sub-Commission, HQ Allied Commission, ROME, CMF
R.J.M. INGLIS, Esq, Control Commission for GERMANY (British Element), Norfolk House, S.W.1.

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FOL 30

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Ext: 687

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Col P.D.G. BUCHANAN, Control Commission for GERMANY (British Element), Princes Gardens, S.W.7.
C.G.W. GORDON, Esq, Allied Control for AUSTRIA, St Paul's School, HAMMERSMITH.
Mov & Tn Branch, SHAEF (Main) (4 copies)
Brig B.M. CLARKE, G-5 Division, SHAEF (Main)

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COPY

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Informal Meeting of Certain Western Delegations

We circulate herewith a Draft Agreement between certain Governments which has formed the subject of discussions at Meetings of certain Western Delegations on April 17th and 20th, 1945.

A.A. EVANS } Joint
J. KEENE } Secretaries

Room 5104,
Berkeley Square House,
Berkeley Square, W.1.

20th April, 1945

- - - - - - - - - -

DRAFT AGREEMENT
(3rd Version)

The Governments whose duly authorised representatives have subscribed hereto, (hereinafter referred to as the Signatory Governments), being agreed that an European Central Inland Transport Organisation should be established at the earliest possible date for the purposes set out in the Draft Agreement annexed hereto (hereinafter referred to as the Draft Agreement), and being desirous of making provision for mutual co-operation in achieving these purposes in the territories in Continental Europe under their authority during such period as may elapse before the Organisation's establishment,

Have agreed as follows:-

1. The Signatory Governments hereby agree to bring the Draft Agreement provisionally into force between them in respect of the territories in Continental Europe under their authority.

2. In order to discharge in respect of the territories under their authority the functions to be exercised by the Executive Board in accordance with the Draft Agreement, the Signatory Governments hereby agree to establish forthwith a Provisional Executive for Inland Transport. A Council as provided by the Draft Agreement shall also be provisionally established.

3. The Provisional Executive shall consist initially of five

Declassified E.O. 12356 Section 3.3/NND No. 785021

20th April, 1945

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3. The Provisional Executive shall consist initially of five members who shall be appointed by the Provisional Council and shall include one member nominated by each of the Governments of the French Republic, of the United Kingdom and of the United States of America. The Provisional Council, at any time after the accession of a new Signatory Government, may review these appointments and shall have power, if it thinks it desirable to do so, to make further appointments, not exceeding two in number.

4. Any Signatory Government may withdraw from this Agreement at any time, such withdrawal to take effect at the expiry of three months from the date of the notification in writing of its intention to withdraw to each of the other Signatory Governments. This Agreement shall, in any case, cease to have effect from the date when the Organisation provided for in the Draft Agreement is established.

3242

5. A Provisional Council may invite any other interested Government to accede to this Agreement, and upon accession such Governments shall become, for the purpose of this Agreement, a Signatory Government.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
G-4 Division - Mov & Tn Branch (Rear)
No 1 AFDC, London, W.1.

SHAEF/3096/Mov/Rear

2 May 45

SUBJECT:- Report on EOTC No 20

TO:- Chief, Mov & Tn Branch, SHAEF

1. A further meeting was held yesterday under the chairmanship of Sir CYRIL HURCOMB, attended by the representatives of the countries mentioned in my previous Report. Agreement was reached as to the setting up of a provisional organisation on the lines of the Draft Agreement, subject to certain amendments in the wording of the Draft Agreement circulated with For 30 EIT/26 of Dec 44.

2. Arrangements were made for a meeting to be held at 1130 hours on Tue, 8 May 45 for the Draft Agreement to be signed.

W.E. BLAKEY,
Brig

Ext: 687

Copies to:- Brig A.T. de RHE PHILIP, DQMG(M), AFHQ.
Tn Sub-Commission, HQ Allied Commission, ROME, CMF
R.J.M. INGLIS, Esq, Control Commission for GERMANY (British Element), Norfolk House, S.W.1.
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Brig H.M. CLARKE, G-5 Division, SHAEF (Main)

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SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
G-4 Division - Mov & Tn Branch (Rear)
No 2 AEDC, London, W.1.

SHAEF/3096/Mov/Rear

9 May 45

SUBJECT:- Report on ECITO No 21

TO:- Chief, Mov & Tn Branch, SHAEF

1. The Agreement for a Provisional Organisation for European Central Inland Transport was signed yesterday by the representatives of the Governments of the UK, USA, FRANCE, BELGIUM, NETHERLANDS, NORWAY and LUXEMBOURG.

2. After the signing of the document the Provisional Council held its first meeting and elected its Chairman. The initial constitution of the Council is as follows:-

UK - Mr P. NOEL BAKER
USA - Mr HAWKINS
FRANCE - M. MASSIGLI
BELGIUM - Viscount OBERT DE THIEUSIES
NETHERLANDS - Dr W. HUENDER
NORWAY - M. THOR BROILTKORB
LUXEMBOURG - Mr A.J. CLASEN

The principal business of the first meeting was the nomination of the Provisional Executive, which is as follows:-

UK - Mr V.M. BARRINGTON WARD
USA - Gen CHARLES D. YOUNG
FRANCE - M. JEAN LEVY
BELGIUM - M. C.E. GISCHLER
NETHERLANDS - M. PAUL DE GROOT

3. The Provisional Executive will hold its first meeting as soon as the members are available, which is expected to be in the course of the next week or ten days.

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. The Agreement for a Provisional Organisation for European Central Inland Transport was signed yesterday by the representatives of the Governments of the UK, USA, FRANCE, BELGIUM, NETHERLANDS, NORWAY and LUXEMBOURG.

2. After the signing of the document the Provisional Council held its first meeting and elected its Chairman. The initial constitution of the Council is as follows:-

UK - Mr P. NOEL BAKER
USA - Mr HAWKINS
FRANCE - M. MASSIGLI
BELGIUM - Viscount OBERT DE THIEUSIES
NETHERLANDS - Dr W. HUENDER
NORWAY - M. THOR BRODTKORB
LUXEMBOURG - Mr A.J. OLASEN

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W.E. BLAKEY,
Brig

Ext: 687

Copies to:- Brig A.T. de RHE PHILIP, DQMG(M), AFHQ; Tn Sub-Commission, HQ Allied Commission, ROME, CMF
R.J.M. INGLIS, Esq, Control Commission for GERMANY (British Element), Norfolk House, S.W.1.
Col P.D.G. BUCHANAN, Control Commission for GERMANY (British Element), Princes Gardens, S.W.7.
C.G.W. GORDON, Esq, Allied Control for AUSTRIA, St Paul's School, HAMMERSMITH.
Mov & Tn Branch, SHAEF (Main) (4 copies)
Brig B.M. CLARKE, G-5 Division, SHAEF (Main).

3240

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785021

0619

Declassified E.O. 12356 Section 3.3/NND No. 185021

EET/32

CONFERENCE ON EUROPEAN INLAND TRANSPORT.

Amendments submitted by the United States Delegation.

We circulate below an amendment to Article VIII paragraph 13, of the draft Agreement submitted by the United States Delegation with regard to the immunities of the Organisation and its staff.

A.A. IVES) Joint
J. LEHAIE) Secretaries

Berkeley Square House,
LONDON, W.1.
10th April, 1945.

ARTICLE VIII, paragraph 13.

Substitute the following:

"The Organisation shall possess international personality and legal capacity. The members of the Organisation shall accord to the Organisation the privileges, immunities, exemptions and facilities which they accord to each other, including, in particular (a) immunity from every form of legal process; (b) exemption from taxation the customs duties; and (c) inviolability of premises occupied by, and of the archives and communications of, the Organisation.

The members of the Organisation shall accord diplomatic privileges and immunities to persons appointed by other members as to their representatives in or to the Organisation, and to the higher officials of the Organisation not being their own nationals. They shall accord to all officials and employees of the Organisation (a) immunity from suit and legal process relating to acts performed by them in their official capacity; (b) exemption from taxation of their official salaries and emoluments; and, in general, (c) such privileges, exemptions and facilities as they accord under similar circumstances to officials and employees of foreign governments."

CONFERENCE ON EUROPEAN INLAND TRANSPORT

EIT/31

TRAFFIC ON INLAND WATERWAYS

We circulate herewith the draft of an optional annex on traffic on inland waterways submitted by the Belgian, French and Netherlands Delegations. This text replaces EIT/25.

A.L.EVANS

J. KAHANE

Berkeley Square House,
Berkeley Square,
London, W.1.

13th April, 1945.

ANNEX

Article I - Every Member-Government signatory hereto undertakes to establish its machinery necessary for the fulfilment of the obligations imposed in paragraphs 5 and 6 of Article VIII of the main Agreement and to appoint persons or organisations that are entitled to treat with the Organisation on questions of this nature.

Article II - The Government signatory hereto, taking into account the geographical, technical and other peculiarities connected with traffic on inland waterways and the needs of each of them in these respects will form committees of experts to be consulted by the chief officer on questions of traffic on inland waterways within the various areas of such traffic.

Article III - For each shipping area concerned in Continental Europe, the allocation of inland shipping and, if necessary, shipping space for carrying approved programmes of traffic of common concern will be determined from time to time by the organisation in agreement with the Governments concerned. In determining this allocation, due account shall be taken of the particulars of the vessel, its equipment and crew and of its normal traffic.

Article IV —The terms of remuneration to be paid by the users of inland vessels for traffic of common concern shall be worked out by the Organisation in agreement with the Governments and/or the authorities concerned on a fair and reasonable basis in such a manner as to give effect to the following two principles:

a) inland vessels of all flags performing the same services should receive the same freights;

b) freights with reference to paragraph 11 of Article VII

Declassified E.O. 12356 Section 3.3/NND No. 785021

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a) inland vessels of all flags performing the same services should receive the same freights;

b) freights with reference to paragraph 11 of Article VII shall be calculated on such basis as to include, after providing for depreciation of the ship, a reasonable margin of profit.

3238

Declassified E.O. 12356 Section 3.3/NND No. 785021

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Informal Meeting of Certain Western Delegations.

We circulate herewith a Draft Agreement between certain Governments submitted by the Delegations of France, the United Kingdom and the United States as amended by the informal meeting of certain Western Delegations held on 17th April, 1945.

Room 5104,
Berkeley Square House,
Berkeley Square, W.1.

A.A. EVANS
J. ELKANE
} Joint Secretaries

18th April, 1945.

DRAFT AGREEMENT

The Governments whose duly authorised representatives have subscribed hereto, (hereinafter referred to as the Signatory Governments), being agreed that an European Central Inland Transport Organisation should be established at the earliest possible date for the purposes set out in the Draft Agreement annexed hereto (hereinafter referred to as the Draft Agreement), and being desirous of making provision for mutual co-operation in achieving these purposes in the territories in Continental Europe under their authority during such period as may elapse before the Organisation's establishment:-

Have agreed as follows:-

1. The Signatory Governments hereby agree to bring the Draft Agreement provisionally into force between them in respect of the territories in Continental Europe under their authority.

2. In order to discharge in respect of the territories under their authority the functions to be exercised in accordance with the Draft Agreement by the Executive Board, the Signatory Governments hereby agree to establish forthwith a Provisional Executive for Inland Transport. A Council as provided by the Draft Agreement shall also be provisionally established.

3. The Provisional Executive shall consist of four members who shall be appointed by the Provisional Council and shall include one member nominated by each of the Governments of the French Republic, of the United Kingdom and of the United States of America.

4. Any Signatory Government may withdraw from this Agreement at any time, such withdrawal to take effect at the expiry of one month from the date of notification of its intention to withdraw to each of the other Signatory Governments. This Agreement shall, in any case, cease to have effect from the date when the

Declassified E.O. 12356 Section 3.3/NND No. 785021

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3237

Declassified E.O. 12356 Section 3.3/NND No. 785021

17.4.45.

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Note of the first informal Meeting of certain Western Delegations held at the Ministry of War Transport on 17th April, 1945, at 4 p.m.

PRESENT:

Chairman - Sir Cyril Hurcomb

BELGIUM

Viscount Obert de Thieusies
M. Van de Putte

FRANCE

Commandant H.M.E. Mathe
M.O. Wormser

LUXEMBURG

M.P. Elvinger

NETHERLANDS

Dr. W. Huender
M.C. Gischler

NORWAY

M. Acke Ording
M. Peter Simonsen
M. Thor Broatkaab
M. Knut Wearum
M. Gunnar Kavli

UNITED KINGDOM

Mr. W.G. Weston
Mr. C.A. Birtchnell
Mr. N.J.A. Cheetham
Capt. R.S.L. Baker

UNITED STATES OF AMERICA

Miss Helen Hoats
Mr. John M. Allison

OBSERVER

Prof. M.R. Hondelink
(Chairman of T.A.C.I.T.)

SECRETARIAT OF THE CONFERENCE

Mr. A.A. Evans
Mr. J. Kahane

---

1. PROPOSAL FOR ESTABLISHING A PROVISIONAL EXECUTIVE.

THE CHAIRMAN said that he had written to the Governments represented at the Meeting explaining that the United Kingdom, United States and French Governments had been considering how best to make progress. It had unfortunately not yet proved possible to establish a European Central Inland Transport Organisation, but it was essential to take some action in the sphere of military responsibility of the Western European and Mediterranean Commands. He had, therefore, invited other Delegations to consider whether it would be possible to put the draft Agreement provisionally into effect in that area. If this were accepted, it would be possible to draft an agreement to that effect and annex to it the former draft Agreement concerning the establishment of E.C.I.T.O. with such amendments to it as had already been, or might be, agreed. He realised that Delegates would wish to have time to submit the matter to their Governments, but thought it might be useful in the meantime to discuss whether the proposed procedure was appropriate.

Declassified E.O. 12356 Section 3.3/NND No. 785021

LUXEMBURG

M.P. Elvinger

NETHERLANDS

Dr. W. Huender
M.C. Gischler

NORWAY

M. Acke Oreding
M. Peter Simonsen
M. Thor Brodtkorb
M. Knut Waarum
M. Gunnar Kavli

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MR. ALLISON (U.S.A.) agreed that it was desirable to take early action and approved the procedure proposed. He was anxious to hear the views of other Delegations.

COMM. MATHE (France) said that his Government agreed in principle. M. Levy was expected on Thursday and he hoped that further discussions could take place after his arrival.

DR. HUENDER (Netherlands) said the Netherlands Government was in favour of starting the machinery embodying the principles of the draft agreement at the earliest possible moment.

M. ORDING (Norway) thought it was desirable to set up a provisional body, but would have to seek instructions from his Government.

5236

Declassified E.O. 12356 Section 3.3/NND No. 785021

VISCOUNT OBERT DE THIEUSIES (Belgium) thought that there would be no objection to the proposal on behalf of his Government, but he would have to seek instructions. He would like to have further details.

2. DRAFT AGREEMENT TO ESTABLISH A PROVISIONAL EXECUTIVE.

The Meeting considered the text of a draft agreement to set up a provisional Executive submitted by the Delegations of France, the United Kingdom and the United States, which was distributed at this juncture.

THE CHAIRMAN suggested that the text should be examined tentatively with a view to a further discussion, perhaps on Friday, 20th April.

3. PREAMBLE.

The Meeting approved the Preamble

4. ARTICLE 1.

The Meeting approved Article 1.

5. ARTICLE 2.

THE CHAIRMAN suggested that in order to avoid using the wording intended for the actual Organisation, and to emphasize the provisional character of the proposed Executive, the expression "Executive Board" should be avoided and the terms "Provisional Executive" be used.

MISS MOATS (U.S.A.) agreed.

MR. BIRTCHNELL (United Kingdom) suggested that the words "imposed in the Draft Agreement upon" should be replaced by the words "to be exercised in accordance with the Draft Agreement by".

The Meeting agreed Article 2, as amended.

6. ARTICLE 3.

The Meeting agreed to omit the word "Board" in the first line.

DR. HUBNER (Netherlands) pointed out that the Executive consisted of four members out of a total membership of seven Governments and suggested that the Executive Board be cut out, their task being carried out by the Council. He did not consider that a delegation of power by seven Governments to four was desirable or logical in a temporary body. As the proposed Executive was dealing with Western Europe only, it was most important that they should all work together.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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THE CHAIRMAN pointed out that the Provisional Agreement would cover a smaller area than the Organisation as a whole. The Council had been thought necessary in order that there should be a Ministerial body to which the Executive Board, which would be in constant session, could refer. The first question was to consider whether this principle was right.

DR. HUBNER (Netherlands) thought there was no real need for a court of appeal and re-iterated his proposal to eliminate the Executive Board.

THE CHAIRMAN asked whether if the membership of the Board were increased to seven the countries in Eastern Europe would not consider that the Western countries had jumped a claim by filling all the vacancies on the Board.

. . .

Declassified E.O. 12356 Section 3.3/NND No. 785021

DR. HUNDER (Netherlands) thought that when the Organisation was set up, new nominations would in any case have to be made. In the meantime the Council could take over the work of the Board, which could then be dispensed with.

COL. PETER (France) pointed out that the members of the Executive Board were experts, whereas the members of the Council represented their Governments. He thought it was necessary that there should be a body of experts to direct the work.

DR. HUNDER (Netherlands) agreed that an expert technical body was needed, and therefore altered his proposal and suggested that there should be an Executive Board of seven members, but no Council.

MR. WESTON (U.K.) pointed out that the Council was there to resolve difficulties between Governments, whereas the Executive Board performed an intermediate function and was there to guide the Director General and to deal with day to day questions. He thought that when the Organisation was set up some Governments might not wish to withdraw their representatives to make room for others.

DR. HUNDER (Netherlands) thought that it would be out of the question for members of the Provisional Executive to insist on carrying out their duties in a new body.

M. GISCHLER (Netherlands) thought that the preponderance of three great powers in a matter of international traffic on the Continent might prejudice the future Organisation.

COL. PETER (France) pointed out that the people who would be on the Council would be those who would be informed of the broad policies governing the work of the Organisation. In its absence the members of the Executive, when it needed guidance on policy would have to refer to their several Governments.

VISCOUNT CHARLES DE MERODE (Belgium) agreed with the Netherlands Delegate. He thought that the Executive Board was necessary in a full organisation, but if the provisional Executive had its action restricted to the Western countries, whose interests were so much alike, he thought that there would be a bad psychological effect if the great powers were given a greater preponderance than in the future Organisation itself.

MR. BRODTKORB (Norway) thought it unnecessary for seven Governments to delegate power to fear of them. He would consult his Government on the matter.

THE CHAIRMAN asked whether the Meeting agreed that it was necessary to have an Executive Board as well as a Council on the ground that the Board might have to refer back to a body where policy could be discussed.

MISS LOMAS (U.S.A.) said that at first thought she was inclined to agree

Declassified E.O. 12356 Section 3.3/NND No. 785021

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COMTE JACKE (France) pointed out that the people who would be on the Council would be those who would be in charge of the broad policies governing the work of the Organisation. In its absence the members of the Executive, when it needed guidance on policy would have to refer to their several Governments.

VISCOUNT CHARLES DE VILLEGAS (Belgium) agreed with the Netherlands Delegate. He thought that the Executive Board was necessary in a full organisation, but if the provisional Executive had its action restricted to the Western countries, whose interests were so much alike, he thought that there would be a bad psychological effect if the great powers were given a greater preponderance than in the future Organisation itself.

MR. BRODTKORB (Norway) thought it unnecessary for seven Governments to delegate power to four of them. He would consult his Government on the matter.

THE CHAIRMAN asked whether the Meeting agreed that it was necessary to have an Executive Board as well as a Council on the ground that the Board might have to refer back to a body where policy could be discussed.

MISS BOOTH (U.S.A.) said that on first thoughts she was inclined to agree with Dr. Huender's argument, but on further reflection she had been convinced that there was a difference in function between the Council and Executive Board, and that both bodies were needed.

DR. HUENDER (Netherlands) said that the answer to the question whether both bodies were needed was one of the duration of this provisional organisation. If this were to last for only three months there would be no need for the two bodies. If, however, a long period should elapse before E.C.I.T.O. could be set up in its complete form, then both the Council and the Executive Board might be needed.

THE CHAIRMAN said that the duration of the life of the provisional organisation was unpredictable, and that plans must provide for the possibility of a longish duration.

M. WORLNER (France) said that if the provisional organisation were to have a longish life, the time might well arise when it would wish to invite a neutral Government to become a member. In such a case it would be most useful to have both a Council and an Executive Board.

3235

Declassified E.O. 12356 Section 3.3/NND No. 785021

M. SIEGHSEN (Norway) thought that at first sight he preferred only one body.

VISCOUNT OBERT de THIEUSIES (Belgium) said that it had been argued that a second body such as the Council was needed, possibly to decide on urgent matters of policy for which guidance was required by the Executive. However, he felt that the character of urgency would be lost if any such reference had to be made to a Council.

MR. WESTON (U.K.) emphasised the importance of the point which M. Wormser had raised regarding the possible extension of membership. This might happen not only through neutrals joining, but through other Governments e.g. Greece. The Meeting should aim at a body which could expand easily and not limit itself by dependence on an absolutely clear breach between the provisional Organisation and E.C.I.T.O. in its complete form.

M. SIEGHSEN (Norway) while agreeing with Mr. Weston's general argument, feared that the present proposal would make a bad impression as two out of the four members of the Executive represented Governments whose territories lay outside the area of the Organisation.

MR. WESTON (U.K.) replied that during the period envisaged these two Governments, namely the U.S.A. and the U.K., would probably control very large parts of Continental Europe.

MR. CHEETHAM (U.K.) said that the Meeting should also envisage the possibility that the Government of Denmark could join the provisional Organisation.

THE CHAIRMAN summed up by saying that some delegates felt that, contrary to the proposal put before them, it would be sufficient to have one single governing body, which should consist of one representative for each signatory Government. The discussion could not be carried any further at this stage, and should be resumed at the next meeting on Friday.

7. ARTICLE 4.

At the suggestion of Commandant MATHE (France) and Dr. HUENDER (Netherlands), it was agreed to substitute in the first line of Article 4 "withdraw from" for "determine", and in line 3 "its intention to withdraw" for "determination".

DR. HUENDER (Netherlands) said that in order to ensure the continuity of the Organisation it would be greatly preferable to extend the period at the expiry of which withdrawal would become effective.

THE CHAIRMAN expressed his sympathy with this view, but explained that the text as submitted would make it easier for certain Governments to accede to the proposals.

VISCOUNT OBERT de THIEUSIES (Belgium) strongly supported Dr. Huender's argument.

At the suggestion of the Chairman the delegates agreed to ask their [illegible] whether a three months period instead of

Declassified E.O. 12356 Section 3.3/NND No. 785021

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THE CHAIRMAN expressed his sympathy with this view, but explained that the text as submitted would make it easier for certain Governments to accede to the proposals.

VISCOUNT OBERT de THIEUSIES (Belgium) strongly supported Dr. Huender's argument.

At the suggestion of the Chairman the delegates agreed to ask their Governments whether a three months period instead of the one month's period would be acceptable.

8. CONSIDERATION OF AMENDMENTS TO DRAFT AGREEMENT (EIT/28).

THE CHAIRMAN invited the meeting to consider the amendments to the draft Agreement for the establishment of E.C.I.T.O.(EIT/26) which had been circulated as EIT/28. The amendments with the figures (1) or (2) against them had already been discussed and approved by earlier informal meetings. Those marked (3) and (4) called for consideration.

9. PREAMBLE, 9th LINE.

The MEETING agreed to substitute the word "movement" for "control".

10. ARTICLE I, 3rd LINE.

The MEETING agreed to add after the word "Organisation", the words "which shall act in accordance with the provisions of the following Articles".

Declassified E.O. 12356 Section 3.3/NND No. 785021

11. ARTICLE VII. Paragraph 1. 3rd Line.

The MEETING considered the proposal to substitute the words "affecting international traffic" for the words "of transport".

M. GIESCHEN (Netherlands) appreciated the fact that this and other amendments of the same nature were intended to ensure that the Organisation should not interfere unduly with internal movements, but devote itself mainly to international traffic. If, however, this term was introduced, he suggested that it should be defined. For instance, were imports by sea to any country regarded as international traffic? Were imports into Germany national or international? Would movements along the Rhine within Germany be considered as international traffic when carried in non-German inland vessels? He suggested that the expression "traffic of international character" might be used.

MR. WESTON (U.K.) pointed out that in the operative clauses reference was always made to "traffic of common concern" which had been defined.

DR. HUENDER (Netherlands) thought that "traffic of common concern" was in many cases too limitative.

THE CHAIRMAN suggested that the point made should be re-considered as a matter of drafting.

The MEETING deferred consideration of this amendment.

12. ARTICLE VII. Paragraph 9. 3rd and 4th Lines.

The MEETING agreed to substitute for the words "supplies, stores or persons", the words "traffic of common concern".

13. ARTICLE VII. Paragraph 11.

The MEETING agreed to defer consideration of this amendment.

14. ARTICLE VII. Paragraph 14.

The MEETING considered an amendment to delete the last sentence and to insert a new paragraph following Paragraph 15 consisting of the same sentence but beginning with the words "In carrying out the functions referred to in Paragraphs 14 and 15, the Organisation .....".

MISS MEANS (U.S.A.) suggested inserting the proposed new paragraph after Paragraph 16 instead of 15 so that it would refer to roads as well as to railways and waterways.

DR. HUENDER (Netherlands) could not accept the proposed amendment, as it

Declassified E.O. 12356 Section 3.3/NND No. 785021

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The MEETING deferred consideration of this amendment.

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13. ARTICLE VII, Paragraph 11.

The MEETING agreed to defer consideration of this amendment.

14. ARTICLE VII, Paragraph 14.

The MEETING considered an amendment to delete the last sentence and to insert a new paragraph following Paragraph 15 consisting of the same sentence but beginning with the words "In carrying out the functions referred to in Paragraphs 14 and 15, the Organisation .....".

MISS MOATS (U.S.A.) suggested inserting the proposed new paragraph after Paragraph 16 instead of 15 so that it would refer to roads as well as to railways and waterways.

DR. HUBRDER (Netherlands) could not accept the proposed amendment, as it involved the Organisation making use of conventions in force between member Governments affecting international waterways. The existing text, though illogical, had been agreed by the Netherlands Government because they realised that E.C.I.T.O. would have to make use of the various railway organisations but they did not wish this provision extended to waterways, as they thought that all negotiations affecting international conventions on waterways should be conducted through diplomatic channels.

THE CHAIRMAN asked whether the Netherlands Delegation considered that existing agreements on waterways should be observed and used.

DR. HUBRDER (Netherlands) replied in the negative, as he thought that the action of the Organisation in respect of waterways should take place within the framework of Paragraph 15.

VISCOUNT OBERT de THIEUSIES (Belgium) agreed with the Netherlands Delegation that any negotiations on international waterways' conventions should be conducted through diplomatic channels.

5232

Declassified E.O. 12356 Section 3.3/NND No. 785021

THE CHAIRMAN suggested that this matter had been been further discussed between the Belgian, French and Netherlands Delegations.

THE MEETING agreed.

15. ARTICLE VII, Paragraph 17.

THE CHAIRMAN pointed out that objection had been taken to the somewhat vague phraseology used at the end of this paragraph in referring to the "interests of the social and economic progress of Europe and of the general well-being of the Nations" and it was suggested that these words should be replaced by the words "in the interests of international traffic generally".

THE MEETING reserved this point for further consideration.

16. ARTICLE VIII, Paragraph 6.

THE MEETING considered a proposal to substitute for the first three lines: "Every member Government undertakes to give priority to traffic of common concern in allocating inland vessels suitable for this traffic and under its control in Continental Europe in accordance .....".

DR. MUELLER (Netherlands) said the Netherlands Government could not agree to this amendment.

M. GISCHLER (Netherlands) explained that the amendment altered the scope of the additional annexe which was submitted for further discussion (EIT/31). It would be necessary for the Organisation to have some say in the allocation of inland water tonnage concerned.

VISCOUNT OBERT de THIEUSIES (Belgium) had no objection to the proposed amendment.

THE CHAIRMAN suggested that the Belgian, French and Netherlands Governments should consider this point in connection with other matters referring to waterways with a view to ensuring that this paragraph of the Agreement was in line with the proposed annexe.

THE MEETING agreed.

17. ARTICLE VIII, Paragraph 13.

DR. WESTON (U.K.) explained that this amendment was intended to make it clear that the staff of the Organisation and the representatives to it should be given the necessary facilities to carry out their work in any particular country. The opportunity was also taken to make it clear that Governments should respect the exclusively international character of the staff.

MISS HOLMES (U.S.A.) submitted an alternative proposal which specified the privileges and immunities to be enjoyed by the Organisation and its staff.

Declassified E.O. 12356 Section 3.3/NND No. 785021

"Every Member Government undertakes to give priority to traffic of common concern in allocating inland vessels suitable for this traffic and under its control in Continental Europe in accordance .....".

DR. RUEGGER (Netherlands) said the Netherlands Government could not agree to this amendment.

M. GISCHLER (Netherlands) explained that the amendment altered the scope of the additional annex which was submitted for further discussion (EIT/1). It would be necessary for the Organisation to have some say in the allocation of inland water tonnage concerned.

VISCOUNT OBERT de THIEUSIES (Belgium) had no objection to the proposed amendment.

THE CHAIRMAN suggested that the Belgian, French and Netherlands Governments should consider this point in connection with other matters referring to waterways with a view to ensuring that this paragraph of the Agreement was in line with the proposed annex.

THE MEETING agreed.

17. ARTICLE VIII. Paragraph 13.

MR. WESTON (U.K.) explained that this amendment was intended to make it clear that the staff of the Organisation and the representatives to it should be given the necessary facilities to carry out their work in any particular country. The opportunity was also taken to make it clear that Governments should respect the exclusively international character of the staff.

MISS MOATS (U.S.A.) submitted an alternative proposal which specified the privileges and immunities to be enjoyed by the Organisation and its staff.

MR. CHEETHAM (U.K.) suggested that some points of the U.K. amendment could be absorbed into the U.S. proposal.

M. BRODTKORB (Norway) pointed out that there had been some difficulties in connection with the immunities to be granted to U.N.R.R.A. and suggested that in principle the Organisation should have the same immunities as those of other international institutions.

MISS MOATS (U.S.A.) stated that was the intention of the U.S. draft.

THE CHAIRMAN suggested that the American draft should be circulated and examined with a view to relating to privileges and immunities proposed to those granted to other international organisations in comparable cases.

THE MEETING agreed.

Declassified E.O. 12356 Section 3.3/NND No. 785021

18. ARTICLE XII, first line.

THE MEETING agreed to add the word "direct" before the word "inconsistency".

19. ARTICLE XII, fifth line.

THE MEETING considered the amendment to add after the words "to prevail" the following: "due respect being had to the provisions of Paragraph 14 of Article VII".

DR. HUENDER (Netherlands) had no objection to the reference to Paragraph 14 but would wish to re-consider the position if it was proposed to extend this provision to cover inland waterways.

THE MEETING deferred further consideration.

20. NETHERLANDS AMENDMENTS AND COMMENTS (EIT/30).

THE MEETING considered the amendments and comments submitted by the Netherlands Delegation and circulated as EIT/30.

21. ARTICLE III, paragraph 8

MR. WESTON (U.K.) said that there was a clear difference in the interpretation of the role of members of the Executive Board. He envisaged them not as delegates of Governments binding their Governments, but as members of an international Body. Whenever the Executive Board arrived at conclusions which affected a member Government, the Organisation would have to discuss with such a Government how the recommendations of the Executive Board could be implemented.

M. BRODTKORB (Norway) felt that it was not logical to allow voting by representatives who were not members of the Executive Board. The decisions should be those of the Executive Board and not of the Executive Board plus the Governments concerned.

VISCOUNT OBERT de THIEUSIES (Belgium) agreed with Dr. Huender that if a matter was sufficiently important for a member country to have a representative at the meeting of the Executive Board, then that representative should also be entitled to vote.

MR. WESTON (U.K.) stressed the fact that members of the Executive Board were not intended to be representatives of their Governments, and would not be able to bind their Governments. Under Dr. Huender's proposal a Government which was over-ruled in voting might well find itself in a worse position than under the present draft.

MISS MOATS (U.S.A.) supported Mr. Weston's point that members of the Executive Board were there as members of an international body and not as representatives of their Government.

DR. HUENDER (Netherlands) said that the Netherlands Government were not prepared to have their representative present at discussions concerning the interests of the Netherlands when such a representative would not have equal rights with others present. He was instructed by his Government not to sign the proposed agreement if

Declassified E.O. 12356 Section 3.3/NND No. 785021

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DR. HUENDER (Netherlands) said that the Netherlands Government were not prepared to have their representative present at discussions concerning the interests of the Netherlands when such a representative would not have equal rights with others present. He was instructed by his Government not to sign the proposed agreement if paragraph 8 of Article III were not altered.

M. GISCHLER (Netherlands) said there was precedent for their proposal in the Maritime Agreement.

M. WORMSER (France) agreed with the point made by Mr. Weston.

MR. WESTON (U.K.) hoped that Dr. Huender would explain to his Government the difference between the members of the Executive Board and the representatives of member Governments.

THE CHAIRMAN thought that the Netherlands representative was fighting for a shadow, since the vote of the representative would not have any practical effect: the Board would either agree with the representative or over-rule him. However, it was clear that this point must be reserved for the present and might, in fact, have to be put before the Main Conference.

3233

Declassified E.O. 12356 Section 3.3/NND No. 785021

22. ARTICLE X, paragraph 1, line 6.

M. GISCHLER (Netherlands) said that the proposal to delete the words "coastwise trade" was due to the fact that the present text might lead to misunderstandings and over-lapping between two organisations dealing with the same problem - E.C.I.T.O. and United Maritime Authority.

MR. WESTON (U.K.) said that the present draft was the result of consultations with the Norwegian and Netherlands Governments. U.M.A. would say what tonnage and what ships should be allocated to coastwise trade in a particular area, but U.M.A. would not be concerned with the direction of this trade. On the other hand, these coasting ships would make a contribution to the inland transport resources of the area concerned, and therefore should not be ignored by E.C.I.T.O.

M. SIDDONSEN (Norway) found the present draft acceptable, especially since the Executive Board could only make recommendations on this matter, but he had no particular objection to M. Gischler's proposal.

M. GISCHLER (Netherlands) said that the present text did raise difficulties of definition. He thought that any questions which arose would best be dealt with by discussion between E.C.I.T.O. and U.M.A.

At the suggestion of M. WORMSER (France) it was agreed to revert to this point at the next meeting.

23. USE OF PRIVATE ORGANISATIONS.

THE CHAIRMAN said that the Netherlands Delegation drew attention to the fact that E.C.I.T.O. in the execution of its task should see its way to use to the greatest possible extent useful organisations which are established by private enterprise for the distribution of products on the Continent of Europe, so as to avoid the building up of new organisations where existing ones could be used satisfactorily.

The Meeting took note of these observations, and decided that they should be recorded in the Minutes of the Meeting.

24. ARTICLE XIV, paragraph 6.

The Netherlands Delegation proposed to add to Article XIV, paragraph 6 a new sub-paragraph (v), reading "persons, goods or other traffic to be moved in, to and from Germany".

CAPT. BAKER (U.K.) proposed to omit the word "in".

M. GISCHLER (Netherlands) explained that much domestic traffic in Germany was carried by foreign vessels, and it was very desirable that the proposed European Transport Organisation should be able to concern itself with such a question.

MR. WESTON (U.K.) said that if a vessel went to Germany on any matter which concerned E.C.I.T.O., then E.C.I.T.O. might concern itself with further movements

Declassified E.O. 12356 Section 3.3/NND No. 785021

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MR. WESICK (U.K.) said that if a vessel went to Germany on any matter which concerned E.C.I.T.O., then E.C.I.T.O. might concern itself with further movements of this vessel. It was, however, difficult to see how E.C.I.T.O. could concern itself with the bulk of internal German traffic whenever this was not "traffic of common concern". Such traffic of common concern was, of course, covered by previous sections of this paragraph.

M. BRODTKORB (Norway) felt that the Netherlands point was either covered by the previous sections of this paragraph or had raised a question which went far beyond the scope of this Meeting.

VISCOUNT OBERT de THIEUSIES (Belgium) said that his Government would prefer to extend the influence of E.C.I.T.O. in Germany, and he therefore supported the Netherlands' proposal.

THE CHAIRMAN said that this was a big change to make at this stage. The delegates would no doubt, therefore, consult their Governments and consider the matter further at the next meeting.

Declassified E.O. 12356 Section 3.3/NND No. 785021

0640

Declassified E.O. 12356 Section 3.3/NND No. 185021

25. ARTICLE XIV, paragraph 9.

COMMANDANT MATHE (France) said that the French Delegation had proposed to add France to the list of Governments mentioned.

THE CHAIRMAN said that this proposal had been agreed by all.

THE MEETING approved the amendment.

26. NEXT MEETING.

It was agreed that the next meeting should take place on Friday, 20th April, at 3 p.m. at the Ministry of War Transport, Room 6042.

The meeting rose at 6.30 p.m.

3232

SECRET

SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
G-4 Division - Mov & Tn Branch (Rear)
No 1 APDC, London, W.1.

SHAEF/3096/Mov/Rear

6 Apr 45

SUBJECT:- Report on ECITO No 18

TO:- Chief, Mov & Tn Branch, SHAEF

1. There have been no formal meetings of any of the Committees since my last Report.

2. The hope expressed in my last Report that it might be possible to resume the conference within a short time has been somewhat damped by the further statement from the USSR Government that it is still their view that the conference should not be resumed until there is Polish representation which is satisfactory to them.

3. Some members of the Russian Delegation were given an opportunity of visiting FRANCE and BELGIUM and investigated various transport problems. The leader of the Delegation has expressed his satisfaction at the arrangements which were made and the opportunities which were afforded to them in FRANCE and BELGIUM.

W.E. BLAKEY,
Brig

Ext: 687

Copies to:- Brig A.T. de RHE PHILIP, DQMG(M), AFHQ
Tn Sub-Commission, HQ Allied Commission,
ROME, CMF.
R.J.M. INGLIS, Esq, Control Commission
for GERMANY (British Element), Norfolk
House, S.W.1.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Tn Sub-Commission, HQ Allied Commission, ROME, CMF.
R.J.M. INGLIS, Esq, Control Commission for GERMANY (British Element), Norfolk House, S.W.1.
Col P.D.G. BUCHANAN, Control Commission for GERMANY (British Element), Princes Gardens, S.W.7.
Col C.E.M. HERBERT, Allied Control for AUSTRIA, St Paul's School, HAMMERSMITH.
Mov & Tn Branch, SHAEF (Main) (4 copies)
Brig B.M. CLARKE, G-5 Division, SHAEF (Main)

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SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785021

E.I.T./30

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Amendments and comments submitted by the Netherlands Delegation

We circulate, for the information of Delegates to the Conference, the text of amendments and comments submitted by the Netherlands Delegation.

References are to the text circulated as E.I.T./26.

A.A. Evans } Joint
J. Kahane } Secretaries

10th April, 1945.
Berkeley Square House, W.1.
Room 5104 (Abbey 7711, Extension 2576 & 3554)

I. ARTICLE III, Paragraph 8.

The Netherlands Delegation is to point out that Article III paragraph 8. in its proposed form (EIT/26) is unacceptable for t Netherlands Government. The exclusion of the right of vote for non-members of the Executive Board, taking part in discussions on questions concerning their interest, leads to accepting the principle that such non-members abandon beforehand and in principle their right to vote on matters regarding their own, immediate concern.

The Netherlands Delegation proposes that Article III, paragraph 8, should read:

> "Each time any important question is discussed concerning the interests of a member Government, its representative shall be entitled to take part in the discussion with the right of vote".

The Netherlands Delegation wishes to make it clear, however, that the Netherlands Government do not wish to see that the interpretation of the term "concerning the interests of a member-government" should lead to the meetings of the Executive Board becoming a copy of the meetings of the Council. It should therefore be accepted as a common policy that the presence of a member-government of ECITO at sessions of the Executive Board on the basis of Article III, paragraph 8, should be limited to "the immediate interests" of such a member-government.

Declassified E.O. 12356 Section 3.3/NND No. 185021

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II. ARTICLE X, Paragraph 1, line 6.

Delete the words: "in coastwise trade".

This amendment is proposed to make it clear that seagoing shipping used in coastwise trade will be covered by the stipulations contained in the Agreement of August 5th, 1944 concerning the continuance of co-ordinated control of merchant shipping.

III. The Netherlands Delegation is to draw the attention to the fact that ECITO in the execution of its task should see its way to use to the greatest possible extent useful organisations which have been established by private enterprise for the distribution of their products on the Continent of Europe, so as to avoid the building up of new organisations where existing ones can be used satisfactorily.

Declassified E.O. 12356 Section 3.3/NND No. 785021

If this view is shared by the other delegations it might be recorded in the minutes of the meeting where this document will be discussed.

IV. ARTICLE XIV, Paragraph 6.

The Netherlands Delegation proposes to add to Article XIV, paragraph 6, a new sub-paragraph (v), reading:

"persons, goods or other traffic to be moved in, to and from Germany".

This amendment will bring ECITO in a position to offer its co-ordinating and supervising services with regard to all such traffic.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

EIT/29

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Staff Arrangements for the European Central Inland Transport Organisation

Memorandum by Professor Hondelink, submitted at the Chairman's request

1. PURPOSE OF THE MEMORANDUM.

This memorandum is intended to submit, for the consideration of Delegations, certain principles which might be expected to govern the action of the chief officer of the Organisation in recruiting staff and setting up the administrative and technical services required.

2. INTERNATIONAL STATUS OF THE STAFF.

The responsibilities of the staff of the Organisation should be exclusively international in character. Members of the staff should, on appointment, make a solemn declaration that they will not seek or receive instructions in regard to the discharge of their responsibilities from any authority external to the Organisation. Member Governments would recognise it to be their duty to respect fully the international character of the responsibilities of the chief officer and staff and should not seek to influence any of their nationals in the discharge of such responsibilities.

3. INTERNATIONAL COMPOSITION OF STAFF.

It follows from the above that the staff should be selected for their personal, technical and administrative qualifications for their posts without consideration of their nationality. In principle, the nationals of any of the member Governments should be eligible for appointment to any post provided they had the required qualifications. Nevertheless, the chief officer will bear in mind the desirability of ensuring that the staff is drawn from among the nationals of as many member Governments as possible and of avoiding any undue preponderance on the staff of the Organisation of the nationals of any member Government. The international character of the staff should extend to headquarters, regional and local staffs and to any Missions which may be required to visit any territories away from headquarters.

A minor exception to the above principle may arise out of the necessity of recruiting the lower categories of staff, including clerical staff, messengers, cleaners, etc. locally for each of the offices of the Organisation. As a result, they will be predominately nationals of the country concerned.

4. PROGRESSIVE RECRUITMENT OF STAFF.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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A minor exception to the above principle may arise out of the necessity of recruiting the lower categories of staff, including clerical staff, messengers, cleaners, etc. locally for each of the offices of the Organisation. As a result, they will be predominately nationals of the country concerned.

4. PROGRESSIVE RECRUITMENT OF STAFF.

As the work of the Organisation may start on a modest scale but may grow with new needs, recruitment should be gradual and timed to the needs of member Governments and of the Organisation. The chief officer, in making his early appointments, should bear in mind the fact that the territories of several potential member Governments are not yet liberated and will seek to avoid prejudicing the opportunities of the nationals of such countries.

5. SUBMISSION TO EXECUTIVE BOARD. 3229

In accordance with Article III, Paragraph 7, of the draft Agreement, the staff is to be appointed subject to the approval of the Executive Board, taking into account the exigencies of the

Declassified E.O. 12356 Section 3.3/NND No. 785021

various branches of transport concerned. It has been suggested that the Executive Board should be invited to agree that this approval would only be required for staff of the rank of chiefs of sections or above. The approval of the Executive Board should also be sought to the general organisation chart and to the scales of salaries.

6. REMUNERATION.

It is desirable that there should be as much uniformity as possible in the scales of remuneration and conditions of employment for the staff of the various international institutions which may be working during the emergency period. It is therefore suggested that the chief officer should consult with existing international institutions on this matter with a view to obtaining the benefit of their experience. In principle, it is suggested that international staffs should receive the same basic salaries wherever they may be employed and thus be interchangeable between the various offices of the Organisation. Nevertheless, consideration may in certain cases have to be given to the grant of additional cost-of-living allowances for staff employed in places where exceptionally high costs have to be incurred by them in connection with the ordinary expenses of living. On the other hand, lower-grade locally-recruited staff would normally be paid in accordance with the rates of remuneration prevailing for similar employment in the country in which they are employed.

7. CONTINUITY OF EMPLOYMENT AND SOCIAL PROTECTION.

In view of the uncertain duration of the Organisation, the principle should be recognised that the staff recruited temporarily from national Government services or from transport or other administrations, national or international, with their consent, for the duration of the emergency period or for any lesser period should be guaranteed by their Governments or by the administrations concerned the right of reinstatement in their former positions without loss of promotion, superannuation and other benefits.

Similarly, the uncertain life of the Organisation makes the establishment of a pensions fund impracticable; consequently arrangements should be concluded between the Organisation and any other agencies concerned regarding the maintenance of pension or other social insurance rights, where such exist, for the staff engaged by the Organisation.

In cases in which the Organisation wishes to engage, on demobilisation or release from the Forces, personnel serving in the Forces of any of the United Nations who enjoy rights of reinstatement with their former employers in virtue either of

Declassified E.O. 12356 Section 3.3/NND No. 785021

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In cases in which the Organisation wishes to engage, on demobilisation or release from the Forces, personnel serving in the Forces of any of the United Nations who enjoy rights of reinstatement with their former employers in virtue either of national laws of of individual agreements, the Organisation should, if necessary with the assistance of the national Government concerned, obtain the consent of the former employers to the engagement of the persons concerned and their guarantee to reinstate them in their former posts without loss of promotion, superannuation and other benefits.

8. CONSULTANTS.

The principle should be established that, where appropriate, the Organisation would have recourse to the services of experts on a consultative or part-time basis.

9. IMMUNITIES.

It is provided in Article VIII, Paragraph 13, of the draft Agreement that every member Government should grant such facilities to members of the staff of the Organisation as are necessary

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

for the performance by the Organisation of its functions in accordance with Article VII. It is assumed that these facilities will include such immunities and privileges as are necessary and customary for the purpose on the same basis as those granted by member Governments to U.N.R.R.A., including all necessary facilities for travel on the business of the Organisation.

10. NUCLEUS OF STAFF.

It is assumed that the nucleus of the staff will initially be provided partly by those officials who have been serving of the Secretariat of the Technical Advisory Committee on Inland Transport and by some of the officials who have been working on the problems concerned with the Delegations of Allied Governments to that Committee who may be available for the purpose.

11. HEADQUARTERS AND LOCAL OFFICES.

When the Organisation is set up, it is suggested that the headquarters should initially be in London and that offices be established as required, subject to agreement of the Governments concerned, in Paris, Brussels, Luxembourg, Athens and Washington, at S.H.A.E.F. Transport H.Q. and in Italy.

47

EIT/28

CONFERENCE ON EUROPEAN INLAND TRANSPORT

We circulate below amendments proposed to the draft agreement concerning the establishment of an European Central Inland Transport Organisation as circulated in EIT/26. The origin of the proposed amendments is indicated by numbers in brackets on the right of the page, as follows:-

(1) amendments approved by an informal meeting of certain delegations held on 9th December, 1944;

(2) amendments put forward as a result of an informal Drafting Committee of certain delegations held on December, 1944;

(3) amendments submitted by the French Delegation (EIT/27);

(4) amendment submitted by the United Kingdom Delegation and not yet discussed.

Berkeley Square House,
London, W.1.

A.A. EVANS
J. KAHANE

9th April, 1945

Joint Secretaries

- - - - - - - - - - -

PREAMBLE, 9th line.

For "control", substitute "movement". (3)

PREAMBLE. 11th line.

For "rapid", substitute "best possible". (1)

ARTICLE I, 3rd line.

Add, after the word "Organisation", the words "which shall act in accordance with the provisions of the following Articles". (3)

ARTICLE I, last line but one.

After the word "maintain", add "and improve". (1)

ARTICLE III, Paragraph 2, 4th and 5th lines

Omit, at the end of the second sentence, the words "at the Session". (2)

Declassified E.O. 12356 Section 3.3/NND No. 785021

(4) amendment submitted by the United Kingdom Delegation and not yet discussed.

Berkeley Square House,
London, W.1.

A.A. EVANS
J. KAHANE

9th April, 1945

Joint Secretaries

- - - - - - - - - - -

PREAMBLE, 9th line.

For "control", substitute "movement". (3)

PREAMBLE. 11th line.

For "rapid", substitute "best possible". (1)

ARTICLE I, 3rd line.

Add, after the word "Organisation", the words "which shall act in accordance with the provisions of the following Articles". (3)

ARTICLE I, last line but one.

After the word "maintain", add "and improve". (1)

ARTICLE III, Paragraph 2, 4th and 5th lines

Omit, at the end of the second sentence, the words "at the Session". (2)

ARTICLE III, Paragraph 7, first sentence.

To be amended to read as follows:-

"The Executive Board shall appoint a chief officer to direct the technical and administrative work of the Organisation under its supervision and in conformity with the broad policies determined by the Council."

Amendments are underlined.

3228 (2)

ARTICLE VII, Paragraph 1, 3rd line.

For the words "of transport", substitute "affecting international traffic". (3)

ARTICLE VII. Paragraph 1, 4th line.

Add, after "concerned", the words "with such traffic". 46 (3)

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE VII, Paragraph 6, line 2.

Insert the word "mobile" before "transport equipment". (2)

ARTICLE VII, Paragraph 6, line 4.

Substitute "arrangements" for "agreements".

" "such" for mobile". (2)

ARTICLE VII, Paragraph 6, line 11.

Substitute "arrangements" for "agreements" (2)

ARTICLE VII, Paragraph 9, 3rd and 4th lines.

For the words "supplies, stores or persons", substitute "traffic of common concern". (3)

ARTICLE VII, Paragraph 11, 3rd Line.

Add, after the words "the like", the words "applicable to international traffic". (3)

ARTICLE VII, Paragraph 12, 2nd line.

Add, after the word "transport", the words "affecting international traffic". (3)

ARTICLE VII, Paragraph 14.

Delete last sentence.

Insert new paragraph following Paragraph 13 consisting of the same sentence, beginning with the words: "In carrying out the functions referred to in paragraphs 14 and 15, the Organisation .. .. (3)

ARTICLE VII, Paragraph 15 last line.

Omit "any" before "waterways". (1)

ARTICLE VII, Paragraph 16, last line.

Omit the words "engaged in traffic of common concern". (1)

ARTICLE VII, Paragraph 17.

Delete the last two lines, and substitute the words "international traffic generally." (3)

Declassified E.O. 12356 Section 3.3/NND No. 785021

Add, after the words "the like", the words "applicable to international traffic". (3)

ARTICLE VII, Paragraph 12, 2nd line.

Add, after the word "transport", the words "affecting international traffic". (3)

ARTICLE VII, Paragraph 14.

Delete last sentence.

Insert new paragraph following Paragraph 15 consisting of the same sentence, beginning with the words: "In carrying out the functions referred to in paragraphs 14 and 15, the Organisation .. .." (3)

ARTICLE VII, Paragraph 15, last line.

Omit "any" before "waterways". (1)

ARTICLE VII, Paragraph 16, last line.

Omit the words "engaged in traffic of common concern". (1)

ARTICLE VII, Paragraph 17.

Delete the last two lines, and substitute the words "international traffic generally." (3)

ARTICLE VIII, Paragraph 5, 2nd line.

For "rapid", substitute "best possible". (1)

ARTICLE VIII, Paragraph 6.

Substitute the following for the first three lines:-

"Every member Government undertakes to give priority to traffic of common concern in allocating inland vessels suitable for this traffic and under its control in Continental Europe, in accordance with ....." (3)

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE VIII, Paragraph 13

Amend to read as follows:

"Every member Government shall respect the exclusively international character of the Chief Officer and the staff of the Organisation referred to in paragraph 7 of Artice III, and shall grant such facilities to the Organisation and to members of its staff as are necessary to the performance by the Organisation of its functions in accordance with Article VII" (4)

Amendments are underlined

ARTICLE XII, 1st line

Add the word "direct" before the word "inconsistency". (3)

ARTICLE XII, 5th line

Add, after the words, "to prevail", the following: "due respect being had to the provisions of paragraph 14 (x) of Article VII".

(x) This paragraph may be re-numbered 16 as suggested above. (?)

ARTICLE XIII, last line but one.

For "financial liability or obligations" substitute "obligations or financial liability". (2)

ARTICLE XIV, Paragraph 8.

For the words "such transit", substitute "the transit traffic concerned". (1)

ARTICLE XIV, paragraph 10.

EIT/26 omitted the following paragraph, which appeared in the second revised version circulated on 26th November, 1944.

"The term "Government" includes "Provisional Government".

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE [illegible]

Add, after the words, "to prevail", the following: "due respect being had to the provisions of paragraph 14 (x) of Article VII".

(x) This paragraph may be re-numbered 16 as suggested above. (7)

ARTICLE XIII, last line but one.

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ARTICLE XIV, Paragraph 8.

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ARTICLE XIV, paragraph 10.

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"The term "Government" includes "Provisional Government".

3227

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
G-4 Division - Mov & Tn Branch (Rear)
No 1 AFDC, London, W.1.

SHAEF/3096/Mov/Rear 3 Mar 45

SUBJECT:- Report on ECITO No 17

TO:- Chief, Mov & Tn Branch, SHAEF

1. There have been no formal meetings of any of the Committees since my last Report. No 16.

2. It is interesting to note that the Acting Head of the Russian Delegation has informed the Ministry of War Transport that the Deputy Commissar for Foreign Affairs, USSR has expressed the view that it would be possible in a short time for the Conference to resume its activities.

3. The Russian delegates have also asked for some members of the Delegation to be given an opportunity to visit FRANCE and BELGIUM to see some of the transport problems and get some idea of the work the Organisation may have to undertake. Arrangements for the visit are now being considered.

W.E. McKEY,
Brig

Ext: 687

Copies to:- Brig A.T. de RLE PHILIP, D[illegible](M), AFHQ
Tn Sub-Commission, HQ Allied Commission, ROME, CMF.
R.J.N. INGLIS, Esq, Control Commission for GERMANY (British Element), Norfolk House, S.W.1.
P.D.G. BUCKLAND, Control Commission for GERMANY (British Element), Princes Gardens, S.W.7.
Col C.E.M. HERBERT, Allied Control for AUSTRIA, St Paul's School, HAMMERSMITH.
Mov & Tn Branch, SHAEF (Main) (2 copies)

Declassified E.O. 12356 Section 3.3/NND No. 785021

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W.E. DILKEY,
Brig

Ext: 687

Copies to:- Brig A.T. de RIE PHILIP, D/QMG(R), AFHQ
Tn Sub-Commission, HQ Allied Commission, ROME, CMF.
R.J.M. INGLIS, Esq, Control Commission for GERMANY (British Element), Norfolk House, S.W.1.
P.D.G. BUCHANAN, Control Commission for GERMANY (British Element), Princes Gardens, S.W.7.
Col C.E.M. HERBERT, Allied Control for AUSTRIA, St Paul's School, HAMMERSMITH.
Mov & Tn Branch, SHAEF (Main) (4 copies)
Brig B.M. CLARKE, G-5 Division, SHAEF (Main).

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SECRET

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File on E.C.I.T.O file

Supreme Headquarters,
Allied Expeditionary Force (Rear),
G-4 Division,
Mov & Tn Branch,
No 1 AEDC,
London, W.1.

SHAEF/3096/Mov/Rear

26th February, 1945

Dear Thomas,

I am very pleased to have had your letter of the 16th February and to know that you find the work interesting. Thank you also for your directory.

I will see that letters for you are addressed as you suggest. I had not heard that Colonel Adams had moved, but I note the fact. I am very interested to see on your list of names Lt-Col Lindberg, Major Baister and Major Jeffrey. Will you please give them my best wishes. I am very glad that at long last Lindberg has got some promotion.

I think you will find the work very interesting and I am wondering whether the announcement made in to-day's English newspapers that more responsibility is to be given to the Italian Government is going to affect your work and activities to any extent.

ECITO is still hanging fire and there is now an expectation that the political questions, which were holding the matter up, may be solved. If they are, then the paper work of drafting the Organisation is very well advanced and it should not take long to get things moving.

I hope you are keeping well.

Yours sincerely,

Colonel M.B. Thomas,
Transportation Sub-Commission,
HQ Allied Commission,
Central Mediterranean Forces.

3225 (4)

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Declassified E.O. 12356 Section 3.3/NND No. 185021

EIT/27 (Corr.)

CONFERENCE ON EUROPEAN INLAND TRANSPORT.

Corrigendum to amendments submitted by the French Delegation.

ARTICLE XII, 1st line.

The text should read:-

"Add the word "direct" before the word "inconsistency".

Berkeley Square House,
London, W.1.

19th February, 1945.

L.A. EVANS
J. KAHANE
} Joint Secretaries

EIT/27

CONFERENCE ON EUROPEAN INLAND TRANSPORT.

Amendments submitted by the French Delegation.

We circulate below amendments to the draft Agreement submitted by the French Delegation. References are to the text circulated as EIT/26.

A.A. EVANS, J. MARLANE } Joint Secretaries

Berkeley Square House,
LONDON, W.1.

15th February, 1945.

PREAMBLE, 8th line.

For "control", substitute "movement".

ARTICLE I, 3rd line.

Add after the word "Organisation", the words "which shall act in accordance with the provisions of the following Articles".

ARTICLE VII, Paragraph 1, 3rd line.

For the words "of transport", substitute "affecting international traffic".

ARTICLE VII, Paragraph 1, 4th line.

Add, after "concerned", the words "with such traffic".

ARTICLE VII, Paragraph 9, 3rd and 4th lines.

For the words "supplies, stores or persons", substitute "traffic of common concern".

ARTICLE VII, Paragraph 11, 3rd line.

Add, after the words "the like", the words "applicable to international traffic".

ARTICLE VII, Paragraph 12, 2nd line.

Add, after the word "transport", the words "affecting international

Declassified E.O. 12356 Section 3.3/NND No. 785021

PREAMBLE, 9th line.

For "control", substitute "movement".

ARTICLE I, 3rd line.

Add after the word "Organisation", the words "which shall act in accordance with the provisions of the following Articles".

ARTICLE VII, Paragraph 1, 3rd line.

For the words "of transport", substitute "affecting international traffic".

ARTICLE VII, Paragraph 1, 4th line.

Add, after "concerned", the words "with such traffic".

ARTICLE VII, Paragraph 9, 3rd and 4th lines.

For the words "supplies, stores or persons", substitute "traffic of common concern".

ARTICLE VII, Paragraph 11, 3rd line.

Add, after the words "the like", the words "applicable to international traffic".

ARTICLE VII, Paragraph 12, 2nd line.

Add, after the word "transport", the words "affecting international traffic".

ARTICLE VII, Paragraph 14.

Delete last sentence.

Insert new paragraph following Paragraph 15 consisting of the same sentence, beginning with the words: "In carrying out the functions referred to in Paragraphs 14 and 15, the Organisation ....." 322/

ARTICLE VII, Paragraph 17.

Delete the last two lines, and substitute the words "international traffic generally".

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Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE VIII, Paragraph 6.

Substitute the following for the first three lines:-

"Every member Government undertakes to give priority to traffic of common concern in allocating inland vessels suitable for this traffic and under its control in Continental Europe, in accordance with ....."

ARTICLE XII, 1st line.

Add the word "inconsistency" before the word "direct".

ARTICLE XII, 5th line.

Add, after the words, "to prevail", the following: "due respect being had to the provisions of paragraph 14 (1) of Article VII".

(1) This paragraph may be re-numbered 16 as suggested above.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Add the word "inconsistency" before the word "direct".

ARTICLE XII, 5th line.

Add, after the words, "to prevail", the following: "due respect being had to the provisions of paragraph 14 (1) of Article VII".

(1) This paragraph may be re-numbered 16 as suggested above.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

TOP SECRET

U.I.T./Br.Del) 32.

CONFERENCE ON EUROPEAN INLAND TRANSPORT

British Delegation Paper No. 33

Progress Report on E.I.T.C.

Early this year General Obydin, the leader of the Soviet Delegation, was summoned home to report. He is now in Moscow. Our information is that he will recommend the acceptance of the Draft Agreement from the technical point of view. The Soviet Government have, however, let it be known that since the transformation of the Lublin Committee into a Provisional Government, it has become more than ever necessary for the Soviet Government to adhere to their attitude regarding the representation of Polish interests.

The need to establish the organisation has become more and more pressing. The I.T.C. Committee were, therefore, asked to consider how progress could best be made. They agreed that when general agreement had been reached on the text of an Agreement, the question of signature should be shelved for the time being, but that those Governments which are for the time being in a position to give practical effect to the Agreement in the territories over which they have authority, or any part of those territories, should join informally with the Governments of the United States and the United Kingdom, and with the Soviet Government, if they were willing, in setting up an informal organisation to work on the basis of the Draft Agreement.

An approach on these lines has, therefore, been made to the United States and French Governments. If they agree, the other Governments concerned will be approached. It is intended that the Governments which are party to the preliminary arrangement proposed should set up a bureau in London which, inter alia, would be responsible for keeping in informal touch with the non-participating Allies in order to ensure that nothing was done in the experimental period that was likely adversely to affect their interests.

P.J. GRANT.

3rd February, 1945.

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Declassified E.O. 12356 Section 3.3/NND No. 185021

E.I.T. (Br. Del.)-51.

CONFERENCE ON EUROPEAN INLAND TRANSPORT

BRITISH DELEGATION PAPER 31

I circulate herewith note of a meeting of American, British and French Representatives on 17th January. Copies have been sent to Miss Monk and M. Mathe.

P.A. BRUNT

25th January, 1945.

E.I.T.C.

An informal discussion took place on the 17th January, 1945, between representatives of the French, U.K. and U.S. Delegations. Commandant Mathe represented the French Delegation, Sir Cyril Hurcomb, Mr. Ronald, Mr. Weston, Mr. Hayter and Mr. Brunt represented the U.K. Delegation, and Mr. Hooker, Mr. Allison and Miss Moats represented the U.S. Delegation. Mr. Evans was also present.

Mr. Hooker said that he thought it would be helpful if the three Delegations could consider together what organisation could be established to deal with European transport problems without delay though not before a reasonable time had elapsed from the date of General Obydin's arrival in Moscow. (It was mentioned that the Soviet Delegation did not know whether or not he had yet arrived.)

The U.K. Representatives said that they had no instructions at present from Ministers on this question. Ministers would need to see the position more clearly before they could decide what course to adopt. As Mr. Hooker was about to leave for Washington, it would, however, be useful to consider what were the alternative courses that might be adopted in various contingencies.

Commandant Mathe said that he had no official instructions to communicate to the U.K. and U.S. Delegations. He expressed, however, his personal view that his Government's attitude would be the following. The French Government was in full agreement with the text of the Draft Agreement, except for certain minor suggestions which would be communicated officially in due course. On the other hand, the French Government did not accept the Draft Annex concerning Inland Waterways and were concerting counter proposals with the Belgian Government which they hoped to communicate officially to the other Delegations at an early date. The principles of the Agreement itself were fully applicable to inland waterways, and there was no reason why any serious delay should be caused by the disagreement on the Annex. The French Government would not be willing to sign the Agreement itself unless it were generally acceptable. On the other hand, they agreed that some organisation might be set up at once. This could be constituted provisionally by a Protocol to which all the Governments represented at the Conference should be invited to accede. The French Government should be free, however, to withdraw at any time from the provisional organisation if the Soviet Government did not become a party to it.

Mr. Ronald said that the U.K. Delegation would require a direction from Ministers before they could agree to a Protocol to which the Soviet Government would not accede, but to which all the other Governments would be free to accede. The departmental view of the Foreign Office was that it would be better to establish an interim organisation that would at any rate operate within the Anglo-United States Area of military responsibility. This organisation could

Declassified E.O. 12356 Section 3.3/NND No. 785021

that the Soviet Delegation did not know whether or not he had yet arrived.)

The U.K. Representatives said that they had no instructions at present from Ministers on this question. Ministers would need to see the position more clearly before they could decide what course to adopt. As Mr. Hooker was about to leave for Washington, it would, however, be useful to consider what were the alternative courses that might be adopted in various contingencies.

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Mr. Ronald said that the U.K. Delegation would require a direction from Ministers before they could agree to a Protocol to which the Soviet Government would not accede, but to which all the other Governments would be free to accede. The departmental view of the Foreign Office was that it would be better to establish an interim organisation that would at any rate operate within the Anglo-United States area of military responsibility. This organisation could be set up by a private and restricted understanding between the countries concerned and would not require a document so formal as a Protocol. The Soviet Government should be asked to associate itself in some way with the provisional organisation thus set up and this association would strengthen the chance of bringing Russia into E.I.T.C. once the Polish issue had been settled. If, however, the Polish Government in London were to be a member of the provisional organisation, it was likely that the Soviet Government would not associate itself with the organisation in any way, and that it might be permanently alienated from the project of setting up E.I.T.C. Mr. Ronald pointed out that under this proposal it would be possible for the organisation to get to work at once in all the areas where it was practicable for a transport organisation to operate at present. As for the countries in Eastern Europe, which might not be eligible for the provisional organisation, their interest in obtaining a fair allocation of supplies of new transport equipment could be safeguarded by some kind of informal consultation between the headquarters of the provisional organisation and E.I.T.C. which could continue to exist in some form.

3222

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Declassified E.O. 12356 Section 3.3/NND No. 785021

The U.K. Representatives added that if it were the qualification for membership of this provisional organisation that a Government should be in effective control of part of its transport system, then the admission of an Eastern European country, such as Czechoslovakia need not be excluded if, in fact, the Czechoslovakian Government became the effective authority for transport within any part of its territory which had been liberated. Miss Hoats enquired whether the liberation of Polish territory would not then create a claim on the part of the Lublin Committee. Mr. Ronald replied that the Lublin Committee was not generally recognised as a Government and would therefore not qualify for membership of the organisation on that count.

Mr. Hooker said that up to the present the State Department had expressed a preference that even if the Soviet Government were not ready to sign the Agreement it should be signed by all the other Governments at the earliest possible date. He thought that the proposal mentioned by Commandant Mathe that a provisional organisation should be established by a Protocol which all the Governments represented at the Conference should be invited to sign, would be more acceptable to the State Department than the proposal of the Foreign Office. It was argued by the Foreign Office that the course outlined by Commandant Mathe might offend the Soviet Government, whereas the course they suggested would not do so. This was, however, uncertain, whereas it was known that the Czechoslovak Government, at least, desired to participate in the organisation and would feel that they were being excluded if the course proposed by the Foreign Office were adopted. Moreover, an organisation confined to the Anglo-U.S. Area of military responsibility might be objected by the Soviet Government on the ground that it constituted a "western block".

Mr. Ronald remarked on the last point that the Foreign Office proposal did not involve the establishment of a western block, to which the U.K. Government were as adverse as the U.S. Government; we wished the Soviet Government to be associated with the provisional organisation.

Sir Cyril Hurcomb pointed out that General Obydin had almost certainly left London with the impression that the other Governments represented at the Conference intended to go ahead and sign the Agreement, although there would be some delay in order to give General Obydin an opportunity of obtaining and reporting the views of his Government.

Sir Cyril Hurcomb suggested that if a provisional organisation were set up it would in practice be difficult for the French Government to withdraw at any time and terminate the complex arrangements that had been made. Commandant Mathe said that he thought that our object should be to set the organisation up and then the difficulty contemplated would probably not arise.

Mr. Ronald pointed out that, quite apart from the Polish issue, there might be some difficulty in deciding what Yugoslav representative could be invited

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Mr. Ronald pointed out that, quite apart from the Polish issue, there might be some difficulty in deciding what Yugoslav representative could be invited to sign the Agreement. The Yugoslav Government in London certainly did not control Yugoslavian transport. He agreed, however, with Mr. Hooker that no Government had protested against participation of the Yugoslav Government in the Conference or in the organisation, and that this difficulty probably need not be raised.

Mr. Ronald also stated that the Foreign Office's legal advisers continued to hold the view that, if it were decided to sign the Agreement without the participation of the Soviet Government, the Government of the United Kingdom must formally advise the prospective signatories of the Agreement and of the Annex on waterways that it might not be possible for them, when the Control Commissions were set up in occupied Germany and Austria, to give effect to all the specific and important obligations to be undertaken by them in enemy territory under the E.A.C. Agreement, unless the other powers represented on the Control Commission were also signatories of that Agreement.

The Foreign Office were considering a suggestion made by the U.S. Delegation that in such circumstances there should be an appropriate amendment of the Agreement.

R.A. Brunt.
Berkeley Square House,
W.1.

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

870/Tn

SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
G-4 Division - Mov & Tn Branch (Rear)
No 1 PDC, London, W.1.

SHAEF/3096/Mov/Rear

3 Feb 45

SUBJECT:- Report on ECITO No 16

TO:- Chief, Mov & Tn Branch, SHAEF

1. There have been no formal meetings of any of the Committees this week.

2. I understand that the British Foreign Office have not yet received a reply from the Russian Government in MOSCOW, and from the US and French Governments to the suggestion for setting up an Interim Organisation.

W.E. BLAKEY,
Brig

Ext: 687

Copies to:- Brig B.M. CLARKE, G-5 Division, SHAEF (Rear)
Brig A.T. de RHE PHILIP, DQMG(M), AFHQ
DQMG (Mov & Tn) G-4, AFHQ (for Tn Sub-Commission (Mov), HQ Allied Commission, ROME, CMF
R.J.M. INGLIS, Esq, Control Commission for GERMANY (British Element), Norfolk House, S.W.1.
Col P.D.C. BUCHANAN, Control Commission for GERMANY (British Element), Princes Gardens,

Declassified E.O. 12356 Section 3.3/NND No. 785021

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W.E. BLAKEY,
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Ext: 687

Copies to:- Brig B.M. CLARKE, G-5 Division, SHAEF (Rear)
Brig A.T. de RHE PHILIP, DQMG(M), AFHQ
DQMG (Mov & Tn) G-4. AFHQ (for Tn Sub-Commission (Mov), HQ Allied Commission, ROME, CMF
R.J.M. INGLIS, Esq, Control Commission for GERMANY (British Element), Norfolk House, S.W.1.
Col P.D.G. BUCHANAN, Control Commission for GERMANY (British Element), Princes Gardens, S.W.7.
Mov & Tn Branch, SHAEF (Main), (4 copies).

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Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

File

SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
G-4 Division - Mov & Tn Branch (Rear)
No 1 AEDC, London, W.1.

SHAEF/3096/Mov/Rear 27 Jun 45

SUBJECT:- ~~Re~~port on EDHQ No 15

TO:- Chief, Mov & Tn Branch, SHAEF

1. There have been no formal meetings of ~~any~~ of the ~~Committees~~ this week.

2. With reference to paragraph 3 of my Report No 14, I understand that the French Government have indicated their general approval of the Draft Organisation, subject to one or two amendments. Also they have suggestions to make in regard to the content of the draft Annex on Inland Waterways. These questions have been mentioned to me informally and no official approach has yet been made and no meeting has yet been called to discuss them.

3. I understand that certain discussions have taken place on the British Government side and that some suggestion for setting up an Interim Organisation has been made by cable to the Russian Government in MOSCOW and to the US State Department, WASHINGTON. This information has, however, not yet been passed to me officially.

W.E. BLAKELY,
Brig

Ext: 687

Copies to:- Brig E.M. CLARKE, G-5 Division, SHAEF (Rear)
Brig A.T. de RHE PHILIP, DQMG(M), AFHQ
DQMG (Mov & Tn) G-4, AFHQ (for Tn Sub-Commission (Mov), HQ Allied Commission, RCME, CMF
R.J.M. INGLIS, Esq, Control Commission for GERMANY (British Element), Norfolk House, S.W.1.
Col P.D.C. BUCHANAN, Control Commission for

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Col P.D.G. BURRANGH, Control Commission for GERMANY (British Element), Princes Gardens, S.W.7.
Mov & Tn Branch, SHAEF (Main) (4 copies)

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Col Thomas

E.I.T. (Br. Del.) 31.

File Fn 3

CONFERENCE ON EUROPEAN INLAND TRANSPORT

BRITISH DELEGATION PAPER 31

I circulate herewith note of a meeting of American, British and French Representatives on 17th January. Copies have been sent to Miss Moore and M. Mathe.

P.A. BRINT

25th January, 1955.

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E.I.T.C.

An informal discussion took place on the 17th January, 1945, between representatives of the French, U.K. and U.S. Delegations. Commandant Mathe represented the French Delegation, Sir Cyril Hurcomb, Mr. Ronald, Mr. Keston, Mr. Hayter and Mr. Brunt represented the U.K. Delegation, and Mr. Hooker, Mr. Allison and Miss Moats represented the U.S. Delegation. Mr. Evans was also present.

Mr. Hooker said that he thought it would be helpful if the three Delegations could consider together what organisation could be established to deal with European transport problems without delay though not before a reasonable time had elapsed from the date of General Obydin's arrival in Moscow. (It was mentioned that the Soviet Delegation did not know whether or not he had yet arrived.)

The U.K. Representatives said that they had no instructions at present from Ministers on this question. Ministers would need to see the position more clearly before they could decide what course to adopt. As Mr. Hooker was about to leave for Washington, it would, however, be useful to consider what were the alternative courses that might be adopted in various contingencies.

Commandant Mathe said that he had no official instructions to communicate to the U.K. and U.S. Delegations. He expressed, however, his personal view that his Government's attitude would be the following. The French Government was in full agreement with the text of the Draft Agreement, except for certain minor suggestions which would be communicated officially in due course. On the other hand, the French Government did not accept the Draft Annex concerning Inland Waterways and were concerting counter proposals with the Belgian Government which they hoped to communicate officially to the other Delegations at an early date. The principles of the Agreement itself were fully applicable to inland waterways, and there was no reason why any serious delay should be caused by the disagreement on the Annex. The French Government would not be willing to sign the Agreement itself unless it were generally acceptable. On the other hand, they agreed that some organisation might be set up at once. This could be constituted provisionally by a Protocol to which all the Governments represented at the Conference should be invited to accede. The French Government should be free, however, to withdraw at any time from the provisional organisation if the Soviet Government did not become a party to it.

Mr. Ronald said that the U.K. Delegation would require a direction from Ministers before they could agree to a Protocol to which the Soviet Government would not accede, but to which all the other Governments would be free to accede. The departmental view of the Foreign Office was that it would be better to establish an interim organisation that would at any rate operate within the Anglo-United States Area of military responsibility. This organisation could be set up by a private and restricted understanding between the countries concerned

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

The U.K. Representatives added that if it were the qualification for membership of this provisional organisation that a Government should be in effective control of part of its transport system, then the admission of an East European country, such as Czechoslovakia need not be excluded if, in fact, the Czechoslovakian Government became the effective authority for transport within any part of its territory which had been liberated. Miss Hoats enquired whether the liberation of Polish territory would not then create a claim on the part of the Lublin Committee. Mr. Ronald replied that the Lublin Committee was not generally recognised as a Government and would therefore not qualify for membership of the organisation on that count.

Mr. Hooker said that up to the present the State Department had expressed a preference that even if the Soviet Government were not ready to sign the Agreement it should be signed by all the other Governments at the earliest possible date. He thought that the proposal mentioned by Commandant Mathe that a provisional organisation should be established by a Protocol which all the Governments represented at the Conference should be invited to sign, would be more acceptable to the State Department than the proposal of the Foreign Office. It was argued by the Foreign Office that the course outlined by Commandant Mathe might offend the Soviet Government, whereas the course they suggested would not do so. This was, however, uncertain, whereas it was known that the Czechoslovak Government, at least, desired to participate in the organisation and would feel that they were being excluded if the course proposed by the Foreign Office were adopted. Moreover, an organisation confined to the Anglo-U.S. Area of military responsibility might be objected by the Soviet Government on the ground that it constituted a "western block".

Mr. Ronald remarked on the last point that the Foreign Office proposal did not involve the establishment of a western block, to which the U.K. Government were as adverse as the U.S. Government; we wished the Soviet Government to be associated with the provisional organisation.

Sir Cyril Hurcomb pointed out that General Obydin had almost certainly left London with the impression that the other Governments represented at the Conference intended to go ahead and sign the Agreement, although there would be some delay in order to give General Obydin an opportunity of obtaining and reporting the views of his Government.

Sir Cyril Hurcomb suggested that if a provisional organisation were set up it would in practice be difficult for the French Government to withdraw at any time and terminate the complex arrangements that had been made. Commandant Mathe said that he thought that our object should be to set the organisation up and then the difficulty contemplated would probably not arise.

Mr. Ronald pointed out that, quite apart from the Polish issue, there might be some difficulty in deciding what Yugoslav representative could be invited to sign the Agreement. The Yugoslav Government in London certainly did not control Yugoslavian transport. He agreed, however, with Mr. Hooker that no

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Mr. Ronald pointed out that, quite apart from the Polish issue, there might be some difficulty in deciding what Yugoslav representative could be invited to sign the Agreement. The Yugoslav Government in London certainly did not control Yugoslavian transport. He agreed, however, with Mr. Hooker that no Government had protested against participation of the Yugoslav Government in the Conference or in the organisation, and that this difficulty probably need not be raised.

Mr. Ronald also stated that the Foreign Office's legal advisers continued to hold the view that, if it were decided to sign the Agreement without the participation of the Soviet Government, the Government of the United Kingdom must formally advise the prospective signatories of the Agreement and of the Annex on waterways that it might not be possible for them, when the Control Commissions were set up in occupied Germany and Austria, to give effect to all the specific and important obligations to be undertaken by them in enemy territory under the E.A.C. Agreement, unless the other powers represented on the Control Commission were also signatories of that Agreement.

The Foreign Office were considering a suggestion made by the U.S. Delegation that in such circumstances there should be an appropriate amendment of the Agreement.

P.M. Brunt.
Berkeley Square House,
W.1.

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File

SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
G-4 Division - Mov & Tn Branch (Rear)
No 1 APDC, London, W.1.

SHAEF/3096/Mov/Rear

20 Jan 45

SUBJECT:- Report on ZOTIC No 14

TO:- Chief, Mov & Tn Branch, SHAEF

1. There have been no formal meetings of any of the Committees this week.

2. Information has now been received that Maj-Gen OBYDIN has arrived in MOSCOW. No statement has yet been received from him as to the views of the USSR.

3. I am advised that the French Delegation have put forward one or two minor suggestions for amendment to the Draft Agreement, which are now being considered by the US and British Delegations.

W.E. BLAKEY,
Brig

Encl: 687

Copies to:- Brig B.H. CLARKE, G-5 Division, SHAEF (Rear)
Brig A.T. de RHE-PHILIP, D/D/G(M), AFHQ
D/DR (Mov & Tn) G-4, AFHQ (for Tn Sub-Commission (Mov), HQ Allied Commission,

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Ext: 687

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Brig A.T. de RIE PHILIP, DQMG(M), AFHQ
DDMT (Mov & Tn) G-4, AFHQ (for Tn Sub-Commission (Mov), HQ Allied Commission, ROME, CMF
R.J.M. INGLIS, Esq, Control Commission for GERMANY (British Element), Norfolk House, S.W.1.
Col R.B.S. RUSHMAN, Control Commission for GERMANY (British Element), Princes Gardens, S.W.7.
Mov & Tn Branch, SHAEF (Main) (4 copies)

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SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
G-4 Division - Mov & Tn Branch (Rear)
No 1 APDO, London, W.1.

SHAEF/3096/Mov/Rear 13 Jan 45

SUBJECT:- Report on ECITO No 13

TO:- Chief, Mov & Tn Branch, SHAEF

1. There have been no formal meetings of any of the Committees this week.

2. I have had informal discussions with Ministry of War Transport, US Embassy and War Office representatives, but the substantive position is that no positive action is being taken until advice is received from Maj-Gen OBYDIN, setting out the attitude of the USSR.

W.E. BLAKEY,
Brig

Ext: 687

Copies to:- Brig E.M. CLARKE, G-5 Division, SHAEF (Rear)
Brig A.T. de RHE PHILIP, DQMG (M), AFHQ
*Col ADAMS, Allied Commission, ITALY, c/o
Brig A.T. de RHE PHILIP, DQMG(M), AFHQ
R.J.M. INGLIS, Esq, Control Commission for

Declassified E.O. 12356 Section 3.3/NND No. 785021

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W.E. BLAKEY,
Brig

Ext: 687

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Brig A.T. de RHE PHILIP, DQMG (M), AFHQ
*Col ADAMS, Allied Commission, ITALY, c/o Brig A.T. de RHE PHILIP, DQMG(M), AFHQ
R.J.M. INGLIS, Esq, Control Commission for GERMANY (British Element), Norfolk House, S.W.1.
Col P.D.G. BUCHANAN, Control Commission for GERMANY (British Element), Princes Gardens, S.W.7.

Wrote do. to Brig Blakey re correct address
15 Feb

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SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
G-4 Div - Mov & Tn Branch
REAR HEADQUARTERS

SHAEF/3096/Mov/Rear

6 Jan 45

SUBJECT:- Report on ECITO No 12

TO:- Chief, Mov & Tn Branch, SHAEF

1. During this week there have been no meetings of any of the Committees.

2. Information is still awaited as a result of the return to MOSCOW of Maj-Gen OBYDIN, Head of the Russian Delegation.

W.E. BAILEY,
Brig, D Tn

Ext: 687

Copies to:- Brig R.M. CLARKE, G-5 Division, SHAEF (Rear)
Brig A.T. de RHE PHILLIPPE, DQMG(M), AFHQ
Col ADAMS, Allied Commission, ITALY, c/o Brig A.T. de RHE PHILLIPPE, DQMG(M), AFHQ
R.J.M. INGLIS, Esq, Control Commission for GERMANY (British Element), Norfolk House, S.W.1.
Col P.D.C. BUCHANAN, Control Commission for

Declassified E.O. 12356 Section 3.3/NND No. 785021

SUBJECT:- Report on EATO No 12

TO:- Chief, Mov & Tn Branch, SHAEF

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W.E. BLAMEY,
Brig, D Tn

Ext: 687

Copies to:- Brig R.N. CLARKE, G-5 Division, SHAEF (Rear)
Brig A.T. de RHE PHILIPPE, DQMG(M), AFHQ
Col ADAMS, Allied Commission, ITALY, c/o
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Col P.D.C. BUCHANAN, Control Commission for GERMANY (British Element), Princes Gardens, S.W.7.

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SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
G-1 Div - Mov & Tn Branch
REAR HEADQUARTERS

30 Dec 44

SHAEF/3096/Mov/Rear

SUBJECT:- Report on ECITO No 11

TO:- Chief, Mov & Tn Branch, SHAEF

1. During this week there have been no meetings either of the Informal Main Committee or of the Drafting Committee.

2. There have been informal discussions and the head of the Russian delegation, Maj-Gen OBYDIN, has been studying in some detail, arrangements proposed for implementing the Organisation. He is returning to MOSCOW, the remainder of the delegation staying in LONDON. It is expected that in a few days the decision of the USSR Government will be known. In view of this it is thought that there is some chance of a course being found which will permit of the USSR becoming a party to the Organisation. No positive action is being taken, therefore, until some indication is received of the present views of the Russian Government.

W.E. BLAKEY,
Brig, D Tn

Ext: 687

Copies to:- Brig B.M. CLARKE, G-5 Division, SHAEF (Rear)
Brig A.T. de RHE PHILLIPPE, DQMG(M), AFHQ
Col ADAMS, Allied Commission, ITALY, c/o Brig A.T. de RHE PHILLIPPE, DQMG(M), AFHQ
R.J.M. INGLIS, Esq., Control Commission for GERMANY (British Element), Norfolk House, S.W.1.
G-1 R.P.C. BUCHANAN, Control Commission for [illegible] Gardens, S.W.7.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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W.E. BLACKEY,
Brig, D Tn

Ext: 687

Copies to:- Brig B.M. CLARKE, G-3 Division, SHAEF (Rear)
Brig A.T. de RHE PHILLIPPE, DQMG(M), AFHQ
Col ADAMS, Allied Commission, ITALY, c/o Brig A.T. de RHE PHILLIPPE, DQMG(M), AFHQ
R.J.M. INGLIS, Esq., Control Commission for GERMANY (British Element), Norfolk House, S.W.1.
Col P.D.G. BUCHANAN, Control Commission for GERMANY (British Element), Princes Gardens, S.W.7.

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SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
G-4 Div - Mov & Tn Branch
REAR HEADQUARTERS

SHAEF/3096/Mov/Rear

16 Dec 44

SUBJECT:- Report on ECITO No 9

TO:- Chief, Mov & Tn Branch, Supreme Headquarters Allied Expeditionary Force

1. During this week there have been no meetings of the Informal Main Committee, but the second meeting of the Drafting Committee has taken place and the Minutes of their meeting have been circulated and are dated 12 Dec 44.

2. A considerable number of informal discussions have taken place during the week in order to endeavour to make the Draft Organisation acceptable to all concerned.

One difficulty which has not yet been solved arises out of the probability that the USSR will not be signatory to the document. As the US and UK are parties to a tripartite agreement for GERMANY they cannot bind themselves to unilateral action. The Draft Organisation and the Annex require member Governments to undertake certain action in regard to articles under their control or authority, and in the case of occupied GERMANY, the authority is really tripartite. The British Foreign Office and the US State Department still have this particular aspect of the matter under consideration.

W.E. BLEAKLEY,
Brig, D Tn

Copies to:- Brig B.M. CLARKE, G-5 Division, Supreme Headquarters Allied Expeditionary Force (Rear)

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Brig, D Tn

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Brig A.T. de RHE PHILLIPPE, DQMG(M), AFHQ
Col ADAMS, Allied Commission, ITALY, c/o Brig A.T. de RHE PHILLIPPE, DQMG(M), AFHQ
H.W.W. FISHER, Esq., Control Commission for GERMANY (British Element), Norfolk House, S.W.1.
Col P.D.G. BUCHANAN, Control Commission for GERMANY (British Element), Princes Gardens, S.W.1.

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CONFERENCE ON EUROPEAN INLAND TRANSPORT

Informal Meetings of Certain Delegations.

Second Report of Drafting Committee.

1. The Informal Meeting on 9th December referred to the Drafting Committee for further consideration Article III, Paragraph 5, Article XIII and Article XIV, Paragraphs 3 and 4.

2. ARTICLE III, PARAGRAPH 5.

THE COMMITTEE was asked to submit a text making it clear that, in the event of the Union of Soviet Socialist Republics not becoming a member, a seat on the Executive Board would be kept available for it, so that the Board would consist of six and not seven members.

THE COMMITTEE submits for consideration the following text to replace the first sentence of the paragraph:-

"The Executive Board shall consist of not less than six and not more than seven members, who shall be appointed by the Council. It shall include one member nominated by each of the Governments, when signatory to this Agreement, of the French Republic, of the Union of Soviet Socialist Republics, of the United Kingdom and of the United States of America."

In order to make it clear that it is not the intention to appoint seven members immediately should the U.S.S.R. not become a member of the Organisation, the Committee suggests that it may be desirable that the Governments represented at the Informal Meeting should agree a minute to this effect.

3. ARTICLE XIII.

THE COMMITTEE was invited to submit a text enabling the Agreement to be amended by a two-thirds majority of the Council, even during the period of two years after the general suspension of hostilities with Germany, but not enabling the Agreement to be suspended or terminated during that period, otherwise than by unanimous vote of the Council.

THE COMMITTEE considered that it would be more logical for any provisions relating to the termination of the Agreement to appear in Article XI, where they would be related to the provisions concerning the period of validity of the Agreement.

THE COMMITTEE therefore submits the following revised text of Article XI, Paragraph 2:-

"Unless the Council by unanimous vote otherwise determines,

Declassified E.O. 12356 Section 3.3/NND No. 785021

to replace the first sentence of the paragraph:-

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THE COMMITTEE considered that it would be more logical for any provisions relating to the termination of the Agreement to appear in Article XI, where they would be related to the provisions concerning the period of validity of the Agreement.

THE COMMITTEE therefore submits the following revised text of Article XI, Paragraph 2:-

"Unless the Council by unanimous vote otherwise determines, this Agreement shall remain in force for two years from the date of the general suspension of hostilities with Germany. It shall thereafter remain in force until the Council, by a two-thirds majority, otherwise determines, subject to the right of any member Government, after the expiry of eighteen months from the date of such general suspension of hostilities, to give six months' notice in writing to the Council of its intention to withdraw from this agreement."

THE COMMITTEE recommends that Article XIII, which will now deal only with the amendment of the Agreement, should immediately follow Article XI and be numbered XII, the present Article XII being re-numbered XIII.

32/3

Declassified E.O. 12356 Section 3.3/NND No. 785021

THE COMMITTEE submits the following text for the new Article XII (former XIII), which now deals only with the problem of the amendment of the provisions of the Agreement:-

"Any provision of this Agreement, except Paragraph 2 of Article XI, which may only be amended by a unanimous vote of the Council, may be amended by a two-thirds majority of the Council, provided that no alteration shall be made in the provisions of this Agreement so as to extend the obligations or financial liability of any member Government without that Government's consent."

The change in the order of the words "financial liability or obligations" is made in order to make it clear that the word "financial" does not govern "obligations".

THE COMMITTEE draws the attention of the Informal Meeting to the fact that the new text omits the words "any provision of" in relation to suspension or termination and thus does not provide, in Article XI, for the suspension or termination of any individual provision of the Agreement but only for the Agreement as a whole. On the other hand, there is nothing to prevent an amendment under Article XII having as a consequence the termination of a particular provision of the Agreement.

THE COMMITTEE considers that the possibility of suspension of the Agreement, as distinct from termination, is adequately covered by the words "unless the Council otherwise determines" in Article XI.

4. ARTICLE XIV, PARAGRAPHS 3 AND 4.

THE COMMITTEE was asked to consider whether the existing draft was adequate to cover enemy territory in Continental Europe under the occupation of any one or more of the United Nations when one of the occupying powers was not bound by the Agreement.

THE COMMITTEE considered that this matter required further consideration and could not be dealt with by the Drafting Committee. Unless new factors had to be taken into account, the Committee recommends that the existing text be left unchanged.

5. OTHER MINOR DRAFTING POINTS.

THE COMMITTEE had its attention drawn to other minor drafting points which had arisen out of the translation of the Agreement into French.

ARTICLE III, PARAGRAPH 1.

THE COMMITTEE was asked whether the word "necessary" should be retained in view of the fact that it had been omitted in other

Declassified E.O. 12356 Section 3.3/NND No. 785021

individual provision of the Agreement. [illegible] as a whole. On the other hand, there is nothing to prevent amendment under Article XII having as a consequence the termination of a particular provision of the Agreement.

THE COMMITTEE considers that the possibility of suspension of the Agreement, as distinct from termination, is adequately covered by the words "unless the Council otherwise determines" in Article XI.

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5. OTHER MINOR DRAFTING POINTS.

THE COMMITTEE had its attention drawn to other minor drafting points which had arisen out of the translation of the Agreement into French.

ARTICLE III, PARAGRAPH 1.

THE COMMITTEE was asked whether the word "necessary" should be retained in view of the fact that it had been omitted in other places - in particular Article V.

THE COMMITTEE thought this was a point of substance and recommended that no change be made.

ARTICLE III, PARAGRAPH 2.

THE COMMITTEE agreed that the words "at the Session" at the end of the second sentence were superfluous and should be omitted.

ARTICLE II, PARAGRAPH 7.

THE COMMITTEE was asked what was to be subject to the Executive Board's general supervision and what should be in conformity with the broad policies determined by the Council: the chief officer, the direction of the work.

Declassified E.O. 12356 Section 3.3/NND No. 785021

0695

Declassified E.O. 12356 Section 3.3/NND No. 185021

THE COMMITTEE recommended the following re-draft:-

"The Executive Board shall appoint a chief officer to direct the technical and administrative work of the Organisation under its general supervision and in conformity with the broad policies determined by the Council"

ARTICLE VII. PARAGRAPH 6.

THE COMMITTEE agreed that, as this paragraph referred only to mobile equipment, this should be made clear by the addition of the word "mobile" before "transport equipment" in Line 2, and the substitution of the word "mobile" in Line 4 by the word "such".

The COMMITTEE also considered that the word "agreements" in lines 4 and 11 should be replaced by the word "arrangements". The first five lines would thus read:-

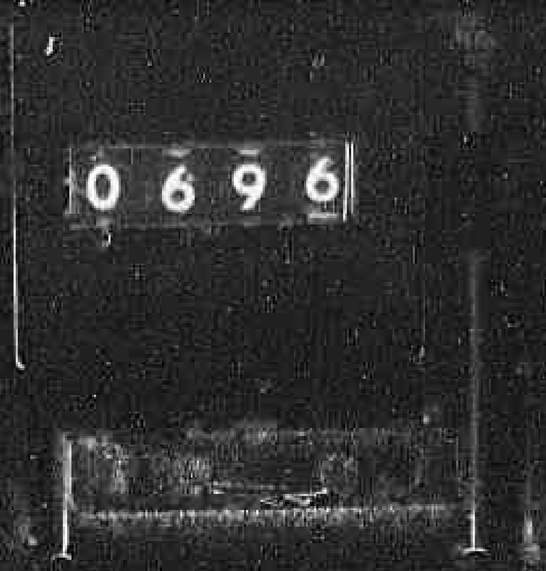
"In cases where long-range emergency requirements of mobile transport equipment for carrying traffic of common concern arise and normal arrangements for the interchange of such transport equipment are inadequate ....."

F.Dorn ..... Chairman

A.A.Evans .....
J. Kehane ..... } Joint Secretaries.

12th December, 1944.

3212


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Declassified E.O. 12356 Section 3.3/NND No. 185021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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9.12.44

CONFERENCE ON EUROPEAN INLAND TRANSPORT.

Note of the Fourth Informal Meeting of certain Delegations held at the Ministry of War Transport, on 9th December, 1944, at 10.30 a.m.

PRESENT:

Chairman - Mr. P.J. Noel Baker, M.P.

BELGIUM

M. Van de Putte

CZECHOSLOVAKIA

M. Vladimir Nezval

FRANCE

M. Jean Levy

GREECE

M.R.A. Drascopoulos

NETHERLANDS

Dr. W. Huender

NORWAY

M. Thor Brodtkorb
M. Knut Wearum

POLAND

M.K. Tyszka
Dr. K. Zaluski
M. A. Karlsbad

UNITED KINGDOM

Mr. N.E. Ronald
Mr. C.A. Birtchnell
Mr. R.A. Gallop
Mr. P.A. Brunt

UNITED STATES OF AMERICA

Mr. Robert G. Hooker, Jr.
Miss Helen Moats

YUGOSLAVIA

M.S. Potchek

OBSERVERS

Count Knuth (Denmark)
Brig. W.E. Blakey (S.H.A.E.F and S.A.C.M.E.D.)
Prof. E.R. Hondelink (Chairman of T.A.C.I.T.)

SECRETARIAT OF THE CONFERENCE

Mr. A.A. Evans
Mr. J. Kahane

---

1. APPROVAL OF MINUTES

THE MEETING approved the minutes of the second informal meeting of certain delegations held on November 30th with the following alteration: on page four in line four of DR. ZALUSKI'S remarks the word "one" was altered to "some".

Declassified E.O. 12356 Section 3.3/NND No. 785021

M. Jean Levy

GREECE

M.P.A. Dracopoulos

NETHERLANDS

Dr. W. Huender

NORWAY

M. Thor Brodtkorb
M. Knut Waerum

POLAND

M.K. Tyszka
Dr. K. Zaluski
M. A. Karlsbad

Mr. Robert G. Hooker, Jr.
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1. APPROVAL OF MINUTES

THE MEETING approved the minutes of the second informal meeting of certain delegations held on November 30th with the following alteration: on page four in line four of DR. ZALUSKI'S remarks the word "one" was altered to "some".

THE MEETING approved the minutes of the 3rd informal Meeting of certain delegations held on December 4th.

2. DRAFT AGREEMENT (EIT/26)

THE CHAIRMAN asked the Meeting to consider the revised version of the draft Agreement as it had emerged from the drafting Committee. Certain delegations might not be able to express their final views on the text as this had been in their possession for only a short while, but a number of members had also been members of the Drafting Committee and were thoroughly familiar with the present wording.

3. PREAMBLE

THE MEETING agreed to replace in the eleventh line the word "rapid" by "best possible".

3321

Declassified E.O. 12356 Section 3.3/NND No. 785021

4. ARTICLE I

M. HEINZL asked whether the words "carrying capacity" in the last two lines were meant to cover only the loading capacity of vehicles or also the tractive power.

THE CHAIRMAN and Brig. BLAMEY (SHAEF) confirmed that the words "carrying capacity" included the tractive power and were the right expression to convey what was intended.

M. HEYZL (Czechoslovakia) proposed adding in the penultimate line the words "and improve" after "maintain".

THE MEETING accepted Article I with the amendment proposed by M. HEINZL.

5. ARTICLE III (Paragraph 5).

THE CHAIRMAN said that line five might present certain difficulties if the U.S.S.R. were not to sign the Agreement simultaneously with the other delegations. He, therefore, thought that some phrase should be added to the effect that this provision regarding membership of the Executive Board should only become effective when the Government concerned had signed the Agreement.

M. LEVY (France) thought the difficulty might be met by not having seven members of the Executive Board at the very beginning.

MR. ROBALD (U.K.) said that his legal advisers had suggested that the first sentence should read "the Executive Board shall consist of not less than five and not more than seven members and shall be appointed by the Council and provision shall be made for the inclusion of one member nominated by each of the Governments of the French Rebulic, of the Union of Soviet Socialist Republics, of the United Kingdom and of the United States of America when signatory hereto".

THE CHAIRMAN said that he would prefer a solution which would provide for a Council of six with a vacancy for their absent friends.

MR. HOOKER (U.S.A.) suggested that the number of the Executive Board be determined by the Council

Declassified E.O. 12356 Section 3.3/NND No. 785021

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THE CHAIRMAN said that he would prefer a solution which would provide for a Council of six with a vacancy for their absent friends.

MR. HOOKER (U.S.A.) suggested that the number of the Executive Board be determined by the Council.

MR. RONALD (U.K.) was prepared to accept this suggestion.

DR. HUYSSER (NETHERLANDS) was opposed to any membership of less than seven and felt that they must exclude the possibility of non-member Governments being represented on the Counsel.

MR. HOOKER (U.S.A.) asked whether it was really in the interests of all concerned that membership of the Executive Board should be limited to representatives of member Governments. He preferred to limit membership to Nationals of the member Governments. This would stress the international aspect of membership of the Executive Board.

M. LEVY (France) agreed with MR. HOOKER (U.S.A.) about the desirability of stressing the international aspect of membership of the Executive Board.

Declassified E.O. 12356 Section 3.3/NND No. 785021

DR. ZALUSKI (Poland) thought the simplest solution was to add the words "when signatory hereto" at the end of the seventh line.

MR. RONALD (U.K.) mentioned that Mr. Brunt had suggested a wording which should provide that the membership of the Executive Board should include one member nominated by each of the four named Governments, when signatory to the Agreement, and three Nationals of other member Governments.

THE CHAIRMAN said that Mr. Brunt's suggestion had the advantage that the Organisation would not be forced to have seven members on its Executive Board; it could have six plus a vacant chair.

DR. HUENDER (Netherlands) did not like the idea of a vacant chair. He preferred a solution which might entail raising the membership of the Executive Board to eight for a certain period.

MR. RONALD (U.K.) said that he would have to make a formal reserve against any increase of the members of the Executive Board.

M. LEVY (France) disagreed with DR. Huender's proposal. He said that originally the Continental Delegations had asked for an increase from five to seven because out of the five provided by the original draft three would be representatives of Governments outside "Continental Europe". The position was now very much altered since the Executive Board would consist of at least four members from "Continental Europe" with only two or possibly three representatives from outside Governments.

MR. HOCKER (U.S.A.) thought that provision could be made by which the Council could at its discretion leave vacant one seat on the Executive Board. Dr. Huender had made great and valuable constributions to the Agreement, but Mr. Hocker felt that Dr. Huender's present proposal was not on the right lines. It was most useful to reserve a seat on the Executive Board for absent friends. This would be particularly useful for all questions concerning the return of displaced equipment.

M. HENCL (Czechoslovakia) agreed with MR. Hocker (U.S.A.). He stressed that it was most important to reserve a place for their absent friends.

MR. BRODTKORB (Norway) preferred Mr. Brunt's suggestion, but felt that instead of wording of Nationals of Member

Declassified E.O. 12356 Section 3.3/NND No. 785021

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M. HENZL (Czechoslovakia) agreed with MR. Hooker (U.S.A). He stressed that it was most important to reserve a place for their absent friends.

MR. BRODTHORB (Norway) preferred Mr. Brunt's suggestion, but felt that instead of speaking of Nationals of Member Governments, they should simply speak of three other members.

MR. HOOKER (U.S.A.) asked whether the Delegations felt that there was any Neutral of such outstanding ability that they wished to have him be a member of the Executive Board before his Government became a signatory to the Agreement.

M. LEVY (France) preferred "three representatives of other Governments" to "Nationals of other Governments".

MR. BRUNT (U.K.) said that the original conception had been that the members of the Executive Board might be nominated by certain Governments, but not that they should necessarily be nationals of those Governments.

THE MEETING agreed to refer Mr. Brunt's suggestion to the Drafting Committee.

3219

Declassified E.O. 12356 Section 3.3/NND No. 785021

6. ARTICLE III (Paragraph 7)

THE CHAIRMAN drew attention to the new wording which this paragraph had been given by the Drafting Committee.

THE MEETING accepted the paragraph as recommended by the Drafting Committee.

7. ARTICLE VI, Paragraph 1.

MR. RONALD (U.K.) asked whether Dr. Huender was satisfied that the expression "that territory" in lines 5 and 6 of Article VI, Paragraph 1, would cover the case where a member Government was the effective authority for transport only in part of its territory.

DR. HUENDER (Netherlands) thought that the paragraph as drafted now met the point he had raised in this connection.

8. ARTICLE VII, Paragraph 15.

DR. HUENDER (Netherlands) suggested the omission of the word "any" before "waterways", thus bringing this paragraph into line with the Netherlands amendment in ETT/23.

M. LEVY (France) suggested that this paragraph should refer only to traffic on international waterways and not to international traffic on waterways.

MR. HOOKER (U.S.) did not consider this desirable as other paragraphs relating to the co-ordination of transport did not confine themselves to international railways or international highways. It was clearly necessary to co-ordinate international traffic.

DR. HUENDER (Netherlands) was in favour of limiting the powers of the Organisation on inland waterways but recognised that M. Levy's suggestion was not in conformity with the intention of the draft Agreement.

M. HEYZL (Czechoslavakia) thought that, instead of international traffic, reference might be made to traffic of common concern.

THE CHAIRMAN pointed out that this again did not meet with the intention of the draft, which, in the paragraphs referring to the co-ordination of transport, covered all international traffic.

THE MEETING accepted Article VII, Paragraph 15 with the deletion of the word "any" before "waterways".

9. ARTICLE VII, Paragraph 16.

MR. BIRTCHELL (U.K.) suggested that the words "engaged in

Declassified E.O. 12356 Section 3.3/NND No. 785021

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M. HEIZL (Czechoslovakia) thought that, instead of international traffic, reference might be made to traffic of common concern.

THE CHAIRMAN pointed out that this again did not meet with the intention of the draft, which, in the paragraphs referring to the co-ordination of transport, covered all international traffic.

THE MEETING accepted Article VII, Paragraph 15 with the deletion of the word "any" before "waterways".

9. ARTICLE VII, Paragraph 16.

MR. BIRTCHELL (U.K.) suggested that the words "engaged in traffic of common concern" should be omitted. The arrangements for facilitating the movement across frontiers of road transport vehicles should apply to all such vehicles and it was difficult in practice to limit the steps taken to vehicles engaged in traffic of common concern.

THE MEETING accepted Article VII, paragraph 16, with the amendment proposed by Mr. Birtchell.

10. ARTICLE VIII, Paragraph 2(b)

M. KARLSBAD (Poland) pointed out that in this paragraph provision had been made that a member Government might make temporary use of enemy or ex-enemy transport equipment pending any arrangements that might be made by the Organisation. He asked that this provision be extended to cover also Allied equipment for temporary use.

Declassified E.O. 12356 Section 3.3/NND No. 785021

MR. BRUNT (U.K.) thought that this point had been covered in Article VII, Paragraph 7, which related to the restoration of transport equipment and material.

DR. HUENDER (Netherlands) agreed that the Organisation could work out arrangements with the Governments concerned where immediate restoration would unduly prejudice the operation of essential transport. The Organisation could thus give the authority which M. Karlsbad desired as one of their early decisions.

MR. BRUNT (U.K.) agreed that that was the intention.

THE MEETING accepted article VIII, Paragraph 2, as submitted.

11. ARTICLE VIII, Paragraph 5.

M. HENZL (Czechoslovakia) suggested that, to bring this paragraph into line with the Preamble, the words "best possible" should be substituted for the word "rapid".

THE MEETING accepted Article VIII, Paragraph 5, subject to M. Henzl's amendment.

12. ARTICLE VIII, Paragraph 6.

M. BRODTKORB (Norway) asked whether inland vessels included coasting vessels.

MR. BRUNT (U.K.) stated that that was not the case, in view of the terms of Article II.

THE CHAIRMAN asked whether the word "craft" should be used instead of "vessels" when referring to inland waterways.

MR. EVANS stated that the Informal Committee on Waterways had decided to use the word "vessels" throughout.

THE MEETING accepted Article VIII, Paragraph 6, as submitted.

13. M. HENZL (Czechoslovakia) suggested the addition of the words at the end of the paragraph "nor on the point of entry". This change was desirable because import duties sometimes differed in different ports.

Declassified E.O. 12356 Section 3.3/NND No. 785021

11. ARTICLE VIII, Paragraph 5.

M. HENZL (Czechoslovakia) suggested that, to bring this paragraph into line with the Preamble, the words "as soon as possible" should be substituted for the word "rapid".

THE MEETING accepted Article VIII, Paragraph 5, subject to M. Henzl's amendment.

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13. M. HENZL (Czechoslovakia) suggested the addition of the words at the end of the paragraph "nor on the point of entry". This change was desirable because import duties sometimes differed in different ports.

THE CHAIRMAN explained that, if import duties were dependent on the use of a particular port, they would in fact be dependent on the route the goods had travelled prior to importation and that the intention of the draft was to cover the point raised by M. Henzl.

THE MEETING approved Article VIII, Paragraph 8, as submitted.

14. ARTICLE XIII.

THE CHAIRMAN wished to raise a point which had not been brought up in the report of the Drafting Committee. He suggested that, if Governments decided to sign the Agreement and set up the Organisation although the absent friends had not yet decided to take part, it might be undesirable to keep in the Agreement the first sentence of Article XIII, which provided that the Agreement could only be amended, suspended or terminated during the first two years after the suspension of hostilities with Germany by the unanimous vote of the Council. He suggested that the Article should start at the end of the fourth line with the words "Any provision of the Agreement may .....". That would mean that, if the Soviet Government wished to become a member but felt that some amendment would be necessary, they could approach the Council, which could, by a two-thirds majority, make the necessary amendments. He was certain that no unnecessary or

3209

Declassified E.O. 12356 Section 3.3/NND No. 785021

frivolous amendments would be submitted as a result of his proposal, but wished to have the views of delegates.

MR. HOCKER (U.S.) pointed out that, under this amendment, it would be possible to terminate the Agreement within two years by a two-thirds majority. Was that intended?

THE CHAIRMAN thought that, if two-thirds of the member wished to terminate the Agreement, the Organisation could not function in any case.

DR. HUENDER (Netherlands) pointed out that the proposed amendment was in conflict with Article XI, which required the Agreement to remain in force for two years from the date of general suspension of hostilities with Germany.

THE CHAIRMAN agreed that an amendment should be introduced on lines which would enable the Agreement to be amended at any time by a two-thirds majority but would not enable it to be terminated within the two-year period referred to. The Organisation would have to make plans for the rehabilitation of transport which would cover a period of two years at least, and no doubt should be thrown on its continued existence.

DR. ZALUSKI (Poland) was somewhat nervous of the consequences of the proposed amendment.

THE MEETING agreed with the Chairman's suggestion and referred the Article back to the Drafting Committee.

15. ARTICLE XIV, Paragraphs 3 and 4.

BRIG. BLAKEY (S.H.A.E.F.) asked whether these paragraphs, as re-drafted, clearly covered occupied enemy territory under the administration of occupation authorities.

THE CHAIRMAN confirmed that that was the intention of the draft.

DR. HUENDER (Netherlands) asked whether it would be desirable to add at the end of Paragraph 4 the words "under Occupation Authorities".

THE MEETING referred Article XIV, Paragraphs 3 and 4, to the Drafting Committee to consider the point raised.

Declassified E.O. 12356 Section 3.3/NND No. 785021

DR. HUBNER (Netherlands) pointed out that the proposed amendment was in conflict with Article III, which required the Agreement to remain in force for two years from the date of general suspension of hostilities with Germany.

THE CHAIRMAN agreed that an amendment should be introduced on lines which would enable the Agreement to be amended at any time by a two-thirds majority but would not enable it to be terminated within the two-year period referred to. The Organisation would have to make plans for the rehabilitation of transport which would cover a period of two years at least, and no doubt should be thrown on its continued existence.

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THE MEETING referred Article XIV, Paragraphs 3 and 4, to the Drafting Committee to consider the point raised.

16. ARTICLE XIV, Paragraph .

MISS BOATS (U.S.) thought that the words "such transit" at the end were not clear.

MR. EVANS pointed out that this text had been taken out of its context in the Statute on Freedom of Transit appended to the Barcelona Convention of 1921 and that it would therefore be clearer to replace the words "such traffic" by "the transit traffic concerned".

THE MEETING accepted Article XIV, Paragraph 8, subject to the above amendment.

17. ARTICLE XIV, Paragraph 9.

M. LEVY (France) suggested that the words "and accepted by the Governments concerned" be added at the end of the paragraph.

Declassified E.O. 12356 Section 3.3/NND No. 785021

THE CHAIRMAN thought that all allied Commanders-in-Chief exercised authority on the basis of the consent of the Governments concerned and that therefore no change was necessary.

BRIG. BLAKELY (S.H.A.E.F.) thought any amendment to this paragraph would involve delay, as he would feel obliged to refer the matter back to the Combined Chiefs of Staff, who had approved the existing text.

M. LEVY (France) withdrew his proposal.

THE MEETING accepted Article XIV, Paragraph 9, as submitted.

18. ARTICLE XIV, former clause VII.

MR. HOOKER (U.S.) explained that, until they had received instructions, he would be obliged to reserve his position on the deletion of Article XIV, Clause (vii), of the former text, which specified that the term "Government" included "Provisional Government".

M. LEVY (France) reserved his right to make observations on any proposal to retain this clause.

19. PROCEDURE FOR THE SIGNATURE OF THE AGREEMENT AND ITS ANNEX.

THE CHAIRMAN pointed out that the Netherlands Government had made it clear that they could only accept the Draft Agreement if sufficient Governments were willing to adopt the optional Annex. It was therefore a matter of urgency that Governments should say whether they were able to do so. There might be some Governments who would not be in a position to sign the optional Annex when the Agreement was ready for signature and he wished to know how soon Governments could subscribe to the Annex. Personally, he thought it possible that the U.K. Government could do so. He hoped to hear with the least possible delay from other Governments, as any delay on the Waterways Annex would hold up the setting up of the Organisation. He was anxious to see the Organisation established at any rate, before Christmas.

DR. HUENDER (Netherlands) asked whether it was the intention to press the Soviet Delegation to sign as soon as possible. Was it the intention to wait for a reply as to whether they could sign or not or was it the intention to go ahead in any case?

THE CHAIRMAN informed Delegations that he had been keeping in touch with the Soviet Delegation and keeping them fully informed. He had pressed them to express their views as soon as possible. He had made it clear to them that the United Kingdom Government was under pressure from military authorities to go ahead as soon as possible but that if they were not ready to join the Organisation

Declassified E.O. 12356 Section 3.3/NND No. 785021

MR. FOSTER (U.S.) explained that as their ship had received instructions, he would be obliged to reserve his position on the deletion of Article XIV, Clause (vii), of the former text, which specified that the term "Government" included "provisional Government".

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19. PROCEDURE FOR THE SIGNATURE OF THE AGREEMENT AND ITS ANNEX.

THE CHAIRMAN pointed out that the Netherlands Government had made it clear that they could only accept the Draft Agreement if sufficient Governments were willing to adopt the optional Annex. It was therefore a matter of urgency that Governments should say whether they were able to do so. There might be some Governments who would not be in a position to sign the optional Annex when the Agreement was ready for signature and he wished to know how soon Governments could subscribe to the Annex. Personally, he thought it possible that the U.K. Government could do so. He hoped to hear with the least possible delay from other Governments, as any delay on the Waterways Annex would hold up the setting up of the Organisation. He was anxious to see the Organisation established at any rate, before Christmas.

DR. HUENDER (Netherlands) asked whether it was the intention to press the Soviet Delegation to sign as soon as possible. Was it the intention to wait for a reply as to whether they could sign or not or was it the intention to go ahead in any case?

THE CHAIRMAN informed Delegations that he had been keeping in touch with the Soviet Delegation and keeping them fully informed. He had pressed them to express their views as soon as possible. He had made it clear to them that the United Kingdom Government was under pressure from military authorities to go ahead as soon as possible but that if they were not ready to join the Organisation when it was set up the U.K. Government would propose in doing so, to leave the door open to Soviet membership at any time and to take all possible steps to keep the Soviet authorities informed, to provide for liaison and to provide facilities, if so desired, for a Soviet Liaison Officer in the Office of L.C.I.T.O.

DR. HUENDER (Netherlands) asked whether, in so proceeding, Governments would be approached through the usual channels or whether the Conference in its informal status was capable of proceeding to signature.

THE CHAIRMAN hoped to discuss the questions on procedure at an early meeting but asked Delegations in the meantime to press for instructions as soon as possible, in particular on the new proposals regarding waterways.

M. VAN DE PITTE (Belgium) and M. LEVY (France) said that they had received no instructions but they hoped to be able to agree to the Annex next week.

3208

Declassified E.O. 12356 Section 3.3/NND No. 785021

20. CONSIDERATION OF SOME PROBLEMS WHICH WILL FACE THE COUNCIL OF THE ORGANISATION.

THE CHAIRMAN thought that it would be desirable for Delegations to give preliminary consideration to some of the steps which would have to be taken by the Council of the Organisation at the outset.

21. FINANCE.

THE CHAIRMAN pointed out that the Council would have to work out an allocation of expenses but that, in the meantime, those Governments which were able to do so should make some immediate contributions on account. He thought that it would be desirable to have a small fund of about $30,000 to enable the Organisation to get ahead at once.

One of the first points to consider was whether the Organisation should be financed on the basis of allocations of expenses on a quota system, as in the League of Nations, or whether some other system should be adopted, such as a charge on international traffic.

DR. ZALUSKI (Poland) suggested that a scheme should be submitted for the consideration of Delegations.

THE CHAIRMAN pointed out that, under the Agreement (Article V), it was the task of the Council to work out suitable arrangements. He would, however, be grateful if Professor Hondelink would prepare a paper for the consideration of informal meetings.

THE MEETING approved this suggestion.

22. STAFFING.

THE CHAIRMAN said that it would be desirable for the chief officer to select candidates for the staff, doing so with proper consideration for having a balance of persons from different countries, choosing them not on the grounds of their nationality but for their personal efficiency and their qualifications for the job. They should in his view constitute an international staff responsible to the chief officer and not to the Governments of which they happened to be nationals. In making the staff selections, the chief officer would, of course, bear in mind the necessity for securing the approval of the Executive Board but, in putting up his lists, he should be entitled to expect that his proposals for subsidiary staff would not be liable to criticism by the Board. He should be able to count on their confirmation.

MR. HOOKER (U.S.) suggested that the Board might pass a Resolution to the effect that submission to the Board would only

Declassified E.O. 12356 Section 3.3/NND No. 785021

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MR. HOOKER (U.S.) suggested that the Board might pass a Resolution to the effect that submission to the Board would only be necessary in the case of the appointment of staff whose salary exceeded a given amount.

23. RELATIONS WITH THE U.S.S.R.

THE CHAIRMAN pointed out that it would be desirable to make arrangements for all documents and information on the activities of the Organisation to be made available to the Soviet authorities. If they desired to have an observer attached to the Organisation, he could be provided with an office at the seat of the Organisation.

24. SEAT OF THE ORGANISATION

M. LEVY (France) thought that the question of the Headquarters of the Organisation should be a matter for the Council and Executive Board.

Declassified E.O. 12356 Section 3.3/NND No. 785021

THE CHAIRMAN agreed that it would be a matter for the Council, but thought that there would be no objection to them choosing provisional headquarters at the start with the intention of moving later.

25. NATURE OF THE EXECUTIVE BOARD.

THE CHAIRMAN pointed out that in the original proposal submitted to the Conference it had been intended that the members of the Board should be chosen for their specialised knowledge, should be employed wholetime and, consequently, be paid out of the international budget. They would have work which would require their almost constant attendance at the seat of the Organisation, particularly as the chief officer would risk political difficulties if the final responsibility for all problems of allocation were to rest on him. The Board would therefore be faced with day-to-day questions and the members would in addition have to keep in touch with their own Governments.

In view of the changes which had been made in Article III the question now rose as to whether this original conception should be maintained or whether the members of the Board should be persons who spent much of their time at their own capitals, attending proceedings of the Board only a few days a month, in which case their salaries would not be carried on the international budget.

MR. HOOKER (U.S.) thought that, if it were decided not to have a full-time Board, there would be a danger of persons being appointed who were much too busy with other matters and would therefore fail to devote adequate time to the problems of the Organisation. At a later stage the position might be re-considered.

DR. HUMMER (Netherlands) thought it was essential to have people on the spot and that that was inherent in the conception of a Board set up to bridge the gap between the Council and the chief officer. It would almost certainly be a full-time job.

M. LEVY (France) had doubts on this point. If the day-to-day administration were carried out by the chief officer and his staff what would the members of the Board have to do with the whole of their time?

THE CHAIRMAN thought that as soon as the main flow of new transport equipment and material was diverted away from military to civilian transport, the work of the Board [illegible]

Declassified E.O. 12356 Section 3.3/NND No. 185021

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M. LEVY (France) had doubts on this point. If the day-to-day administration were carried out by the chief officer and his staff what would the members of the Board have to do with the whole of their time?

THE CHAIRMAN thought that as soon as the main flow of new transport equipment and material was diverted away from military to civilian transport, the work of the Board would be very considerable indeed. The members would be, in any case, obliged to master many points of detail.

D. ZALUSKI (Poland) considered that it should be a full-time job as otherwise the chief officer would run the risk that the members of the Board would not be adequately informed on the points with which they had to deal and this might seriously prejudice the work of the Organisation.

THE CHAIRMAN recognised that the Council and the Executive Board would have between them to work out this matter of policy and might possibly delegate authority to a small sub-committee from time to time, but he doubted whether this would be efficient. The general feeling of the Meeting seemed to be in favour of the members of the Board being full-time.

M. HENZL (Czechoslovakia) and M. VAN DE PITTE (Belgium) agreed.

MRS. BLAKEY (W.F.A.W.E.) added that at any rate at the start he thought that the work could not be carried out unless the Board was full-time. They would have to consult and keep in

Declassified E.O. 12356 Section 3.3/NND No. 785021

touch with a considerable number of different agencies and authorities, particularly in the matter of allocation, and they would, further, have to do a certain amount of travelling.

26. DRAFTING COMMITTEE

THE MEETING fixed the next meeting of the Drafting Committee for Monday, 11th December, 1944 at 11 a.m. at Berkeley Square House.

27. NEXT MEETING

The next MEETING would be called by the Chairman.

Declassified E.O. 12356 Section 3.3/NND No. 785021

0718

Declassified E.O. 12356 Section 3.3/NND No. 785021

the next meeting would be called by the Chairman.

10

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Informal Meetings of Certain Delegations

Report of Drafting Committee

1. The Drafting Committee was set up in accordance with the decision of the informal meeting of certain Delegations of 4th December, 1944 (Item 47). It consisted of Messrs. E.H.Dean (as Chairman), Brunt, Hencl, Hondelink, Hooker, Huander, Levy and Zaluski, with Sir Osborne Mance for Article VII, Section 11 and new section following thereon.

2. The Drafting Committee met twice, on 5th and 7th December, and took as its basis the second revised version of the draft Agreement for European Inland Transport Organisation of 25th November, 1944, and the decisions of the informal meetings of certain Delegations held on 25th and 30th November and 4th December.

3. The Committee submits for the consideration of Delegations a revised version of the Agreement (EIT/26).

4. The Committee thought it desirable to number all the paragraphs of each Article consecutively, thus removing the sub-divisions described as sections in Articles VII and VIII. Appropriate headings have, however, been retained or inserted. The Annex to this report shows, for the Articles in which such changes in numbering have been made, the number of the Articles and Sections of the earlier draft corresponding to the Articles and paragraphs of EIT/26.

5. The Drafting Committee draws attention in particular to the changes indicated below. No reference is made to purely verbal alterations.

6. TITLE.

A change has been made in the title of the Agreement.

7. ARTICLE I.

The name of the Organisation has been changed to the European Central Inland Transport Organisation. For the rest, minor drafting changes only have been made.

8. ARTICLE II.

The text, as agreed by the informal meeting, reverts to

Declassified E.O. 12356 Section 3.3/NND No. 785021

2. The Drafting Committee met twice, on 5th and 7th December, and took as its basis the second revised version of the draft Agreement for European Inland Transport Organisation of 26th November, 1944, and the decisions of the informal meetings of certain Delegations held on 28th and 30th November and 4th December.

3. The Committee submits for the consideration of Delegations a revised version of the Agreement (EIT/26).

4. The Committee thought it desirable to number all the paragraphs of each Article consecutively, thus removing the sub-divisions described as sections in Articles VII and VIII. Appropriate headings have, however, been retained or inserted. The Annex to this report shows, for the Articles in which such changes in numbering have been made, the number of the Articles and Sections of the earlier draft corresponding to the Articles and paragraphs of EIT/26.

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6. TITLE.

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The name of the Organisation has been changed to the European Central Inland Transport Organisation. For the rest, minor drafting changes only have been made.

8. ARTICLE II.

The text, as agreed by the informal meeting, reverts to the printed text with the omission of any reference to "authorities" and the consequent deletion of the second paragraph of the printed text.

9. ARTICLE III, Section 7.

The new text agreed by the informal meeting on 30th November has been inserted but a change has been made to make it clear that the Executive Board delegates the technical and administrative work of the Organisation to a chief officer, "subject to its supervision and in conformity with the broad policies determined by the Council".

10. ARTICLE IV, 2nd Paragraph.

It has been made clear that any delegation of powers by the Council must remain subject to the provisions of Paragraph 2 of Article V.

3206

Declassified E.O. 12356 Section 3.3/NND No. 785021

11. ARTICLE VI, Section 1.

It has been thought advisable to substitute for Section 1 of Article VI Section 5 of Article XI, subject to the omission of any definition of the functions of the Organisation by reference to any Articles of the Agreement. The Committee felt that there was some overlap between these two Sections and that the best place for it was in Article VI.

12. ARTICLE VI, Section 2 embodies the changes relating to the consultation of the Allied Commanders-in-Chief agreed to at the informal meetings.

13. ARTICLE VI, Section 3.

As this Section contained definitions of terms, the Drafting Committee has inserted it as Article XIV, Paragraphs 3 and 4.

14. ARTICLE VI, Section 4 has been re-drafted and shortened but without change of substance.

15. ARTICLE VII, Section 2.

The changes approved by the informal meeting have been made.

16. ARTICLE VII, Section 3.

The Section has been substantially re-drafted with a view to meeting the point raised at the informal meeting that it should not confer any rights to the restoration of equipment on enemy nationals under the authority of a member Government. This has been met by substituting for "or to persons or bodies under the authority of a member Government" the words "or to its nationals" i.e. the nationals of a member Government. It has also been made clear that the arrangements respecting restoration apply to transport equipment and material belonging to a member Government found outside the territories under the authority of that member Government and outside its control. Both of these conditions have to be fulfilled in the case of inland vessels which may remain under the control of a member Government though outside its territory.

17. ARTICLE VII, Section 3 has been re-drafted to bring it into line with the corresponding section of Article VIII.

18. ARTICLE VII, Section 11 and new Section following thereon.

The first paragraph has been amended by the addition of the

Declassified E.O. 12356 Section 3.3/NND No. 785021

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17. ARTICLE VII, Section 8 has been re-drafted to bring it into line with the corresponding section of Article VIII.

18. ARTICLE VII, Section 11 and new Section following thereon.

The first paragraph has been amended by the addition of the word "modification" after the word "maintenance" and the words "or, where appropriate, suppression" after "resumption", thus making it clear that the Organisation may co-ordinate action to secure suppression of existing international arrangements where that is desirable, i.e. where they are largely under the control of the enemy.

The second paragraph of Section 11 and the new Section following it have been replaced by an entirely new draft.

19. ARTICLE VII, Section 12.

A new draft has been prepared in consultation with the informal meeting on Waterways on the basis of the proposed Netherlands amendment (EIT/23) as modified by a sub-amendment proposed by the Belgian Delegation enabling the Organisation to make recommendations ensuring the most efficient movement of international traffic on any waterways.

Declassified E.O. 12356 Section 3.3/NND No. 785021

20. ARTICLE VII, Section 16 has been modified by the introduction of the word "international" before "questions of mutual concern".

21. ARTICLE VIII, Section 2 (ii) has been re-drafted to make it clear that the sub-paragraph shall not debar any member Government or any of its nationals from continuing the management of its or his own inland vessels. References to "persons or bodies under the authority of" have been replaced by references to "any of the nationals of" a member Government, as in Article VII, Section 5.

22. ARTICLE VIII, Paragraph 6, of new text is entirely new and embodies a re-draft of the first Article of the draft Agreement on Inland Waterways proposed by the Netherlands Delegation.

23. ARTICLE VIII, Section 7, has been supplemented by a definition of "admissible transit charges", which has been inserted in Article XIV, Paragraph 6.

24. ARTICLE VIII, Sections 9 and 11.

The reference to Section 12 of Article VII (dealing with traffic on waterways) has been shifted from Section 9 to Section 11 (now Paragraphs 10 and 12 respectively).

25. ARTICLE XI has been modified by the deletion of Sections 1, 2, 3 and 5 of the text of 28th November in accordance with the decision of the Informal Meeting. The former Section 5 has provided the basis of Article VI, Paragraph 1, of the new text. Paragraphs 1 and 2 of Article XI are the former Paragraph 4 of the text of 28th November virtually unchanged.

26. ARTICLE XIV has been made to apply not only to the Agreement, but to its proposed Annex.

The definitions of the terms "Continental Europe" and "territory under the authority of a member Government" have been taken out of Article VI, Section 3, and now constitute Paragraphs 3 and 4 of Article XIV. The definition of the term "Continental Europe" has been modified to approximate more closely to the original printed text.

The definition of "transport equipment and material" now includes in its sub-paragraph (ii) (formerly (b)) a reference to equipment and material intended for the maintenance of roads, railways, bridges, ports and inland waterways.

The definition of the term "traffic of common concern" has

Declassified E.O. 12356 Section 3.3/NND No. 785021

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The definition of "transport equipment and material" now includes in its sub-paragraph (ii) (formerly (b)) a reference to equipment and material intended for the maintenance of roads, railways, bridges, ports and inland waterways.

The definition of the term "traffic of common concern" has been slightly modified in respect of the definition of persons (other than military personnel) to be moved and completed by the introduction of a new category, i.e. "property removed by the enemy".

The definition of the term "persons or bodies under the authority of a member Government" has been omitted as this term is no longer used in the Agreement (see Article VII, Section 3, and Article VIII, Section 2).

A definition of the term "admissible transit charges" has been added on the basis of Article 5 of the Statute on Freedom of Transit, which constitutes the Annex to the Convention on Freedom of Transit signed at Barcelona on 20th April, 1921.

3205

The definition of the term "Government" has been omitted.

P. DEAN
Chairman.

A.A. Evans
J. Kahene } Joint Secretaries.

8th December, 1944.

Declassified E.O. 12356 Section 3.3/NND No. 785021

A N N E X

COMPARISON OF NUMBERING OF ARTICLES IN THE DRAFT OF 28TH NOVEMBER and EIT/26

EIT/25		Revised version of 28th November, 1944		EIT/26		Revised version of 28th November, 1944	
Article	Paragraph	Article	Section	Article	Paragraph	Article	Section
VI	1	XI	5	VIII	1	VIII	1
	2	VI	2		2		2
	3		4		3		2
VII	1	VII	Preamble		4		3
	2		"		5		5
	3		1		6		-
	4		2		7		6
	5		2		8		7
	6		New		9		8
	7		3		10		9
	8		4		11		10
	9		5		12		11
	10		6 & 7		13		12
	11		8		14		13
	12		9	XI	1		4
	13		10		2		4
	14		11 and New	XIV	1	XIV	Preamble (i)
					2		
	15		12		3	VI	3

Declassified E.O. 12356 Section 3.3/NND No. 785021

	3		4				
VII	1	VII	Preamble		4		3
	2		"		5		5
	3		1		6		-
	4		2		7		6
	5		2		8		7
	6		New		9		8
	7		3		10		9
	8		4		11		10
	9		5		12		11
	10		6 & 7		13		12
	11		8		14		13
	12		9	XI	1		4
	13		10		2		4
	14		11 and New	XIV	1	XIV	Preamble (i)
	15		12		2		
	16		13		3	VI	3
	17		14		4	VI	3
	18		15		5	XIV	(ii)
	19		16		6		(iii)
	20		17		7		(v)
	21		18		8		-
	22				9		(vi)

Declassified E.O. 12356 Section 3.3/NND No. 785021

From Taylor.

EIT/26

CONFERENCE OF EUROPEAN INLAND TRANSPORT

By direction of the Chairman, we are circulating for consideration of Delegations to the Conference a revised version of the Draft Agreement for European Inland Transport Organisation.

Berkeley Square House,
London, W.1.

8th December, 1944.

A.A. Evans
J. Kahane

Joint Secretaries.

DRAFT AGREEMENT CONCERNING THE ESTABLISHMENT OF AN EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION.

WHEREAS, upon the liberation of any territories of the United Nations in Europe, and upon the occupation of any enemy territories in Europe, it is expedient for the fulfilment of the common military needs of the United Nations and in the interests of the social and economic progress of Europe, to provide for co-ordination both in the movement of traffic and in the allocation of transport equipment and material with a view to ensuring the rapid movement of supplies both for military forces and the civil population and the speedy repatriation of displaced persons, and also with a view to creating conditions in which the normal movement of traffic can be more rapidly resumed;

The Governments whose duly authorised representatives have subscribed hereto;

Have agreed as follows:-

ARTICLE I

There is hereby established the European Central Inland Transport Organisation, hereinafter called "the Organisation", which shall act in accordance with the provisions of the following. The Organisation is established as a co-ordinating and consultative organ. It shall co-ordinate efforts to utilise all

Declassified E.O. 12356 Section 3.3/NND No. 785021

INLAND TRANSPORT ORGANISATION.

WHEREAS, upon the liberation of any territories of the United Nations in Europe, and upon the occupation of any enemy territories in Europe, it is expedient for the fulfilment of the common military needs of the United Nations and in the interests of the social and economic progress of Europe, to provide for co-ordination both in the MOVEMENT of traffic and in the allocation of transport equipment and material with a view to ensuring the rapid movement of supplies both for military forces and the civil population and the speedy repatriation of displaced persons, and also with a view to creating conditions in which the normal movement of traffic can be more rapidly resumed;

The Governments whose duly authorised representatives have subscribed hereto;

Have agreed as follows:-

ARTICLE I

There is hereby established the European Central Inland Transport Organisation, hereinafter called "the Organisation", WHICH/ The Organisation is established as a co-ordinating and consultative organ. It shall co-ordinate efforts to utilise all means of transport for the successful completion of the war and for the improvement of transport communications so as to provide for the restoration of normal conditions of economic life. It shall also provide assistance to the Allied Commanders-in-Chief during the war and to the Occupation Authorities set up by Governments of the United Nations during the first period after the war to maintain the carrying capacity of transport.

/SHALL ACT IN ACCORDANCE WITH THE PROVISIONS OF THE FOLLOWING ARTICLES

ARTICLE II - Membership

The members of the Organisation shall be the Governments signatory hereto and such other Governments as may be admitted thereto by the Council.

3204
30

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE III - Constitution

1. The Organisation shall consist of a Council and an Executive Board with the necessary headquarters, regional and local staff.

The Council

2. Each member Government shall name one representative and such alternates as may be necessary upon the Council. The Council shall, for each of its sessions, select one of its members to preside at the session. The Council shall determine its own rules of procedure. Unless otherwise provided in this Agreement or by action of the Council, the Council shall vote by simple majority.

3. The Council shall be convened in regular session not less than twice a year by the Executive Board. It may be convened in special session whenever the Executive Board shall deem necessary and shall be convened within thirty days after request therefore by one-third of the members of the Council.

4. The Council shall perform the functions assigned to it under this Agreement and review the work of the Organisation generally to ensure its conformity with the broad policies determined by the Council.

The Executive Board.

5. The Executive Board shall consist of seven members who shall be appointed by the Council and shall include one member nominated by each of the Governments of the French Republic, of the Union of Soviet Socialist Republics, of the United Kingdom, and of the United States of America. Each member of the Executive Board shall be provided with a deputy similarly nominated and appointed. The members and their deputies shall be appointed for not longer than one year. The Executive Board shall choose its own Chairman, subject to confirmation by the Council.

Declassified E.O. 12356 Section 3.3/NND No. 785021

simple majority.

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6. The Executive Board shall perform the executive functions assigned to the Organisation within the framework of the broad policies determined by the Council. It shall act in accordance with the ruling of the majority of its members. It shall present to the Council such reports on its performance of its functions as the Council may require.

7. The Executive Board shall delegate to a chief officer the direction of the technical and administrative work of the Organisation, subject to its general supervision and in conformity with the broad policies determined by the Council.

Declassified E.O. 12356 Section 3.3/NND No. 785021

This officer shall appoint the staff at headquarters, regional and local offices, subject to the approval of the Executive Board, taking into account the exigencies of the various branches of transport concerned. The responsibilities of the chief officer and staff shall be exclusively international in character.

8. Each member Government may appoint a representative for purposes of consultation and communication with the Executive Board. Such representatives shall be fully informed by the Board of all activities of the Organisation. Each time that any important question is discussed concerning the interests of a member Government, its representative shall be entitled to take part in the discussion without right of vote.

ARTICLE IV

1. The Organisation shall have power to perform any legal act appropriate to its object and purposes, including the power to acquire, hold and convey property, to enter into contracts and undertake obligations, to designate or create subordinate organs and to review their activity. The Organisation shall not however have power to own transport equipment and material, except with the unanimous consent of the Council.

2. These powers are vested in the Council. Subject to the provisions of paragraph 2 of Article V, the Council may delegate such of these powers as it may deem necessary to the Executive Board, including the power of subdelegation. The Executive Board shall be responsible to the Council for the upkeep and administration of any property owned by the Organisation.

ARTICLE V - Finance

1. The Executive Board shall submit to the Council an initial budget and from time to time such supplementary budgets as may be required, covering the administrative expenses of the Organisation. Upon approval

Declassified E.O. 12356 Section 3.3/NND No. 785021

question is discussed concerning the interests of a member Government, its representative shall be entitled to take part in the discussion without right of vote.

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2. These powers are vested in the Council. Subject to the provisions of paragraph 2 of Article V, the Council may delegate such of these powers as it may deem necessary to the Executive Board, including the power of subdelegation. The Executive Board shall be responsible to the Council for the upkeep and administration of any property owned by the Organisation.

ARTICLE V - Finance

1. The Executive Board shall submit to the Council an initial budget and from time to time such supplementary budgets as may be required, covering the administrative expenses of the Organisation. Upon approval of a budget by the Council the total amount approved shall be raised in such manner or be allocated in such proportions as may be agreed between the member Governments. Each member Government undertakes, subject to the requirements of its constitutional procedure, promptly to contribute to the Organisation in such currency or currencies as may be agreed with the Executive Board, its share of these expenses. Each member Government shall also provide such facilities as are required for the transfer of sums so contributed and held by the Organisation in that Government's own currency into other currencies.

3203

Declassified E.O. 12356 Section 3.3/NND No. 785021

2. The Organisation shall not incur any expenses, other than administrative expenses, except under the authority of the Council. Proposals for such expenses shall be submitted by the Executive Board to the Council, and when approved by the Council such expenses shall be met by contributions which a member Government or Governments may agree to make or in such other manner as may be agreed between Governments.

3. Nothing in this Agreement shall require any member Government or transport administration under its authority to perform services without remuneration.

ARTICLE VI - The Scope of the Organisation

1. The Organisation shall exercise its functions in any territory in Continental Europe as soon as the member Government concerned becomes the effective authority for transport in that territory, provided that the Allied Commander-in-Chief concerned is satisfied that military necessity permits and under such conditions as he may deem necessary.

2. In respect of any territory in Continental Europe in which the Allied Commanders-in-Chief retain responsibility for the direction of the transport system, the Organisation shall on request give advice or assistance to the Allied Commanders-in-Chief, and, in consultation with the Allied Commander-in-Chief concerned, to any member Government or to other appropriate authorities of the United Nations, on any question with which it is empowered to deal under Article VII.

3. The Organisation shall treat with any Occupation Authorities set up by Governments of the United Nations in respect of any territory in Continental Europe in which such Occupation Authorities are exercising authority.

ARTICLE VII - Executive Functions of the Organisation.

Introductory

1. The Organisation shall carry out thorough [illegible] technical and economic conditions

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE VI - The Scope of the Organisation

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ARTICLE VII - Executive Functions of the Organisation.

Introductory

1. The Organisation shall carry out thorough studies of the technical and economic conditions affecting international traffic and shall give to the Governments concerned technical advice and recommendations directed to restoring and increasing the carrying capacity of the transport systems in Continental Europe and to co-ordinating the movement of traffic of common concern on these systems.

2. In case any member Government meets with difficulties in carrying out these recommendations owing to reasons of a material and economic character, the Organisation shall investigate with the member Governments concerned means of practical help.

Information on Transport Equipment and Material

3. The Organisation shall receive and collect information concerning the requirements of transport equipment and material for Continental Europe.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Realisation of requirements for transport equipment and material.

4. The Organisation shall assist the realisation of requirements of any member Government in Continental Europe for transport equipment and material.

Allocation and distribution for use of transport equipment and material

5. The Organisation shall, within the framework of the priorities determined by the appropriate authorities of the United Nations, determine the allocation or distribution for use to governments in Continental Europe, on such conditions as it may deem necessary, of such transport equipment and material as may be made available for this purpose by the Allied Commanders-in-Chief, by Occupation Authorities, or by agencies of any one or more of the United Nations. To enable the Organisation to carry out this function effectively, it may consult with the Governments concerned on their export possibilities and import needs for transport equipment and material for Continental Europe and will receive from such Governments notification of all arrangements made in respect thereto of which they have notice.

Arrangements to make mobile transport equipment and material available.

6. In cases where temporary emergency requirements of transport equipment for carrying traffic of common concern arise and normal agreements for the inter-change of mobile transport equipment are inadequate, the Organisation shall arrange with member Governments concerned to make available mobile transport equipment for the purpose of meeting such requirements. Such mobile transport equipment shall be made available under agreements made between the member Governments concerned with the assistance of the Organisation.

Restoration of transport equipment and material.

7. The Organisation shall arrange, as soon as practicable, to restore to the member Government concerned transport equipment and material belonging to a member Government or to

Declassified E.O. 12356 Section 3.3/NND No. 785021

such conditions as it may deem necessary, of such transport equipment and material as may be made available for this purpose by the Allied Commanders-in-Chief, by Occupation Authorities, or by agencies of any one or more of the United Nations. To enable the Organisation to carry out this function effectively, it may consult with the Governments concerned on their export possibilities and import needs for transport equipment and material for Continental Europe and will receive from such Governments notification of all arrangements made in respect thereto of which they have notice.

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Restoration of transport equipment and material.

7. The Organisation shall arrange, as soon as practicable, to restore to the member Government concerned transport equipment and material belonging to a member Government or to its nationals, found outside the territories under the authority of that member Government and outside its control. These arrangements shall be made in accordance with any general policies which may be determined by the appropriate authorities of the United Nations regarding restoration and restitution of property removed by the enemy. Where immediate restoration would unduly prejudice the operation of essential transport in the area, the Organisation shall work out arrangements with the Governments concerned for the temporary use of equipment pending its restoration.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Census of transport equipment and material

8. The Organisation shall at the earliest practicable time arrange through the member Governments for a census of rolling stock in Continental Europe and of such other transport equipment and material there as may appear necessary for the proper discharge of its functions.

Traffic

9. The Organisation may make such recommendations to the appropriate authorities as it deems necessary with respect to particulars of projected movements of ~~supplies~~ TRAFFIC, ~~stores or persons~~ OF COMMON CONCERN, having regard to the transport facilities available for the movement of such traffic.

10. The Organisation shall make recommendations to the Governments concerned in order to ensure the movement of traffic of common concern on all routes of transport in Continental Europe in accordance with the priorities determined by the appropriate authorities of the United Nations. In respect of traffic of military importance sponsored by the Allied Commanders-in-Chief, the appropriate authority for this purpose will be the Allied Commander-in-Chief concerned.

Charges.

11. The Organisation may work out the unification of tariffs, terms and conditions of transport and the like, and shall recommend to the Governments concerned the principles by which reasonable transport charges for traffic of common concern in Continental Europe should be fixed by them in accordance with the provisions of paragraph 9 of Article VIII. This paragraph shall not apply to military traffic under the control of the Allied Commanders-in-Chief except at their request. /APPLICABLE TO INTERNATIONAL TRAFFIC

Rehabilitation of transport systems.

12. The Organisation may study the conditions of transport in individual countries and make recommendations to the Governments concerned as to technical measures directed to the quickest restoration of transport facilities and their most effective use, and as to the priority in which works or projects in respect of the restoration or improvement of transport facilities shall /AFFECTING INTERNATIONAL TRAFFIC

Declassified E.O. 12356 Section 3.3/NND No. 785021

of Control Council

[illegible] with regard to the transport facilities available for the movement of such traffic.

10. The Organisation should make recommendations to the Governments concerned in order to ensure the movement of traffic of common concern on all modes of transport in Continental Europe in accordance with the principles determined by the appropriate authorities of the United Nations. In respect of traffic of military importance sponsored by the Allied Commanders-in-Chief, the appropriate authority for this purpose will be the Allied Commander-in-Chief concerned.

Charges.

11. The Organisation may work out the unification of tariffs, [illegible] and conditions of transport and the like [illegible] and shall recommend to the Governments concerned the principles by which reasonable transport charges for traffic of common concern in Continental Europe should be fixed by them in accordance with the provisions of paragraph 2 of Article VIII. This paragraph shall not apply to military traffic under the control of the Allied Commanders-in-Chief except at their request.

/APPLICABLE TO INTERNATIONAL TRAFFIC

Rehabilitation of transport systems.

12. The Organisation may study the conditions of transport in the several countries and make recommendations to the Governments concerned as to technical measures directed to the quickest restoration of transport facilities and their most effective use, and as to the priority in which works or projects in respect of the restoration or improvement of transport facilities shall be carried out.

/AFFECTING INTERNATIONAL TRAFFIC

Operation of transport.

13. While it remains the task of each member Government to provide for the efficient operation of the transport systems in Continental Europe for which it is responsible, the Organisation may exceptionally, at the request of any member Government, give any practicable assistance in the rehabilitation or operation of transport in any territory in Continental Europe under the authority of such Government on such conditions as may be agreed between such Government and the Organisation, having due regard to the rights of other member Governments.

-6-

Declassified E.O. 12356 Section 3.3/NND No. 785021

Co-ordination of European transport.

14. The Organisation shall work out, and co-ordinate common action to secure the inauguration, maintenance, modification, resumption or, where appropriate, suppression, of international arrangements for through working of railways and exchange of rolling stock of the Continental European countries for carrying out international transport, and, in particular, shall ensure a unified clearing system for traffic operations between the different countries in Continental Europe. In general, it shall promote where necessary the establishment of appropriate machinery for co-operation between railway administrations. ~~In carrying out these functions, the Organisation shall, in accordance with any general policies which may be determined by the appropriate authorities of the United Nations, make use, to the extent practicable and with due respect for existing rights and obligations, of conventions in force between member Governments so as to obtain the greatest benefit therefrom for the fulfilment of its task in this respect.~~

15. The Organisation shall place its services at the disposal of member Governments and make recommendations with a view to ensuring the most efficient movement of international traffic on any waterways.

* In carrying out the functions referred to in Paragraphs 14 & 15, the Organisation shall, in accordance with any general policies which may be determined by the appropriate authorities of the United Nations make use, to the extent practicable and with due respect for existing rights and obligations, of conventions in force between member Governments so as to obtain the greatest benefit therefrom for the fulfilment of its task in this respect.

~~Co-ordination of all European transport~~ of all European transport for the fulfilment of the common military needs of the United Nations or in the interests of ~~the social and economic progress of Europe and of the general well-being of the nations~~ INTERNATIONAL TRAFFIC GENERALLY.

Relations with other agencies

18. The Organisation shall co-operate as may be required with the appropriate authorities and agencies of any one or more of the United Nations and with international organisations.

19. The Organisation shall provide all possible assistance to the Allied Commanders-in-Chief in meeting their needs for transport facilities and improving the use of those facilities for the successful fulfilment of military requirements.

20. The Organisation shall arrange for consultation through appropriate machinery with representatives of persons employed in inland transport on international questions of mutual

Declassified E.O. 12356 Section 3.3/NND No. 785021

~~appropriate authorities of the United Nations, make use, to the extent practicable and with due respect for existing rights and obligations, of conventions in force between member governments so as to obtain the greatest benefit therefrom for the fulfilment of its task in this respect.~~

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19. The Organisation shall provide all possible assistance to the Allied Commanders-in-Chief in meeting their needs for transport facilities and improving the use of these facilities for the successful fulfilment of military requirements.

20. The Organisation shall arrange for consultation through appropriate machinery with representatives of persons employed in inland transport on international questions of mutual concern to the Organisation and such representatives within the field of the Organisation's activities.

Miscellaneous

21. The Organisation may advise the Governments concerned and any appropriate authorities of the United Nations on the priority to be given in the interests of the rehabilitation of European transport to the repatriation of displaced transport personnel and to workers required for the production, maintenance or repair of transport equipment and material.

22. The Organisation shall give all practicable assistance through the appropriate authorities to any Government concerned at its request in obtaining supplies of fuel, power and lubricants to meet the needs of traffic of common concern, in order that that Government may fulfil its obligations under paragraph 7 of Article VIII.

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE VIII - Obligations of member Governments.

Information.

1. Every member Government, in respect of territory which is in the field of activity of the Organisation, shall, upon request of the Organisation, provide it with such information as is essential for the performance of its functions.

Restoration of Transport Equipment and Material.

2. Every member Government, in respect of territory which is in the field of activity of the Organisation, undertakes that:-

(i) it will facilitate the execution of paragraph 7 of Article VII;

(ii) it will not, except with the consent of the Organisation,

(a) seize nor make use of any transport equipment and material in Continental Europe found outside the territories under its authority, even though such equipment and material may belong to it or to any of its nationals; provided that this sub-paragraph shall not debar any member Government or any of its nationals from continuing the management of its or his own inland vessels;

(b) seize nor make use of transport equipment and material found within territory under its authority but not belonging to it or any of its nationals, provided that a member Government may make temporary use of enemy or ex-enemy transport equipment and material pending any arrangements that may be made in accordance with the provisions of paragraph 5 of Article VII and without prejudice to the ultimate disposal of such transport equipment and material by the appropriate authorities of the United Nations;

(c) seize nor make use of transport equipment and material coming within territory under its authority under arrangements made under the auspices of the

Declassified E.O. 12356 Section 3.3/NND No. 785021

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(b) seize nor make use of transport equipment and material found within territory under its authority but not belonging to it or any of its nationals, provided that a member Government may make temporary use of enemy or ex-enemy transport equipment and material pending any arrangements that may be made in accordance with the provisions of paragraph 5 of Article VII and without prejudice to the ultimate disposal of such transport equipment and material by the appropriate authorities of the United Nations;

(c) seize nor make use of transport equipment and material coming within territory under its authority under arrangements made under the auspices of the Organisation for the movement of traffic of common concern.

Declassified E.O. 12356 Section 3.3/NND No. 785021

3. The provisions of paragraph 2 of this Article shall not affect the rights of the Allied Commanders-in-Chief within any territory in respect of which the Organisation has not begun to exercise its functions under Article VII.

Census of Transport Equipment and Material.

4. Every member Government undertakes to co-operate fully with the Organisation in arranging any census for which provision is made in paragraph 8 of Article VII.

Traffic.

5. Every member Government undertakes to ensure by any means in its power the rapid movement of traffic of common concern in accordance with the recommendations made by the Organisation under paragraph 10 of Article VII.

6. Every member Government undertakes to give priority to traffic of common concern in allocating inland vessels suitable for this traffic and under its control in Continental Europe, in accordance with

(i) the recommendations of the Organisation generally, and
(ii) if signatory to the Annex to this Agreement, in accordance with its terms.

Provision of fuel, power and lubricants.

7. Every member Government shall take all measures necessary and practicable to ensure in respect of the territory in Continental Europe under its authority that adequate supplies of fuel, power and lubricants are available for traffic of common concern, provided that the Organisation has made suitable arrangements with the Government concerned.

Charges.

8. Every member Government undertakes not to levy or permit the levy of customs duties or other charges, other than transport charges and admissible transit charges on traffic of common concern in transit through territories in Continental Europe under its authority. No discrimination shall be made in respect of import duties levied by any country on goods of common concern, dependent on the route the goods have travelled prior to importation in the country concerned.

9. Every member Government undertakes to secure that transport charges made within territories in Continental Europe under its authority on traffic of common concern, including such traffic in transit through such territories, shall be as low and simple and as uniform with those in other territories (to which this Agreement applies) as is practicable. Every member Government shall give the fullest consideration to recommendations made by the Organisation in [illegible] and report to the

Declassified E.O. 12356 Section 3.3/NND No. 785021

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9. Every member Government undertakes to secure that transport charges made within territories in Continental Europe under its authority on traffic of common concern, including such traffic in transit through such territories, shall be as low and simple and as uniform with those in other territories (to which this Agreement applies) as is practicable. Every member Government shall give the fullest consideration to recommendations made by the Organisation in accordance with paragraph 11 of Article VII and report to the Organisation on the action taken.

Miscellaneous.

10. Every member Government undertakes to co-operate with the Organisation in the exercise of its functions under paragraphs 14 and 16 of Article VII.

11. Every member Government shall use its best endeavours in its relations with any other international organisations, agencies or authorities to give effect to the provisions of this Agreement.

12. Every member Government shall give the fullest consideration to any recommendations made by the Organisation in accordance with paragraphs 12, 15 and 17 of Article VII and report to the Organisation on the action taken.

3200

Declassified E.O. 12356 Section 3.3/NND No. 785021

13. Every member Government shall grant such facilities to members of the staff of the Organisation as are necessary to the performance by the Organisation of its functions in accordance with Article VII.

14. Every member Government shall in territory under its authority take all steps in its power to facilitate the exercise by the Organisation of any of the powers referred to in Article IV.

ARTICLE IX.

The Organisation shall be related to any general international organisation to which may be entrusted the co-ordination of the activities of international organisations with specialised responsibilities.

ARTICLE X.

1. The functions of the Organisation shall relate to all forms of transport by road, rail or waterway, within the territories of the Continent of Europe in which the Organisation operates, but not to sea-going shipping, except that the provisions of paragraph 10 of Article VII and paragraph 5 of Article VIII shall apply in respect of such shipping when employed in coastwise trade or on inland waterways in Continental Europe.

2. In regard to the handling of traffic in ports where sea-going vessels are discharged or loaded, the Organisation shall co-operate with the appropriate authorities of the member Government concerned and any shipping organisation set up by them to ensure -

(a) the rapid turn-round of ships;

(b) the efficient use of port facilities in the best interests of the prompt clearance of cargo of common concern.

ARTICLE XI.

1. This Agreement shall come into force for each member Government on the date of signature.

2. It shall remain in force for two years from the date of the general suspension of hostilities with Germany and shall thereafter remain in force, subject to the right of any member Government, after the expiry of eighteen months from the date of such general suspension of hostilities, to give six months notice in writing to the Council of its intention to withdraw from this Agreement.

ARTICLE XII.

DRAFT.

In the event of there being any inconsistency between the provisions of this Agreement and the provisions of any agreement

Declassified E.O. 12356 Section 3.3/NND No. 785021

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ARTICLE XII.

In the event of there being any inconsistency between the provisions of this Agreement and the provisions of any agreement already existing between any of the member Governments, the provisions of this Agreement shall as between such member Governments, be deemed to prevail. Provided, however, that nothing in this Article shall be construed to prevent member Governments from entering into agreements to facilitate the working of traffic across national frontiers.

DIRECT.

DUE RESPECT BEING HAD TO THE PROVISIONS OF PARA (1) OF ARTICLE VII

ARTICLE XIII.

Until the end of the period of two years after the general suspension of hostilities with Germany, the provisions of this Agreement may be amended, suspended or terminated only by a unanimous vote of the Council. At any time after that date any provision of this Agreement may be amended, suspended or terminated by a two-thirds majority of the Council, provided that no alteration shall be made in the provisions of this Agreement so as to extend the financial liability or obligations of any member Government without that Government's consent.

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE XIV - Definitions.

1. For the purpose of this Agreement and its Annex, the definitions given in this Article have been adopted.

2. The term "inland transport" shall include all forms of transport as referred to in Article X of this Agreement.

3. The term "Continental Europe" shall mean all territories in Europe under the authority or control of member Governments, but shall not extend to territory of the United Kingdom or of the Union of Soviet Socialist Republics.

4. The term "territory under the authority of a member Government" shall be construed to mean territory in Continental Europe either in the sovereignty of a member Government or territory over which a member Government or Governments are exercising authority or control.

5. The term "transport equipment and material" shall include, so far as the Executive Board deems it necessary for the execution of the functions of the Organisation:-

(i) any items of fixed and mobile equipment, stores (other than fuel), plant and spares and accessories of all kinds specifically intended and required for use of transport undertakings, including equipment required for use in ports, whether ashore or afloat;

(ii) equipment and material specifically intended and required for the rehabilitation, maintenance or construction of roads, railways, bridges, ports and inland waterways;

(iii) major plant and tools specifically required for use in the repair of transport equipment and material for use by transport authorities.

6. The term "traffic of common concern" shall include -

(i) personnel, stores, supplies or other traffic to be moved in accordance with the requirements of the Allied Commanders-in-Chief;

(ii) displaced and other persons to be moved in accordance with the priorities determined by the appropriate United Nations authorities;

(iii) supplies of civil needs to be moved in Continental Europe in accordance with the priorities determined by the appropriate United Nations authorities;

(iv) [illegible] removed by the enemy.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Government or Governments are exercising authority or control.

5. The term "transport equipment and material" shall include, so far as the Executive Board deems it necessary for the execution of the functions of the Organisation:-

(i) any items of fixed and mobile equipment, stores (other than fuel), plant and spares and accessories of all kinds specifically intended and required for use of transport undertakings, including equipment required for use in ports, whether ashore or afloat;

(ii) equipment and material specifically intended and required for the rehabilitation, maintenance or construction of roads, railways, bridges, ports and inland waterways;

(iii) major plant and tools specifically required for use in the repair of transport equipment and material for use by transport authorities.

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(i) personnel, stores, supplies or other traffic to be moved in accordance with the requirements of the Allied Commanders-in-Chief;

(ii) displaced and other persons to be moved in accordance with the priorities determined by the appropriate United Nations authorities;

(iii) supplies of civil needs to be moved in Continental Europe in accordance with the priorities determined by the appropriate United Nations authorities;

(iv) property removed by the enemy.

7. The term "transport charges" shall include, in addition to freight or conveyance charges, any other incidental charges, such as tolls, port charges, charges for warehousing and handling goods in transit, which may affect the cost of transport.

8. The term "admissible transit charges" means dues intended solely to defray expenses of supervision and administration entailed by such transit.

9. The term "Allied Commanders-in-Chief" shall mean Commanders-in-Chief designated by the appropriate authorities of the Union of Soviet Socialist Republics, United Kingdom and United States of America for commands on the Continent of Europe.

3199

Declassified E.O. 12356 Section 3.3/NND No. 785021

Declassified E.O. 12356 Section 3.3/NND No. 785021

ERT/25

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Proposed Arrangement on Traffic by Waterways

The Netherlands Delegation have submitted proposals for an additional arrangement for the control of international traffic on waterways in Continental Europe. This has been examined in informal discussions between certain Delegations, and the following proposals are submitted for the consideration of Delegations.

H.A. EVANS } Joint
J. LUHANE } Secretaries

Berkeley Square House,
London, W.1.

5th December, 1944.

I.

Insert the following new Section following Article VIII, Section 5:-

"Every member Government undertakes to provide inland vessels under its control in Continental Europe required for traffic of common concern in accordance with (i) the recommendations of the Organisation generally, and (ii) if signatory to the Annex to this Agreement, in accordance with its terms.

II.

The following draft should constitute an Annex to the Agreement, binding only such member Governments as become signatory thereto:-

1. Every member Government signatory hereto undertakes, subject to Paragraph 3, to assume and maintain such powers of control over all inland vessels which belong to persons or bodies under its authority as will enable it to direct each vessel's use so as to give effect to Paragraph 6 of Article VIII of the Agreement.

2. Every member Government signatory hereto undertakes to assume and maintain such powers of control over the facilities for inland shipping available in territories under their authority in Continental Europe as may be necessary to achieve the general purposes of the Organisation.

3. Nothing in consistent with the recommendations of the

Berkeley Square House,
London, W.1.

6th December, 1944.

I.

Insert the following new Section following Article VIII, Section 5:-

"Every member Government undertakes to provide inland vessels under its control in Continental Europe required for traffic of common concern in accordance with (i) the recommendations of the Organisation generally, and (ii) if signatory to the Annex to this Agreement, in accordance with its terms.

II.

The following draft should constitute an Annex to the Agreement, binding only such member Governments as become signatory thereto:-

1. Every member Government signatory hereto undertakes, subject to Paragraph 5, to assume and maintain such powers of control over all inland vessels which belong to persons or bodies under its authority as will enable it to direct each vessel's use so as to give effect to Paragraph 5 of Article VIII of the Agreement.

2. Every member Government signatory hereto undertakes to assume and maintain such powers of control over the facilities for inland shipping available in territories under their authority in Continental Europe as may be necessary to achieve the general purposes of the Organisation.

3. So far as is consistent with the recommendations of the Organisation in respect of the provision of inland vessels required for traffic of common concern, every member Government signatory hereto may allocate inland vessels under its own authority wholly to cover the essential requirements of its own domestic trade or of its own imports.

4. The allocation of inland shipping and, if necessary, shipping space for purposes of traffic of common concern shall be determined by the Organisation in consultation with the Governments concerned and shall be appropriate to meet the requirements prevailing in each particular area of Continental Europe. Due account shall be taken in making this allocation of the particulars of the vessel, its equipment and crew.

5. Every member Government signatory hereto agrees not to release from control any inland vessels under its authority to permit them to be employed in international traffic for purposes outside the scope of the Organisation, except by agreement with the

5198

29

Declassified E.O. 12356 Section 3.3/NND No. 785021

Organisation, and then only in accordance with a mutually acceptable formula which shall not discriminate against the commercial inland shipping interests of any member Governments signatory hereto and shall extend to all these countries an equitable opportunity for their inland vessels to engage in commercial trades.

6. The terms of remuneration to be paid by the users of inland vessels for traffic of common concern shall be worked out by the Organisation in agreement with the Governments and/or the authorities concerned on a fair and reasonable basis in such manner as to give effect to the following two principles -

(a) inland vessels of all flags performing the same or similar services should receive the same freights;

(b) inland vessels must be employed as required by the Organisation without regard to financial considerations.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(c) inland vessels of all flags performing the same or similar services should receive the same freights;

(d) inland vessels must be employed as required by the Organisation without regard to discriminatory considerations.

Declassified E.O. 12356 Section 3.3/NND No. 785021

EIT/WAT/2nd Meeting.

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Informal Group on Inland Waterways

Note of a second Informal Meeting of Certain Delegations to consider Provisions for Inland Waterways held at the Ministry of War Transport on 7th December, 1944, at 10.30 a.m.

PRESENT:

Chairman: Brig. Gen. Sir Osborne Mance

BELGIUM

M. E. Van de Pitte

CZECHOSLOVAKIA

M. Vladimir Henzl
Dr. Otto Popper

FRANCE

M. J. Levy
M. C.B. Gueyero

NETHERLANDS

Dr. W. Huender
M. C. Gischler

UNITED KINGDOM

Mr. P.A. Brunt

OBSERVERS

Professor E.R. Hondelink (Chairman of T.A.C.I.T.)

SECRETARIAT

Mr. A.A. Evans
Mr. J. Kahane

---

1. GENERAL COMMENTS ON DRAFT AGREEMENT ON TRAFFIC BY INLAND WATERWAYS PROPOSED BY NETHERLANDS DELEGATION.

THE CHAIRMAN asked for general comments on the draft Agreement on Inland Waterways.

M. LEVY (France) explained that he could only express his personal feelings as, though he had sent the text to Paris, he had received no instructions on the subject.

MR. BRUNT (U.K.) explained that the U.K. Delegation was still not in a position to indicate whether the scheme was in

Declassified E.O. 12356 Section 3.3/NND No. 785021

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M. Vladimir Henzl
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M. J. Levy
M. C.R. Smeyers

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MR. BRUNT (U.K.) explained that the U.K. Delegation was still not in a position to indicate whether the scheme was in all respects acceptable.

M. VAN DE PITTE (Belgium) also reserved his position, stating that he had referred the draft to his Government.

2. CONSIDERATION OF THE DRAFT AGREEMENT ON PRINCIPLES.

THE MEETING had before it the draft Agreement on Principles as circulated by the Netherlands Delegation and proceeded to consider it Paragraph by Paragraph.

THE MEETING agreed that the term "inland vessels" should be used throughout the Agreement.

3. TITLE.

The title was re-drafted to read "Agreement on Principles Having Reference to the Establishment of Co-ordinated Control of Inland Vessels for International Traffic on Waterways in Continental Europe".

31978

Declassified E.O. 12356 Section 3.3/NND No. 785021

4. PARAGRAPH 1.

IT WAS AGREED that this paragraph should constitute a new section of Article VIII of the main Agreement, to follow Section 5.

MR. EVANS suggested that the words "by the Organisation" should be omitted and the words "in accordance with the recommendations of the Organisation" added at the end.

DR. HUENDER (Netherlands) made it clear that the recommendations in such case should refer not only to these made under the provision of the Agreement itself, but, also to those arising out of the terms of the new arrangement on waterways.

THE MEETING agreed to omit the words "by the Organisation" and aid at the end "in accordance with the recommendations of the Organisation generally and, if signatory thereto, the terms of the Annex".

THE CHAIRMAN said that it was necessary to make it clear that the Agreement did not apply to vessels owned and used by member Governments not in Continental Europe and which were not operating in Continental Europe.

THE MEETING agreed to start the Article by the words "Every member Government controlling inland vessels in Continental Europe".

5. PARAGRAPH 2.

THE CHAIRMAN asked whether there might not arise a conflict of jurisdiction between the criterion of registration and that of ownership - for instance, a Dutch company might have ships registered in Rumania and any conflict of authority should be avoided. He suggested that the criterion of registration should be dropped.

M. GISCHLER (Netherlands) pointed out that control must be exercised by the Government of the country of which the owning company was a national.

MR. BRUNT (U.K.) asked whether legal ownership or beneficial ownership should be taken into account and suggested that it would be necessary to limit it to legal ownership.

DR. HUENDLER (Netherlands) agreed that the criterion should be legal ownership and that any reference to the country in which the vessel was registered exercising jurisdiction should be omitted.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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DR. HUENDER (Netherlands) agreed that the criterion should be legal ownership and that any reference to the country in which the vessel was registered exercising jurisdiction should be omitted.

DR. POPPER (Czechoslovakia) asked what would happen in the case of the Skipper who was also owner and consequently was not domiciled in the country of the flag of his vessel. He also raised the case where possession and ownership were in the hands of persons or bodies of different nationality, e.g.. in the case of long-term charters.

THE CHAIRMAN suggested that the reference to "persons or bodies operating within territory under the authority of a member Government" should be altered to apply only "to persons or bodies under its authority", the definition of which was to be discussed by the Drafting Committee.

DR. POPPER (Czechoslovakia) pointed out that direction as to use was a matter which fell within the competence of operational management.

Declassified E.O. 12356 Section 3.3/NND No. 785021

PROFESSOR MONDELINK (T.M.C.I.T.) asked whether the paragraph implied that, in order to get any particular vessel directed to carry traffic of common concern, the Organisation would have to go through the Government of its flag. This might involve undue delays.

DR. HUENDER (Netherlands) pointed out that it would be necessary for the Governments concerned to take the legal powers required to exercise such control and then to delegate sufficient authority to local bodies and to make suitable administrative arrangements to enable these provisions to be applied locally.

MR. BRUNT (U.K.) suggested that the words "to assume control" should read "to assume and maintain control". In many cases control already existed and the exercise of such control would be a continuing obligation.

DR. POPPER (Czechoslovakia) suggested that it was only necessary to assume these powers of control over such vessels as were capable of entering into international traffic.

THE MEETING amended Paragraph 2 on the lines that every member of the Organisation should undertake to assume and maintain such powers of control as would enable it to direct each vessel's use so as to give effect to Section 5 of Article VIII of the Agreement.

6. PARAGRAPH 3.

THE CHAIRMAN made the same point regarding the maintenance of control as had been made by Mr. Brunt on Paragraph 2.

M. GISCHLER (Netherlands) explained that it was desirable in any re-draft of this paragraph to prevent any vessel under the flag of some Government not signatory to the Annex from engaging in lucrative commercial trade without sharing in the common responsibilities of the members of the Organisation. He further pointed out that it might be possible that a vessel belonging to a member Government but operating outside its territory might refuse to comply with the instructions issued to it by the Government of its flag. In that case it would be helpful if the Government of the country in which it was operating had taken to itself powers enabling it to deny facilities to that vessel. In such cases an element of sanction was most desirable.

THE CHAIRMAN pointed out that it was necessary to consider the position of certain Governments not represented at the Meeting and thought that the inclusion of the paragraph as originally drafted might make it more difficult for them to assume membership of the Organisation. He therefore suggested

Declassified E.O. 12356 Section 3.3/NND No. 785021

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THE CHAIRMAN pointed out that it was necessary to consider the position of certain Governments not represented at the Meeting and thought that the inclusion of the paragraph as originally drafted might make it more difficult for them to assume membership of the Organisation. He therefore suggested the omission of all the words following "in Continental Europe".

THE MEETING agreed and approved the text in the following form:-

"Every member Government signatory hereto undertakes to assume and maintain such powers of control over the facilities for inland shipping available in territories under their authority in Continental Europe as may be necessary to achieve the general purposes of the Organisation".

7. PARAGRAPH 4.

THE CHAIRMAN was not clear as to the relative priorities of the different claims on traffic and suggested the following re-draft:-

3196

Declassified E.O. 12356 Section 3.3/NND No. 785021

"So far as is consistent with the recommendations made by the Organisation in respect of the provision of inland craft required for the movement of traffic of common concern, each member of the Organisation may allocate inland vessels under its own authority wholly to cover the essential requirements of its own domestic trade or of itw own essential imports".

M. GISCHLER (Netherlands) thought that it should be a duty of the Organisation to ensure equity in the distribution of available tonnage.

MR. BRUNT (U.K.) thought that this point was covered by Paragraph 7.

M. GISCHLER (Netherlands) drew attention to the fact however that Paragraph 7 referred only to traffic of common concern, whereas Paragraph 4 covered any international traffic.

MR. BRUNT (U.K.) pointed out that the purposes of the Agreement, to which references had been made, as indicated in the Preamble, were mainly confined to traffic of common concern.

M. GISCHLER (Netherlands) asked whether the Organisation could recommend a re-distribution of tonnage for domestic purposes, quite apart from that required for traffic of common concern.

THE CHAIRMAN pointed out that these powers were limited to traffic of common concern, but that there was no reason why particular forms of internal traffic might not, in the general interest, be defined by the appropriate authorities as being traffic of common concern.

M. LEVY (France) pointed out that, in the case of rolling stock, it was impossible for the Organisation to require the transfer of rolling stock from one country to another. It could only allocate newly-acquired rolling stock. Further, under the Agreement, Allied rolling stock found in enemy or ex-enemy territory had to be restored. He did not see why the Organisation should have much greater powers over inland vessels.

M. GISCHLER (Netherlands) agreed that, that being the case, it would not be possible for the Annex to go so far.

MR. BRUNT (U.K.) asked how it was proposed to organise the employment of vessels under the provisions of the Annex.

M. GISCHLER (Netherlands) explained that, in his view, each

Declassified E.O. 12356 Section 3.3/NND No. 785021

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M. GISCHLER (Netherlands) explained that, in his view, each Government would notify the Organisation what inland vessels were available for international trade after covering the essential needs of the country concerned. To prevent haphazard action by the Organisation in the distribution of vessels, there should be some system of allocation. It was possible that the Organisation might declare that it did not need all the surplus which had been declared to it by the Governments.

MR. BRUNT (U.K.) thought that Paragraph 7 of the draft Principles should be brought forward and should logically come before Paragraph 3.

DR. HUENDER (Netherlands) agreed that Paragraph 7 should be brought forward but thought that its correct place would be after Paragraph 3.

Declassified E.O. 12356 Section 3.3/NND No. 785021

THE MEETING accepted Paragraph 3 with the following wording:-

"So far as is consistent with the recommendations of the Organisation in respect of the provision of inland vessels required for traffic of common concern, every member Government signatory hereto may allocate inland vessels under its own authority wholly to cover the essential requirements of its own domestic trade or of its own imports".

8. PARAGRAPH 7.

THE MEETING agreed that Paragraph 7 should be brought forward and appear as Paragraph 4.

MR. BRUNT (U.K.) proposed to omit the words "or authorities" in the third line.

M. HENZL (Czechoslovakia) would have preferred to substitute in Line 5 "in the territories of each Government" for "in each particular area". If it were necessary to maintain the word "area" in this paragraph, he would prefer that the definition of areas should be omitted from this Annex. This definition would be a technical problem and should be left to E.C.I.T.C. to decide as practical needs dictated.

MR. BRUNT (U.K.) agreed that it was too early to define the areas now. The Annex might say simply that the inland waterways of Europe would have to be considered by areas.

MR. HUENDER (Netherlands) agreed to omit the definition of areas but was anxious that the present wording should be retained in Paragraph 4.

He proposed that, in Line 6, the words "the allocation" be altered to "this allocation".

MR. BRUNT (U.K.) wondered whether the Governments concerned would have the necessary experience to effect the allocation of inland shipping.

PROFESSOR HONDELINK (T.A.C.I.T.) said that an efficient organisation had been working during the War and this might be of assistance in the post-war period.

THE MEETING accepted Paragraph 4 with the following text:-

"The allocation of in and shipping and, if necessary,

Declassified E.O. 12356 Section 3.3/NND No. 785021

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THE MEETING accepted Paragraph 4 with the following text:-

"The allocation of in and shipping and, if necessary, shipping space for purposes of traffic of common concern shall be determined by the Organisation in consultation with the Governments concerned and shall be appropriate to meet the requirements prevailing in each particular area of continental Europe. Due account shall be taken in making this allocation of the particulars of the vessel, its equipment and crew".

9. PARAGRAPH 5.

MR. BRUNT (U.K.) preferred to substitute in line 8 "United Nations", for "member or neutral Government". A declaration might subsequently be issued extending the benefits of this paragraph to Switzerland or any other contracting party.

M. GISCHLER (Netherlands) preferred to limit the benefits of this clause to the "member Governments signatory hereto" as an inducement to Governmets to sign the Annex. 3195

MR. BRUNT (U.K.) felt that, if any words other than "United Nations" were adopted he would have to reserve the position of his Delegation.

Declassified E.O. 12356 Section 3.3/NND No. 785021

M. LEVY (France) feared that the words "total over-all tonnage" in the fourth line would lead to difficulties and, after some discussion, it was agreed that the sentence "unless the total over-all tonnage is in excess of the total over-all requirements of" be replaced by the words "except by agreement with".

DR. POFFER (Czechoslovakia) pointed out that the relaxation of controls would not happen once and for all nor everywhere at the same time. In certain areas a surplus might arise temporarily and controls be relaxed for a certain period.

THE MEETING accepted Paragraph 5 with the following text:-

"Every member Government signatory hereto agrees not to release from control any inland vessels under their authority or permit them to be employed in international traffic for purposes outside the scope of the Organisation, except by agreement with the Organisation, and then only in accordance with a mutually acceptable formula which shall not discriminate against the commercial inland shipping interests of any member Government signatory hereto and shall extend to all these countries an equitable opportunity for their inland vessels to engage in commercial trades".

10. PARAGRAPH 6.

MR. BRUNT (U.K.) suggested that this paragraph was redundant in view of Paragraph 1.

THE MEETING agreed to delete Paragraph 6.

11. PARAGRAPH 7 had already been transferred to be the new Paragraph 4.

12. PARAGRAPH 8 was re-numbered to be Paragraph 6 and was accepted with the following alterations:

In Line 2 the word "determined" was replaced by "worked out" and in Line 3 the word "or" was replaced by "and/or the".

THE MEETING then agreed to circulate the Annex as accepted at the Meeting up to the original Paragraph 8 and to omit all further Parts defining the areas and zones. (See EIT/25).

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 185021

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SHAEF/3096/Mov/Rear
Report on ATTC No 7

2 Dec 44

1. Brig Chief, 2
W.E. Mov Dec
BLAKEY, & Tn 44
Mov Branch
& Tn
Branch

1. During this week there have been two informal of the Main Committee, except USSR, and one meeting of a special working party under Sir OSBORNE MANN, consisting of representatives of the delegations interested in inland waterways.

2. The informal meetings under the chairmanship of Mr MIKE BAKER, Parliamentary Secretary of the Ministry of War Transport were held with the object of agreeing a re-draft of the ATTC Organisation Agreement, which could be placed before the USSR Delegation. The intention is that if the re-draft is not acceptable to the USSR, then the Organisation should be introduced with the proviso that the Russians may come in at a later date.

3. Considerable progress was made in discussing the clauses and substantial agreement was reached on some of the awkward points in regard to:-

(a) The constitution of the Organisation.

(b) The status of Governments who may be allowed to sign.

(c) The working conditions.

A further meeting is to be held on Mon, 4 Dec 44, when it is hoped to complete the discussions.

4. The special working party under Sir OSBORNE MANN reached general agreement as to the principles desirable for the establishment of co-ordinated control of inland craft available for international trade on waterways in Continental Europe. The suggestions of this working party will be placed before the Informal Main Committee, and it is hoped as a result to secure agreement as to a re-wording of the clauses in the draft Organisation and the addition of an Annex, setting out the agreed general principles.

W.E. BLAKEY,
Brig, D Tn

Copies to:- Brig B.H. CLAUE, G-5 Division
Brig A.T. de RIB PHILLIPS, DDT(M), AFHQ
Col ADAMS, Allied Commission, ITALY,
c/o Brig A.T. de RIB PHILLIPS, DDT(M), AFHQ

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Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET/3096/Nov/Wear
Report on KTO

25 Nov 44

1.	Brig W.E. WEARY, Nov & Tn Branch	Chief, Nov & Tn Branch	25 Nov 44.	

1. There have been no meetings of the Main Committee since my last report.

2. On the general question of KTO there have been a number of moves made which may have the result of producing an organisation, but not in the immediate future:-

(a) A formal reply has been given to the Russians on the political question and they have been told that informal discussions are being continued.

(b) It is hoped to hold a discussion at the Ministry of War Transport to-day with the Russian delegates, purely on the technical questions which were left outstanding at the last meeting of the Main Committee.

(c) The French Ambassador is making certain enquiries from the other Allies in regard to some outstanding questions.

(d) If it is found impossible in the end to reach a definite agreement with the Russians, it is proposed to proceed with discussions with the other Nations on the original ATCO draft organisation and endeavour to fix up an arrangement to which the Russians could become a party at a later date.

3. As regards the interim organisation mentioned in my last report, the situation now is that a proposal on the lines of the enclosed draft has been submitted to the US Embassy and has been telegraphed by them to the State Department in WASHINGTON. It is hoped that a favourable reply will be received to this and that action to set up the Bureau can take place in the near future.

W.E. WEARY
Brig, Nov & Tn

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Copies to:- Brig E.M. CLARKE, G-5 Division
Brig A.T. de RPE MILLIKEN, DMO (M), APME
Col ADAMS, Allied Commission ITALY,
c/o Brig A.T. de RPE MILLIKEN, DMO (M), APME

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The further delay which may be expected in the establishment of ETTO makes it highly desirable to set up some stopgap body to deal with the more urgent problems which ETTO might have tackled. We have already explained why we do not think that the Interim Commission can in present circumstances be set up. Some body is, however, required to perform substantially the same functions as those laid down for the Interim Commission in the Draft Directive and also that of advising and assisting the European Governments on transport matters. It will need to be representative of France and possibly of other Allies which have assumed responsibility for their transport systems. The Soviet Government need not be excluded, but equally its participation need not be regarded as essential.

For these purposes we suggest that a Bureau be set up by the Allied Governments represented at the Conference. The Bureau should report to the Conference. Clay and Barrington-Ward might be appointed as US and UK members of the Bureau and France, and if they wish to participate USSR might similarly appoint members. Existing TACIT Secretariat would form the nucleus of the staff with Hondelink as Director, and other experts should be added as required. Expenses could be borne initially by UK, USA and perhaps France and USSR such contributions being treated as advances against eventual contributions to administrative expenses of ETTO.

Bureau would collect information on and study transport conditions in Europe, give any possible advice and assistance as required both to military and to Allied Governments, facilitate transition from military to civil responsibility, prepare and co-ordinate estimates of requirements of the transport equipment and material, sponsor these with the Combined Boards and supply authorities and follow

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Bureau would collect information on and study transport conditions in Europe, give any possible advice and assistance as required both to military and to Allied Governments, facilitate transition from military to civil responsibility, prepare and co-ordinate estimates of requirements of the transport equipment and material, sponsor them with the Combined Boards and supply authorities and follow up procurement action and in general work towards the fulfilment of the purposes of NITO.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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BWAEF/3096/Nov
Report on ETTO

18 Nov 44

1.	Brig U.K. Mission Nov & Tn Branch	Chief Nov & Tn Branch	18 Nov 44

1. There have been no meetings of the Main Committee of the conference since my last report.

2. There have been a number of unofficial discussions and I have had discussions with Mr. HOOKER and Mr. CLAY US Delegation with Mr. BOWLES of the Foreign Office and Mr. EVANS, Ministry of War Transport. In addition I have attended a meeting at the Ministry of War Transport under the Chairmanship of Mr. EVANS and another meeting, there under the Chairmanship of Mr. [illegible] BANKS which was attended by US Delegates and Representatives of the Foreign Office.

3. The present position is very briefly that a draft of the ETTO Organisation has been completed and has been circulated to BRITISH and US Delegates, but a decision has not yet been taken as to its general circulation.

4. A decision has now been reached as to the form of reply to the SOVIET Delegation on the outstanding question of membership of the conference which is to the effect that the SOVIET suggestion could not be accepted.

5. Discussions have taken place as to the form of an Interim Organisation to be set up to help the Allied Commanders in Chief and to work towards the fulfilment of the purpose of ETTO. The idea is that a small body should be set up consisting of a US, UK and French and possibly another Delegate which will work through the personnel at present carrying out the work of the Technical Advisory Committee on Inland Transport. A draft of the proposed has been given limited circulation on the BRITISH side, but discussion on a wider basis awaits certain Foreign Office decisions.

The proposal as at present put forward would appear to meet the requirement of the Allied Commanders in Chief.

W.D. HARVEY
Brig. D Tn

Copies to:- Brig B.M. CLARKE, G-5 Division
Brig A.T. de Rhe Philipps, D.M.O. (M) FHQ CMA
Col ADAMS, Allied Commission ITALY
c/o Brig A.T. De RHE PHILIPPS, D.M.O. (M) AFHQ

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Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

11 Nov 44

1. There have been no meetings of the Sub-Committee of the Conference on European Inland Transport since my last report as the political question has not yet been resolved.

2. There has been, however, certain unofficial discussions in the form of securing a re-draft of the paper on the organization which will meet the principal points which were left outstanding after the last meeting.

3. I have had discussions with Mr Hopper, Deputy of War Transport, Mr Rose and Mr Hay of the Foreign Office, and the situation may be summarised as follows:-

(a) A re-draft of the organization is almost complete.

(b) This re-draft will be placed before each of the National delegations separately and it is hoped can be have accepted.

(c) If this acceptance can be obtained quickly, the European Inland Transport Organization Executive Board will be set up forthwith. If, however, this can not be done shortly, the Interim Committee will be set up. If the result of the general negotiations is seen that the setting up of an Interim Commission might pre-judge the course of the general negotiations, it may be necessary to constitute a re-draft Committee with a title which would not indicate any specific relation with European Inland Transport Organisation.

4. I have stressed the need for the setting up of some organization which will relieve the military authorities of any responsibility for assuming or sponsoring the term re-habilitation Transportation

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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Secrets from National Governments.

Copies to:- Brig. R.A. SMITH, D/J Division
Col [illegible], AFHQ
Col [illegible], Allied Commission ITALY /

W.A. BLAKEY,
Brig. D.M.I.

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1. Refs: (a) Brief, 3 Nov 64
(b) Handy, 3 Nov
(c) Brandt, 3 Nov

2. Since my last report there have been three meetings of the Main Committee of the conference, and I understand the minutes of the fourth, fifth and sixth meetings have already been forwarded to you.

2. The principal point at issue in these meetings was covered in Minute 3 of the fourth meeting, at which a general discussion took place on the powers of the organisation. The Soviet Delegation set out at length their objection to the organisation having executive powers and becoming an organ of management as this would hamper operation and responsibility of national transport system. Other Delegations stated their point of view and endeavoured to show that the Soviet objections were based on misinterpretation of the intention, and on the mis-conception of the functions of the organisation. It was pointed out that it was not intended that the organisation should interfere with the international affairs of the National Transport systems, but to provide them with equipment when a general shortage prevailed and to give general directives regarding transport of common concern, and advice when asked for it. No agreement was reached on this very important point and further discussion on Article I was referred. This general question was referred to again at the fifth meeting when discussions were taking place on Article VII of the draft. This section was largely concerned with the question of allocation of transport equipment, including captured enemy stock.

3. This particular question of allocation of enemy stock came up again on consideration of Article VIII at the sixth meeting. Most of the delegates made the point that the Germans had taken away a large proportion of their transport equipment and that they should be given the liberty of making use of captured equipment until such time as it was allocated by the appropriate authorities.

93

SECRET

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Declassified E.O. 12356 Section 3.3/NND No. 185021

SECRET

4. Minute 12 of the sixth meeting, dealing with Article VIII, Section 5, raised again the question of whether the organization should give directions or recommendations. There was a difference of opinion between the Soviet Delegation and the US Delegation as to the intention of the proposed new Section. The point at issue is summed up by the Chairman, who said that the views expressed by the great majority of the delegations were that the printed text as amended by the French Delegation should stand. No decision was taken as it was noted that some agreement could be reached at a later meeting.

Unfortunately, no further meeting has yet taken place as a political question has arisen which has made it undesirable at present to hold the meeting.

5. In view of the urgency for some authoritative body to look over long term demands placed by the governments of liberated countries before they are submitted to SHAEF in WASHINGTON, representations have been made to the US and UK Delegations that either an Interim Commission as provided in the original proposals should be set up by US/UK/USSR (or if this is not possible by US/UK), or alternatively, some other means should be found of providing technical assistance to Economic Missions to ensure:-

(a) That long term demands are proved as being reasonable, and

(b) That relative priorities may be determined, not only in demands from individual countries, but as between competing demands from different countries.

This matter is at present being considered.

W.E. Black,
Brig, GSC

Copies to:- Brig B.H. Chiles, G-5 Division
Col Bruins, AMG
Col Adams, Allied Commission ITALY

3187

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Brig B.M. Clarke

E.I.T.(Br.)23.

EUROPEAN INLAND TRANSPORT

BRITISH DELEGATION PAPER NO. 23

I attach hereto a revised text of the draft E.I.T.C. Agreement and notes on the new text.

The revised text is designed:-

(a) to meet by the redraft of Article XI the difficulty that the Soviet Government feel in dealing on the question of European Inland Transport with the Polish Government in London, and

(b) to go as far as possible in meeting the criticisms made by the Soviet Delegation of certain provisions in the printed text. It also takes account of criticisms of the drafting changes by other Delegations to the Conference.

The procedure for putting the new text before either the Soviet or other Allied Delegations is not yet decided. In the meantime I should be glad to have, as a matter of urgency, any comments of the British Government Departments concerned.

The revised text and notes were drafted in consultation with the U.S. Delegation and copies have been sent to them.

P.A. BRUCE 3186

11th November, 1944.

NOTES ON THE REVISED TEXT OF AGREEMENT FOR EUROPEAN INLAND TRANSPORT ORGANISATION (NOVEMBER 10TH, 1944)

GENERAL

The attached text constitutes a revision of the draft Agreement on European Inland Transport Organisation embodying, as far as possible, the amendments and comments made by the various Delegations, in the course of the discussions of the Main Committee. Though decisions on a number of Articles were postponed, an attempt has been made in the attached Draft to reflect the sense of the meetings. Further drafting amendments consequential on the change proposed in Article III have also been introduced. It is still subject to final drafting revision, and, in particular, some of amendments submitted by the Soviet Delegation have, as a rule, not been re-drafted.

ARTICLE I embodies the amendment submitted by the Soviet Delegation.

ARTICLE II has been altered by omission of any reference to "authorities". This results from the recognition of the Provisional Government of the French Republic. The other changes are consequential on the proposed amendment to Article III.

ARTICLE III, Section 5. In principle, the United Kingdom and United States Delegations are in accord with the proposal made by several Delegations that the Executive Board should consist of seven members and this has accordingly been provided for in the attached revised text. This question, however, may have to be re-considered in the light of the proposed amendment to Article XI, which restricts membership to Governments which have become the effective authority for transport or which have resumed authority for civil administration in their territories. In the early days it may be that as many as seven Governments will not fulfil either of these conditions. Even if seven Governments were available to become members, it might not be desirable to fill all the vacancies on the Board from those Governments whose territories happen to be liberated first; such a step might make it difficult later to secure representation of Governments which had not at the time of the first appointments to the Executive Board become the effective authority for transport in their territories or resumed civil administration.

ARTICLE III, Section 7. No further provision as to administration of the Organisation have been included, as it is the view of the United Kingdom and United States Delegations that the Executive Board should arrange its staff as the majority on the Board may determine.

ARTICLE IV embodies the amendment submitted by the Soviet Delegation. The possibility, however, has been included of the Organisation owning transport equipment and material with the unanimous consent of the Council. While this addition makes such ownership constitutionally possible, it will be noted that the requirement of unanimity in the Council gives any representative on the Council a power of veto. It has also been assumed that the Soviet amendment was only intended to replace the first paragraph of Article IV.

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE II has been amended by [illegible]. This results from the recognition of the Provisional Government of the French Republic. The other changes are consequential on the proposed amendment to Article XI.

ARTICLE III, Section 2. In principle, the United Kingdom and United States Delegations are in accord with the proposal made by several Delegations that the Executive Board should consist of seven members and this has accordingly been provided for in the attached revised text. This question, however, may have to be re-considered in the light of the proposed amendment to Article XI, which restricts membership to Governments which have become the effective authority for transport or which have resumed authority for civil administration in their territories. In the early days it may be that as many as seven Governments will not fulfil either of these conditions. Even if seven Governments were entitled to become members, it might not be desirable to fill all the positions on the Board from those Governments whose territories happen to be liberated first; such a step might make it difficult later to secure representation of Governments which had not at the time of the first appointments to the Executive Board become the effective authority for transport in their territories or resumed civil administration.

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ARTICLE V, Section 1. The addition of the words "as contributed and" in the last sentence are intended to meet the requirement of the French Delegation that the text should make it clear that the facilities for the transfer of currencies relate only to sums received by the Organization for its administrative expenses.

ARTICLE VI. Changes have been made to take account of the fact that many of Governments of the United Nations in Europe will not be members of the Organization at first, the Organization should, however, be empowered to consult with and advise them as may be necessary.

ARTICLE VII, Preamble embodies the amendment submitted by the Soviet Delegation, with minor drafting changes.

ARTICLE VII, Section 2. Has been redrafted to take into account the views expressed by the Soviet Delegation. It will be noted that the text, taken in conjunction with the deletion of Section 4 of Article VII, no longer requires member Governments to obtain the consent of the Organization for any exports and their

3185

Declassified E.O. 12356 Section 3.3/NND No. 785021

territories to any territory in Continental Europe, though it is indicated that the Organization should be kept informed and notified of arrangements made in order that the Organization may take these arrangements into account in assisting member Governments in obtaining such of their requirements in transportation equipment and material as may have to be obtained from other sources.

ARTICLE VII, Section 3 has been re-drafted to take into account amendments submitted in the course of discussions in the Main Committee.

ARTICLE VII, Section 12 embodies the re-draft suggested by the Chairman at the 5th Meeting of the Main Committee and circulated in WTC/19.

ARTICLE VIII, Section 2(b) has been re-drafted in order to meet the request made by a number of delegations that a member Government be able to retain used ships or ex-enemy equipment and material until a final decision with regard to its allocation is taken by the appropriate authorities.

ARTICLE VIII, Section 4 has been deleted in accordance with the proposal of the Soviet Delegation.

ARTICLE VIII, Section 5 and proposed new section. A new draft has been prepared to replace Section 5 and the proposed new section and in an effort to reconcile the views expressed on this matter during the discussions of the Main Committee at its 6th Meeting.

ARTICLE X embodies the amendments circulated by the Norwegian Delegations in WTC/21 on the extent to which the functions of the Organization shall relate to shipping when employed in coastwise trade or on inland waterways in Continental Europe.

ARTICLE XI. A new draft of Article XI has been prepared on the principle that the agreement should only be open for signature by Governments in Continental Europe when they become the effective authority for transport in their territory or when they assume responsibility for civil administration. Under present circumstances this would appear to preclude immediate signature by such countries as, for instance, Czechoslovakia, Netherlands, Norway, Poland and Yugoslavia, but these territories, of course, could become signatories as original members when the stated conditions were fulfilled without special invitation. On the other hand, Governments in Continental Europe which are not United Nations could only sign the agreement upon invitation by the Council. This latter provision has been transposed from Article II to Article XI.

The change in Section 4 of Article II (which reproduces the former Section 1) is intended to clear up the misunderstanding which was referred

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE VII, Section 2(b) has been re-drafted in order to meet the request made by a number of delegations that a member Government be able to retain used enemy or ex-enemy equipment and material until a final decision with regard to its disposition is taken by the appropriate authorities.

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The change in Section 4 of Article XI (which reproduces the former Section 1) is intended to clear up the misunderstanding which was referred to in the speeches of the Greek Delegate.

ARTICLE XII has been re-drafted with the addition of a proviso intended to meet points which have been raised by the Soviet Delegation in connection with their original proposal that this Article be deleted.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(9.11.44)

DRAFT AGREEMENT FOR EUROPEAN INLAND TRANSPORT ORGANISATION
(Second Revised Version)

WHEREAS, after the liberation of any territories of the United Nations in Europe, and upon the occupation of any enemy territories in Europe, it is expedient for the fulfilment of the common military needs of the United Nations and in the interests of the social and economic progress of Europe, to provide for co-ordination both in the control of traffic and in the allocation of transport equipment and material with a view to ensuring the rapid movement of supplies both for military forces and the civil population and for the speedy repatriation of displaced persons, and also with a view to creating conditions in which the normal movement of traffic can be more rapidly resumed;

The Governments or Authorities whose duly authorised representatives have subscribed hereto;

Have agreed as follows:-

ARTICLE I

There is hereby established the European Inland Transport Organisation hereinafter called "the Organisation". The Organisation is established as a co-ordinating and consultative organ with a view to co-ordinating efforts to utilise all transport means and facilities for the successful completion of the war and improvement of transport communications that will provide the restoration of normal conditions of economic life and also to providing assistance to the Allied Commanders-in-Chief during the war and to the Occupation Authorities during the first period after the war to maintain the carrying capacity of transport.

ARTICLE II - Membership

The members of the Organisation shall be the Governments (1) signatory hereto and such other Governments (1) as may become signatories thereto in accordance with the provisions of Sections 2 and 3 of Article XI.

ARTICLE III - Constitution

1. The Organisation shall consist of a Council and an Executive Board with the necessary headquarters, regional and local staff.

The Council

Declassified E.O. 12356 Section 3.3/NND No. 785021

The Governments or Authorities whose duly authorised representatives have subscribed hereto;

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ARTICLE III - Constitution

1. The Organisation shall consist of a Council and an Executive Board with the necessary headquarters, regional and local staff.

The Council

2. Each member Government shall name one representative and such alternates as may be necessary upon the Council. The Council shall, for each of its sessions, select one of its members to preside at the session. The Council shall determine its own rules of procedure. Unless otherwise provided in this Agreement or by action of the Council, the Council shall vote by simple majority.

3. The Council shall be convened in regular session not less than twice a year by the Executive Board. It may be convened in special session whenever the Executive Board shall deem necessary and shall be convened within 30 days after request therefor by one-third of the members of the Council.

(1) Reference to "authorities" and the second paragraph which was rendered necessary by such references have been omitted.

3184

Declassified E.O. 12356 Section 3.3/NND No. 785021

4. The Council shall perform the functions assigned to it under this Agreement and review the work of the Organisation generally to ensure its conformity with the broad policies determined by the Council.

The Executive Board

5. The Executive Board shall consist of seven members who shall be appointed by the Council (1) and shall include one member nominated by each of the Governments of the French Republic, the Union of Soviet Socialist Republics, of the United Kingdom, and of the United States of America. Each member of the Executive Board shall be provided with a deputy similarly nominated and appointed. The members and their deputies shall be appointed (2) for not longer than one year.

The Executive Board shall choose its own Chairman, subject to confirmation by the Council.

6. The Executive Board shall perform the executive functions assigned to the Organisation within the framework of the broad policies determined by the Council. It shall act, if necessary, in accordance with the ruling of the majority of its members. It shall present to the Council such reports on its performance of its functions as the Council may require.

7. The Executive Board shall appoint such headquarters, regional and local staff as it shall find necessary and may delegate to them such of its powers and on such conditions as it may deem appropriate.

8. Each member Government may appoint a representative for purposes of consultation and communication with the Executive Board. Such representatives shall be fully informed by the Board of all activities of the Organisation. Each time any important question is discussed concerning the interests of a member Government, its representative shall be entitled to take part in the discussion without right of vote.

ARTICLE IV

The Organisation shall have power to perform any legal act appropriate to its object and purposes, including the power to acquire, hold and convey property, to enter into contracts and undertake obligations, to designate or create subordinate organs and to review their activity. (3) The Organisation shall not however have power to own transport equipment and material, except with the unanimous consent of the Council.

These powers are vested in the Council. The Council may, however, delegate such of these powers as it may deem necessary to the Executive Board, including the power of subdelegation. The Executive Board shall be responsible to the Council for the [illegible] and administration

Declassified E.O. 12356 Section 3.3/NND No. 785021

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These powers are vested in the Council. The Council may, however, delegate such of these powers as it may deem necessary to the Executive Board, including the power of subdelegation. The Executive Board shall be responsible to the Council for the upkeep and administration of any property owned by the Organisation.

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(1) The words "for their knowledge of inland transport and for their administrative capacity" have been omitted.

(2) The words "in the first place" have been omitted.

(3) This clause has been re-drafted and omit any reference to the management of undertakings.

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE V - Finance

1. The Executive Board shall submit to the Council an initial budget and from time to time such supplementary budgets as may be required, covering the necessary administrative expenses of the Organisation. Upon approval of a budget by the Council the total amount approved shall be raised in such manner or be allocated in such proportions as may be agreed between the member Governments. Each member Government undertakes, subject to the requirements of its constitutional procedure, promptly to contribute to the Organisation in such currency or currencies as may be agreed with the Executive Board, its share of the expenses. Each member Government shall also provide such facilities as are required for the purposes of the Organisation, for the transfer of sums so contributed and held by the Organisation in that Government's own currency into other currencies.

2. The Organisation shall not incur any expenses, other than necessary administrative expenses, except under the authority of the Council. Proposals for such expenses shall be submitted by the Executive Board to the Council, and when approved by the Council such expenses shall be met by contributions which a member Government or Governments may agree to make or in such other manner as may be agreed between Governments.

3. Nothing in this Agreement shall require any member Government or transport administration under its authority to perform services without remuneration.

ARTICLE VI - The Scope of the Organisation

1. The Organisation shall exercise the functions set out in Article VII in respect of any territory in Continental Europe in accordance with Article XI.

2. In respect of any territory in Continental Europe in which the Allied Commanders-in-Chief retain responsibility for the direction of the transport system, the Organisation shall on request give advice or assistance to the Allied Commanders-in-Chief, or to any member Government or Government of the United Nations in Europe, or other appropriate authorities of the United Nations if so requested by them, on any question with which it is empowered to deal under Article VII.

3. The term "territory under the authority of a member Government" shall be construed to mean territory in Continental

Declassified E.O. 12356 Section 3.3/NND No. 785021

the purposes of the Organisation, for the transfer of sums so contributed and held by the Organisation in that Government's own currency into other currencies.

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3. The term "territory under the authority of a member Government" shall be construed to mean territory in Continental Europe either in the sovereignty of a member Government or territory over which a member Government or Governments are exercising authority or control. Throughout this Agreement the term "Continental Europe" shall mean the territory in Europe of any of the United Nations, all territories in Europe under the authority of member Governments and the territory in Europe of any member Government, but shall not extend to territory of the United Kingdom or of the Union of Soviet Socialist Republics.

4. The Organisation shall treat with any occupation authorities set up by member Governments in respect of any territory in Continental Europe in which the occupation authorities are exercising effective control in place of the sovereign Government of such territory on all matters on which the Organisation would treat with such Sovereign Governments if they were member Governments.

3183

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE VII - Executive Functions

Executive Functions of the Organisation

The Organisation shall carry out thorough studies of the technical and economic conditions of transport and shall give to the Governments concerned technical advice and recommendations directed to restoring and increasing the carrying capacity of the transport system in Continental Europe and to co-ordinating the movement of traffic of common concern on these systems.

In case any member Government meets with difficulties in carrying out the recommended measures owing to reasons of a material and economic character, the Organisation shall investigate with the member Governments concerned means of practical help.

Transport Equipment and Material

Section 1.

The Organisation shall receive and collect information concerning the requirements of transport equipment and material for Continental Europe.

Section 2.

The Organisation shall assist the realisation of requirements of any Government in Continental Europe for transport equipment and material.

The Organisation shall, within the framework of the priorities determined by the appropriate authorities of the United Nations, allocate to Governments in Continental Europe, on such conditions as it may deem necessary, such transport equipment and material as may be made available to it for this purpose by the Allied Commanders-in-Chief, by Occupation Authorities, or by agencies of any one or more of the United Nations.

To enable the Organisation to carry out this obligation effectively, it may consult with concerned Governments on their export and import possibilities and needs in respect of Continental Europe and will receive from such Governments notification of all arrangements made in respect thereto.

New Section.

In cases where temporary emergency requirements of transport [illegible] arise and normal

Declassified E.O. 12356 Section 3.3/NND No. 785021

with the member Governments concerned.

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To enable the Organisation to carry out this obligation effectively, it may consult with concerned Governments on their export and import possibilities and needs in respect of Continental Europe and will receive from such Governments notification of all arrangements made in respect thereto.

New Section.

In cases where temporary emergency requirements of transport equipment for carrying traffic of common concern arise and normal agreements for the inter-change of mobile transport equipment are inadequate, the Organisation will arrange with member Governments concerned to make available mobile transport equipment for the purpose of meeting such requirements. Such mobile transport equipment will be made available under agreements made between the member Governments concerned with the assistance of the Organisation.

= This Section has been re-drafted.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Section 3.

The Organisation shall arrange, as soon as practicable, for the restoration to the member Government concerned of transport equipment and material belonging to a member Government or to persons or bodies under the authority of a member Government and found during the liberation of Europe outside the control of or outside the territories under the authority of that member Government. Such restoration shall be made in accordance with any general policies which may be determined by the appropriate authorities of the United Nations regarding restoration and restitution of property removed by the enemy. Where immediate restoration would unduly prejudice the operation of essential transport in the area, the Organisation shall work out arrangements with the Governments concerned for the temporary use of equipment pending its restoration. The provisions of this section shall not apply in cases where owners of such equipment have voluntarily placed it at the disposal of the enemy.

Section 4.

The Organisation shall at the earliest practicable time arrange through the member Governments for a census of rolling stock in Continental Europe and of such other transport equipment and material there as may appear necessary for the proper discharge of its functions.

Traffic.

Section 5.

The Organisation may make such recommendations to the appropriate authorities as it deems necessary with respect to particulars of projected movements of supplies, stores or persons, having regard to the transport facilities available for the movement of such traffic.

Sections 6 and 7.

The Organisation shall make recommendations to the Governments concerned in order to ensure the movement of traffic of common concern on all routes of transport in Continental Europe in accordance with the priorities determined by the appropriate authorities of the United Nations. In respect of traffic of military importance sponsored by the Allied Commanders-in-Chief, the appropriate authority for this purpose will be the Allied Commander-in-Chief concerned.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Charges.

Section 8.

The Organisation may work out the unification of tariffs, terms and conditions of transportation and the like, and shall recommend to Governments concerned the principles by which transport charges for traffic of common concern in Continental Europe should be fixed by them in accordance with the provisions of Section 8 of Article VIII with a view to securing that such charges shall be as low and simple and as uniform in the various territories as may be practicable. This paragraph shall not apply to military traffic under the control of the Allied Commanders-in-Chief except at their request.

3182

x Replaces Sections 6 and 7 of the printed text.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Rehabilitation of transport systems.

Section 9.

The Organisation may study the conditions of transport in individual countries and make recommendations to Governments concerned as to technical measures directed to the quickest restoration of transport facilities and their most effective use, and as to the priority in which works or projects in respect of the restoration or improvements of transport facilities shall be carried out.

Section 10.

While it remains the task of each member Government to provide for the efficient operation of the transport systems in Continental Europe for which it is responsible, the Organisation may exceptionally, at the request of any member Government, give any practicable assistance in the rehabilitation or operation of transport in any territory in Continental Europe under the authority of such Government on such conditions as may be agreed between such Government and the Organisation, having due regard to the rights of other member Governments.

Co-ordination of European transport.

Section 11.

The Organisation shall formulate and co-ordinate common action to secure the inauguration, maintenance or resumption of international arrangements for through working of railways and exchange of rolling stock of the Continental European countries for carrying out international transport, and, in particular, shall set up a clearing system for traffic operations between the different countries in Continental Europe. In general it shall promote where necessary the establishment of appropriate machinery for co-operation between railway administrations.

In carrying out its functions under this Section the Organisation shall respect existing conventions concerning European transport, (with the exception of agreements or institutions which have assisted Germany directly or indirectly to extend her hegemony in Europe in the matter of transport and which should be suppressed).

New Section.

Should the need of any new conventions or agreements concerning international transport in Continental Europe become apparent, the Organisation may work out suitable draft conventions and agreements and recommend them to the Governments concerned.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Europe for which it is responsible, the Organisation may exceptionally, at the request of any member Government, give any practicable assistance in the rehabilitation or operation of transport in any territory in Continental Europe under the authority of such Government on such conditions as may be agreed between such Government and the Organisation, having due regard to the rights of other member Governments.

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In carrying out its functions under this Section the Organisation shall respect existing conventions concerning European transport, (with the exception of agreements or institutions which have assisted Germany directly or indirectly to extend her hegemony in Europe in the matter of transport and which should be suppressed.

New Section.

Should the need of any new conventions or agreements concerning international transport in Continental Europe become apparent, the Organisation may work out suitable draft conventions and agreements and recommend them to the Governments concerned.

Section 12.

Upon request by any member Government concerned, the Organisation shall facilitate such action by Governments concerned as may appear necessary to ensure the most efficient possible movement of international traffic on any waterways, including tributaries and connecting canals.

Section 13.

The Organisation shall take such steps as may be practicable through the Governments concerned to facilitate the movement of road transport vehicles engaged in traffic of common concern across frontiers.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Section 14.

The Organisation shall make recommendations to the Governments concerned designed to promote adequate co-ordination of all European transport for the fulfilment of the common military needs of the United Nations or in the interests of the social and economic progress of Europe, and of the general well-being of the nations.

Relations with other agencies.

Section 15.

The Organisation shall co-operate as may be required with the appropriate authorities and agencies of any one or more of the United Nations and other international organisations.

The Organisation shall provide all possible assistance to the Allied Commanders-in-Chief in meeting their needs for transport facilities and improving the use of these facilities for the successful fulfilment of military requirements.

Section 16.

The Organisation shall arrange for consultation through appropriate machinery with representatives of persons employed in inland transport on questions of mutual concern to the Organisation and such representatives within the field of the Organisation's activities.

Miscellaneous.

Section 17.

The Organisation may advise the Government concerned and any appropriate authorities of the United Nations on the priority to be given in the interests of the rehabilitation of European transport to the repatriation of displaced transport personnel and skilled and other workers required for the production, maintenance or repair of transport equipment and material.

Section 18.

The Organisation shall give all practicable assistance through the appropriate authorities to any Government concerned when requested by that Government in obtaining supplies of fuel, power and lubricants to meet the needs of traffic of common concern in order that that Government may fulfil its obligations under Section 6 of Article VIII.

ARTICLE VIII - Obligations of Member-Governments

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Section 18.

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ARTICLE VIII - Obligations of Member-Governments

Section 1.

Every member Government in respect of territory which is in the field of activity of the Organisation shall, upon request, provide the Organisation with such information as is essential for the performance of its functions.

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* Following passage is omitted:- "and when requested by the responsible authorities the Organisation shall endeavour, with the co-operation of the Governments, to secure additional transport personnel or other suitable workers for any areas in which shortages of workers in any category may have occurred".

3181

Declassified E.O. 12356 Section 3.3/NND No. 785021

Section 2.

Every member Government, in respect of territory which is in the field of activity of the Organisation, undertakes that:-

(i) it will facilitate the execution of Section 3 of Article VII; ¥

(ii) it will not, except with the consent of the Organisation

(a) seize nor make use of any transport equipment and material in Continental Europe found outside the territories under its authority (other than vessels employed on inland waterways and remaining under Allied Government's control), even though such equipment and material may belong to it or to persons or bodies under its authority;

(b) seize nor make use of transport equipment and material found within territory under its authority but not belonging to it or to persons or bodies under its authority, provided that a member Government may make temporary use of enemy or ex-enemy transport equipment and material pending any allocation that may be made in accordance with the provisions of Section 2 of Article VII and without prejudice to the ultimate disposal of such transport equipment and material by the appropriate authorities of the United Nations;

(c) seize nor make use of transport equipment and material coming within territory under its authority under arrangements made under the auspices of the Organisation for the movement of traffic of common concern.

The provisions of this Section shall not affect the rights of the Allied Commanders-in-Chief within any territory in respect of which the Organisation has not begun to exercise its functions under Article VII.

Section 3.

Every member Government undertakes to co-operate fully with the Organisation in arranging any census for which provision is made in Section 4 of Article VII.

Section 4. **

Section 5.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Allied Government's control), even though such equipment and material may belong to it or to persons or bodies under its authority;

(b) seize nor make use of transport equipment and material found within territory under its authority but not belonging to it or to persons or bodies under its authority, provided that a member Government may make temporary use of enemy or ex-enemy transport equipment and material pending any allocation that may be made in accordance with the provisions of Section 2 of Article VII and without prejudice to the ultimate disposal of such transport equipment and material by the appropriate authorities of the United Nations;

(c) seize nor make use of transport equipment and material coming within territory under its authority under arrangements made under the auspices of the Organisation for the movement of traffic of common concern."

The provisions of this Section shall not affect the rights of the Allied Commanders-in-Chief within any territory in respect of which the Organisation has not begun to exercise its functions under Article VII.

Section 3.

Every member Government undertakes to co-operate fully with the Organisation in arranging any census for which provision is made in Section 4 of Article VII.

Section 4. **

Section 5.

Every member Government undertakes to ensure by any means in its power the rapid movement of traffic of common concern in accordance with the recommendations made by the Organisation under Section 6 of Article VII.

X the words:- "and will recognise the arrangements made for temporary use by the Organisation under that Section" have been deleted.

** Section to be deleted.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Section 6.

Every member Government shall take all measures practicable and necessary to ensure in respect of the territory in Continental Europe under its own authority that adequate supplies of fuel, power and lubricants are available for the movement of traffic of common concern through or within any territory in Continental Europe, provided that the Organisation had made suitable arrangements with the Government concerned.

Section 7.

Every member Government undertakes not to levy or permit the levy of customs duties or other charges, other than transport charges and admissible transit charges on traffic of common concern in transit through territories in Continental Europe under its authority. No discrimination should be made in respect of import duties levied by any country on goods of common concern, dependent on the route the goods have travelled prior to importation in the country concerned.

Section 8.

Every member Government undertakes to secure that transport charges made within territories in Continental Europe under its authority on traffic of common concern, including such traffic in transit through such territories, shall be as low and simple and as uniform with those in other territories (to which this Agreement applies) as it practicable. Every member Government shall give the fullest consideration to recommendations made by the Organisation in accordance with Section 3 of Article VII and report to the Organisation on the action taken.

Section 9.

Every member Government undertakes to co-operate with the Organisation in the exercise of its functions under Sections 11, 12 and 13 of Article VII.

Section 10.

Every member Government shall use its best endeavours in its relations with any other international organisations, agencies or authorities to give effect to the provisions of this Agreement.

Section 11.

Every member Government shall give the fullest consideration to any recommendations made by the Organisations in accordance with Sections 9 and 12 of Article VII and report to the Organisation on the action taken.

Declassified E.O. 12356 Section 3.3/NND No. 785021

duties levied by any country [illegible] on the route the goods have travelled prior to importation [illegible] country concerned.

Section 8.

Every member Government undertakes to secure that transport charges made within territories in Continental Europe under its authority on traffic of common concern, including such traffic in transit through such territories, shall be as low and simple and as uniform with those in other territories (to which this Agreement applies) as it practicable. Every member Government shall give the fullest consideration to recommendations made by the Organisation in accordance with Section 3 of Article VII and report to the Organisation on the action taken.

Section 9.

Every member Government undertakes to co-operate with the Organisation in the exercise of its functions under Sections 11, 12 and 13 of Article VII.

Section 10.

Every member Government shall use its best endeavours in its relations with any other international organisations, agencies or authorities to give effect to the provisions of this Agreement.

Section 11.

Every member Government shall give the fullest consideration to any recommendations made by the Organisations in accordance with Sections 9 and 14 of Article VII and report to the Organisation on the action taken.

Section 12.

Every member Government shall grant all facilities to (1) members of the staff of the Organisation so far as such facilities (2) are necessary to the performance by the Organisation of its functions in accordance with Article VII.

3180

(1) the words:- "and confer authority on" have been deleted.

(2) the words:- "and authority" have been deleted.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Section 13.

Every member Government shall in territory under its authority take all steps in its power to facilitate the exercise by the Organisation of any of the powers referred to in Article IV.

ARTICLE IX.

The Organisation shall be related to any general international organisation to which may be entrusted the co-ordination of the activities of international organisations with specialised responsibilities.

ARTICLE X.

The functions of the Organisation shall relate to all forms of transport by road, rail or waterway, within the territories of the Continent of Europe in which the Organisation operates, but shall not include sea-going shipping except that the provisions of Section 6 of Article VII and Section 5 of Article VIII, shall apply in respect of such shipping when employed in coastwise trade or on inland waterways in Continental Europe.

In regard to the handling of traffic in ports where sea-going vessels are discharged or loaded, the Organisation shall co-operate with the appropriate authorities of the member Government and any shipping organisation set up by them to ensure -

(a) the rapid turn-round of ships;

(b) the efficient use of port facilities in the best interests of the prompt clearance of cargo of common concern.

ARTICLE XI.

1. This Agreement shall be open for signature at once by the Governments referred to in Section 2 of Article III and by such other Governments of the United Nations in Continental Europe as are the effective authorities for transport in their territories.

2. It shall also be open for signature by the Government of any other United Nation, the European territory of which has been in the occupation of the enemy, from the date on which the said

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE X.

The functions of the Organisation shall relate to all forms of transport by road, rail or waterway, within the territories of the Continent of Europe in which the Organisation operates, but shall not include sea-going shipping except that the provisions of Section 6 of Article VII and Section 2 of Article VIII, shall apply in respect of such shipping when employed in coastwise trade or on inland waterways in Continental Europe.

In regard to the handling of traffic in ports where sea-going vessels are discharged or loaded, the Organisation shall co-operate with the appropriate authorities of the member Government and any shipping organisation set up by them to ensure -

(a) the rapid turn-round of ships;

(b) the efficient use of port facilities in the best interests of the prompt clearance of cargo of common concern.

ARTICLE XI.

1. This Agreement shall be open for signature at once by the Governments referred to in Section 5 of Article III and by such other Governments of the United Nations in Continental Europe as are the effective authorities for transport in their territories.

2. It shall also be open for signature by the Government of any other United Nation, the European territory of which has been in the occupation of the enemy, from the date on which the said Government resumes, by transfer from the Allied Commander-in-Chief concerned or otherwise, responsibility for civil administration in that territory, or from the date on which the said Government becomes the effective authority for transport in that territory, whichever is the earlier date.

3. It shall also be open for signature by any other Government in Continental Europe upon invitation by the Council.

4. This Agreement shall come into force for each member Government on the date of signature. It shall remain in force for two years from the date of the general suspension of hostilities with Germany and shall thereafter remain in force, subject to the right of any member Government, after the expiry of eighteen months from the date of such general suspension of hostilities, to give six months notice in writing to the Council of its intention to withdraw from this Agreement.

Declassified E.O. 12356 Section 3.3/NND No. 785021

5. The Organisation shall begin to exercise its functions under the provisions of Article VII (other than Section 1 thereof) and Article X in any territory in Continental Europe as soon as the member Government concerned becomes the effective authority for transport in that territory, provided that the Allied Commanders-in-Chief concerned are satisfied that military necessity permits and under such conditions as they may deem necessary."

ARTICLE XII.

In the event of there being any inconsistency between the provisions of this Agreement and the provisions of any Agreement already existing between any of the member Governments, the provisions of this Agreement shall, as between such members Governments, be deemed to prevail, provided, however, that nothing in this Article shall be construed to prevent the member Governments from entering into agreements to facilitate the working of traffic across international boundaries.

ARTICLE XIII.

Until the end of the period of two years after the general suspension of hostilities with Germany, the provisions of this Agreement may be amended, suspended or terminated only by a unanimous vote of the Council. At any time, however, after that date any provision of this Agreement may be amended, suspended or terminated by a two-thirds majority of the Council, provided that no alteration shall be made in the provisions of this Agreement so as to extend the financial liability or obligations of any member Government without that Government's consent.

ARTICLE XIV - DEFINITIONS.

For the purpose of this Agreement the following definitions have been adopted:-

(i) The term "inland transport" shall comprise all forms of transportation listed in Article X of this Agreement.

(ii) The term "transport equipment and material" shall include, so far as the Executive Board deems it necessary for the execution of the functions of the Organisation -

(a) any items of fixed and mobile equipment, stores (other than fuel), plant and spares and accessories of all kinds specifically intended and required for use of transport undertakings, including equipment required for use in ports whether ashore or afloat;(i)

(b) material specifically intended and required for the rehabilitation or construction of roads, [illegible] bridges, ports,(i) and inland

Declassified E.O. 12356 Section 3.3/NND No. 785021

provisions of this Agreement shall, as between such members Governments, be deemed to prevail, provided, however, that nothing in this Article shall be construed to prevent the member Governments from entering into agreements to facilitate the working of traffic across international boundaries.

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ARTICLE XIV - DEFINITIONS.

For the purpose of this Agreement the following definitions have been adopted:-

(i) The term "inland transport" shall comprise all forms of transportation listed in Article I of this Agreement.

(ii) The term "transport equipment and material" shall include, so far as the Executive Board deems it necessary for the execution of the functions of the Organisation -

(a) any items of fixed and mobile equipment, stores (other than fuel), plant and spares and accessories of all kinds specifically intended and required for use of transport undertakings, including equipment required for use in ports whether ashore or afloat:(1)

(b) material specifically intended and required for the rehabilitation or construction of roads, railways, bridges, ports,(1) and inland waterways;

(c) major plant and tools specifically required for use in the repair of equipment for use by transport authorities.

(iii) The term "traffic of common concern" shall include -

(a) personnel, stores, supplies or other traffic to be moved in accordance with the requirements of the Allied Commanders-in-Chief; 3179

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* The words:- "to impose" have been deleted.

(1) References to pipelines have been deleted.

Declassified E.O. 12356 Section 3.3/NND No. 785021

(b) displaced persons to be repatriated and other civilians to be moved in accordance with the priorities determined by the appropriate United Nations authority;

(c) supplies for civil needs to be moved in Continental Europe in accordance with the priority determined by the appropriate United Nations authority.

(iv) The term "persons or bodies under the authority of a member Government" shall mean "persons or bodies operating within territory under the authority of a member Government."

(v) The term "transport charges" shall include, in addition to freight or conveyance charges, any other incidental charges, such as tolls, port charges, charges for warehousing and handling goods in transit, which may affect the cost of transport.

(vi) The term "Allied Commanders-in-Chief" shall mean "those Commanders-in-Chief designated by the appropriate authorities of the Union of Soviet Socialist Republics, United Kingdom and United States of America for commands on the Continent of Europe".

(vii) The term "Government" includes "Provisional Government".

Declassified E.O. 12356 Section 3.3/NND No. 785021

(v) The term "transport charges" shall include, in addition to freight or conveyance charges, any other incidental charges, such as tolls, port charges, charges for warehousing and handling goods in transit, which may affect the cost of transport.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

18 Oct 1944

G-4 (Mov & Tn)
SHAEF (Rear)

European Inland Transport Organisation:

1. The opening of the Conference was postponed from 6 October 44 to 10 October 1944, as certain foreign delegates did not arrive until that date.

Attendance at the opening Session was restricted to representatives of governments and consequently SHAEF, AFHQ and ACC representatives did not attend. The following countries were represented:- BELGIUM - CZECHOSLOVAKIA - FRANCE - GREECE - LUXEMBURG - NETHERLANDS - NORWAY - POLAND - UNION OF SOVIET SOCIALIST REPUBLICS - UNITED KINGDOM - UNITED STATES OF AMERICA - YUGOSLAVIA. (Sir NOEL BAKER M.P. was in the Chair).

In general the proposals contained in the draft Agreement were agreed in principle, but governments reserved the right to submit amendments to certain articles for consideration in detail. It was decided, therefore, that a detailed examination of the draft Agreement should be made by a Committee at which each Delegation should be represented. Sir CYRIL HURCOMB, Director, General of the Ministry of War Transport was elected, Chairman of this Committee.

It was further decided that the following observers should be invited to attend future meetings of the Committee: DANISH Minister in LONDON, U.N.R.R.A., Chairman of I.A.O.I.T. (Professor HOUTERLIEK). Representatives of SHAEF, AFHQ and ACC (ITALY). The SOVIET Delegation would represent the Control Commission in ROUMANIA.

2. The first meeting of the Main Committee was held on 12 October 44. At this meeting a number of amendments to the draft Agreement were produced by Delegations. At the meeting the chief points raised for discussion were:-

(a) Increase in number of members of the Executive Board from five (5) to seven (7).

(b) The necessity for taking into account the local transport conditions in different countries, and the need for a time limit to be fixed for the life of the Organisation.

At this meeting only a general discussion took place and, in view of the large number of amendments produced by Delegations, discussion in detail was deferred until 17 October 44, in order to give delegates time to consider these amendments.

3. The second meeting of the Main Committee was held on 17 October, and a number of amendments were discussed.

The chief points raised were as follows:-

Declassified E.O. 12356 Section 3.3/NND No. 785021

Chair).

In general the proposals contained in the draft Agreement were agreed in principle, but governments reserved the right to submit amendments to certain articles for consideration in detail. It was decided, therefore, that a detailed examination of the draft Agreement should be made by a Committee at which each Delegation should be represented. Sir CYRIL HURCOMB, Director, General of the Ministry of War Transport was elected, Chairman of this Committee.

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DANISH Minister in LONDON, U.N.R.R.A., Chairman of I.L.O. (Professor ROMDAHLER). Representatives of SHAEF, AFHQ and ACC (ITALY). The SOVIET Delegation would represent the Control Commission in ROUMANIA.

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At this meeting only a general discussion took place and, in view of the large number of amendments produced by Delegations, discussion in detail was deferred until 17 October 44, in order to give Delegates time to consider these amendments.

3. The second meeting of the Main Committee was held on 17 October, and a number of amendments were discussed.

The chief points raised were as follows:-

(a) Composition of Executive Board: Article III

All the minor countries considered that the number should be increased from five (5) to seven (7) and that a Director General should be appointed to take charge of the technical management of the organisation. UK, USA, and SOVIET representatives did not agree to the increase in numbers as the desire is to keep the Executive Board as small as possible. Moreover, the interests of all countries would be safe-guarded by representatives on the Council. No decision was reached and the matter was referred for further discussion.

3178

21

/3.(b) It was agreed (continued)

Declassified E.O. 12356 Section 3.3/NND No. 785021

(Con'd)

(b) It was agreed that, when any important matter was to be discussed by the Executive Board affecting a Member government, its representative, though not a member of the Board, was entitled to be present and take part in the discussion but not to vote.

(c) It was agreed that the Council should only concern itself with broad policy and that the Executive Board should work within that broad policy as laid down by the Council.

(d) Article X

Relationship between the Organization and Shipping generally was discussed.

It was pointed out that an overlap may take place where Coast-wise shipping was concerned. It was pointed out that Coast-wise shipping came within the total shipping pool to be controlled by the United Maritime organisation, but that a certain amount of Coast-wise shipping would be set apart for the Coast-wise traffic of the country concerned. At that point the control of the shipping authorities would cease and it would come under the control of the government concerned and EITO.

(e) Article XI
Date of commencement of the Organisation:

Considerable discussion took place regarding the meaning of the words "from the date" of general suspension of hostilities with GERMANY," and also regarding the length of life of the organisation.

It was pointed out that there was no need to wait for all countries in EUROPE to be liberated before starting the organisation and that two (2) years was considered to be the length of time during which the organisation would be of most value to EUROPEAN economy. It was also pointed out that it might be dangerous to let certain countries withdraw from the organisation, after two (2) years, if certain tasks were not in fact completed by that time. It might, therefore, be necessary to exceed the two (2) year period of life in certain circumstances.

Article XI was referred back to the drafting Committee for further consideration and will be discussed again at another meeting.

(f) Article VI, paragraph 2.
Scope of the Organisation:

It was suggested by certain representatives that the words, "if

Declassified E.O. 12356 Section 3.3/NND No. 785021

It was pointed out that an overlap may take place where Coast-wise shipping was concerned. It was pointed out that Coast-wise shipping came within the total shipping pool to be controlled by the United Maritime Organisation, but that a certain amount of Coast-wise shipping would be set apart for the Coast-wise traffic of the country concerned. At that point the control of the shipping authorities would cease and it would come under the control of the government concerned and EMTO.

(e) Article XI
Date of commencement of the Organisation:

Considerable discussion took place regarding the meaning of the words "from the date of general suspension of hostilities with GERMANY," and also regarding the length of life of the organisation.

It was pointed out that there was no need to wait for all countries in EUROPE to be liberated before starting the organisation and that two (2) years was considered to be the length of time during which the organisation would be of most value to EUROPEAN economy. It was also pointed out that it might be dangerous to let certain countries withdraw from the organisation, after two (2) years, if certain tasks were not in fact completed by that time. It might, therefore, be necessary to exceed the two (2) year period of life in certain circumstances.

Article XI was referred back to the drafting Committee for further consideration and will be discussed again at another meeting.

(f) Article VI, paragraph 2.
Scope of the Organisation:

It was suggested by certain representatives that the words, "if so requested by them," should be deleted. This was opposed by representatives of CHAEF and AFHQ on the grounds that the Allied Commanders-in-Chief were entirely responsible for the organisation and control of movement and that any sort of dual control could not be accepted. Commanders-in-Chief would no doubt ask for advice or assistance whenever necessary.

The proposed amendment was not accepted by the Committee.

(g) Discussion on the main Articles VII and VIII was deferred until the next meeting, as some representatives were still awaiting directions from their respective governments.

4. The next meeting of the main Committee will be held on Friday, 20 Oct 44.

F.E.R. GIBBING
Col. G(M)

3177

Declassified E.O. 12356 Section 3.3/NND No. 785021

1- Will send [illegible] by communication officer
and (2) copy also requirement

2- EITO has planned standard communication equipment
yet to be approved for production if Army will
permit.

3. General says to determine requirements for year
1938-39. on basis

4. D. [illegible] 6 months figure 40% Englishmen
of 1938-39 [illegible] from date of requirements
60% in 1 year.

Be ready in 3 yrs to get plant 1938-39 - 100%
English

5. Words also needs for repair of electric current
power.

6. A [illegible] can get certain essential materials on
Commodity get orders may require of higher-ups. forces
shortages etc.

(1) Prof. H. Chief of EITO approved can get
standard types requisition now in production.
also

Declassified E.O. 12356 Section 3.3/NND No. 785021

4. D. 16 months from 70% Buffalo
of 1938-39 tariffs from date of enactment
60% in 1 year.
Be ~ 3 yrs to get down 1939-40 tariffs
to 50% in 1948-49 - 10 yrs

5. Words also needs for repeal of Section against
power.

6. D. Dept can get certain essential materials on
Can immediately get indeed may depend of Independence power
shortages etc.

7. (a) Prof. H. Dept. of EITO approach can get
standard bypass regulation now in production.
also needs requirements - subject to Wedding directive.

7. Prof. H. Washington for can & does change that
by regulation or general priority.

8. D. Needs important flow to Flavor, Bologna.

3176

9. Prof. Needs Mexican exports.
Also exports of chocolate - they need, nothing

Declassified E.O. 12356 Section 3.3/NND No. 785021

15 October

EIT/13

CONFERENCE ON EUROPEAN INLAND TRANSPORT

We circulate a tabular list of the amendments proposed, or comments made, by the various Delegations. Against each Article or Section are shown the names of the Delegations concerned and the number of the Conference paper giving the text of the proposed amendments or comments.

A.G. EVANS
J. KAHANE
} JOINT SECRETARIES

15th October, 1944.
Berkeley Square House, W.1. (Room 5104)

Preamble: France - EIT/4; Greece EIT/11

Article I — Netherlands EIT/10
U.S.S.R. EIT/12

" II — France EIT/4;

" III: Section 1:
" 2:
" 3:
" 4: Czechoslovakia EIT/8
" 5: Belgium EIT/6; Czechoslovakia EIT/8; Greece EIT/11; Netherlands EIT/10; Poland EIT/7; U.S.S.R. EIT/12; Yugoslavia EIT/9.
" 6: Belgium EIT/6; Czechoslovakia EIT/8; Poland EIT/7.
" 7: Belgium EIT/6; Netherlands EIT/10.
" 8: Greece EIT/11; Poland EIT/7.

Article IV — Czechoslovakia EIT/8; France EIT/4; Greece EIT/11; Netherlands EIT/10; U.S.S.R. EIT/12.

" V: Section 1: France EIT/4; Greece EIT/11; Netherlands EIT/10.
" 2:
" 3: France EIT/4

" VI: " 1:
" 2: Poland EIT/7

Declassified E.O. 12356 Section 3.3/NND No. 785021

Preamble: France - EIT/4; Greece EIT/11

Article I Netherlands EIT/10
U.S.S.R. EIT/12

" II France EIT/4;

" III: Section 1:
" 2:
" 3:
" 4: Czechoslovakia EIT/8
" 5: Belgium EIT/6; Czechoslovakia EIT/8;
Greece EIT/11; Netherlands EIT/10;
Poland EIT/7; U.S.S.R. EIT/12; Yugoslavia
EIT/9.
" 6: Belgium EIT/6; Czechoslovakia EIT/8;
Poland EIT/7.
" 7: Belgium EIT/6; Netherlands EIT/10.
" 8: Greece EIT/11; Poland EIT/7.

Article IV Czechoslovakia EIT/8; France EIT/4; Greece EIT/11;
Netherlands EIT/10; U.S.S.R. EIT/12.

" V: Section 1: France EIT/4; Greece EIT/11; Netherlands
EIT/10.
" 2:
" 3: France EIT/4

" VI: " 1:
" 2: Poland EIT/7
" 3: Yugoslavia EIT/9.
" 4:
" VII: Preamble: U.S.S.R. EIT/12.

Section 1: France EIT/4; Netherlands
EIT/10; U.S.S.R. EIT/12.
" 2: Belgium EIT/6; France EIT/4; Netherlands
EIT/10; Poland EIT/7; U.S.S.R. EIT/12.
INSERT. U.S.S.R. EIT/12
" 3: Belgium EIT/6; France EIT/4; Netherlands
EIT/10; U.S.S.R. EIT/12.
" 4: France EIT/4; U.S.S.R. EIT/12
" 5: Netherlands EIT/10
" 6: France EIT/4; U.S.S.R. EIT/12
" 7: Belgium EIT/6; France EIT/4;
Netherlands EIT/10; U.S.S.R. EIT/12.
" 8: U.S.S.R. EIT/12
" 9: U.S.S.R. EIT/12

19

Declassified E.O. 12356 Section 3.3/NND No. 785021

Section 10: France EIT/4.
INSERT. U.S.S.R. EIT/12.
" 11: France EIT/4; U.S.S.R. EIT/12
" 12: Belgium EIT/6; France EIT/4;
Netherlands EIT/10; U.S.S.R. EIT/12.
" 13: Belgium EIT/6; France EIT/4.
" 14:
" 15: Netherlands EIT/10; U.S.S.R. EIT/12.
" 16: France EIT/4
" 17: France EIT/4; U.S.S.R. EIT/12.
" 18:

Article VIII: " 1: U.S.S.R. EIT/12.
" 2: France EIT/4; Greece EIT/11; Netherlands EIT/10.
Poland EIT/7; U.S.S.R. EIT/12; Yugoslavia EIT/9
" 3: France EIT/4.
" 4: France EIT/4; Netherlands EIT/10;
Poland EIT/7; U.S.S.R. EIT/12.
" 5: U.S.S.R. EIT/12.
INSERT. U.S.S.R. EIT/12.
" 6: Poland EIT/7.
" 7: Netherlands EIT/10.
" 8:
" 9:
" 10:
" 11:
" 12: France EIT/4.
" 13:

" IX Belgium EIT/6

" X France EIT/4; Netherlands EIT/10;
U.S.S.R. EIT/12.

" XI Section 1: France EIT/4; Greece EIT/11; Netherlands EIT/10.
" 2: France EIT/4.

" XII France EIT/4; U.S.S.R. EIT/12.

" XIII France EIT/4.

" XIV Czechoslovakia EIT/8; Poland EIT/7;
U.S.S.R. EIT/12.

Declassified E.O. 12356 Section 3.3/NND No. 785021

" 5: U.S.S.R. EIT/12.
INSERT. U.S.S.R. EIT/12.
" 6: Poland EIT/7.
" 7: Netherlands EIT/10.
" 8:
" 9:
" 10:
" 11:
" 12: France EIT/4.
" 13:

" IX Belgium EIT/6

" X France EIT/4; Netherlands EIT/10;
U.S.S.R. EIT/12.

" XI Section 1: France EIT/4; Greece EIT/11; Netherlands EIT/10.
" 2: France EIT/4.

" XII France EIT/4; U.S.S.R. EIT/12.

" XIII France EIT/4.

" XIV Czechoslovakia EIT/8; Poland EIT/7;
U.S.S.R. EIT/12.

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. PROCEDURE.

THE CHAIRMAN said that, as a large number of amendments had only just been circulated, the Delegations might like some time to consider these amendments carefully. Under the circumstances it might be preferable to ask each Delegation to explain the main points of their comments at the Meeting and to defer consideration of the amendments until the next Meeting. It was essential, however, that, if this next Meeting was not to be long deferred, all the Delegations should send in their comments to the Secretariat of the Conference at Berkeley Square House, W.1. (Room 5104) not later than Friday night (13th October).

MAJOR-GENERAL CEYDIM (U.S.S.R.) and MR. R.G. HOOKER, Jr. (United States of America) agreed, on behalf of their Delegations, that the procedure outlined by the Chairman would be most suitable to follow.

2. COMMENTS BY DELEGATIONS.

THE CHAIRMAN then called on the various Delegations in turn.

M. VAN LANGENHOVE (Belgium) read out the comments of the Belgian Delegation, circulated to the Delegates of the Conference as EIT/6.

M. JAN MASARYK (Czechoslovakia) agreed with the Belgian Delegation that the number of members of the Executive Board should be increased from five to seven. He furthermore urged that serious consideration should be given to the proposal to appoint a Director-General who should wield executive powers and be responsible to the Executive Board. The comments of the Czechoslovak Delegation are circulated as EIT/8.

M. JEAN LEROY (France) explained that the amendments submitted by the French Delegation were made on the basis of the statement made by M. MASSIGLI at the first Meeting of the Conference. The consideration of the detailed amendments (EIT/4) would be most suitably deferred until each clause was under discussion.

GENERAL BOIZARIS (Greece) promised that the Greek Delegation would present within twenty-four hours a short note embodying their views. The main points he would like to stress at present were that the Organisation should be flexible, that a time limit should be agreed upon for the life of the Organisation and that full account should be taken of local transport conditions in different countries - e.g. rolling stock to be used on Greek Railways must not be heavier than eighteen tons per axle. He also wished to associate himself with the remarks made by the French Delegation that it was important to separate clearly the functions of the

Declassified E.O. 12356 Section 3.3/NND No. 785021

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M. ALS (Luxembourg) said that the Luxembourg Delegation had no remarks to make at this stage.

DR. HUENDER (Netherlands) said that the Netherlands Delegation would submit their amendments in time for the next Meeting. In the meantime he submitted some preliminary comments. (These have been circulated to the Delegates as a separate Conference paper EIT/3).

3175

M. BRODTKORB (Norway) said that the Norwegian Delegation would like to study the amendments more closely before making any statement beyond that made at the Plenary Session by M. Sunde.

20

Declassified E.O. 12356 Section 3.3/NND No. 785021

DR. ZALUSKI (Poland) said that the Polish Delegation had submitted their amendments, (EIT/7) which would be gone into later. Meantime, they wished to lend their full support to the proposals of the Czechoslovak Delegation regarding Article III. The proposed increase in the membership of the Executive Board could be supported also from the technical point of view: the different means of transport, such as railways, ports, roads and inland waterways should all be represented on the Executive Board and this would mean an increase in numbers, as suggested by the Czechoslovak Delegation.

MR. HOOKER (United States of America) said the United States Government, having submitted the proposal, had no changes to suggest in it. He had listened with interest to the proposals and comments of other Delegations and, when the United States Delegation had had an opportunity to consider them, they would no doubt find themselves in agreement with many of them.

SIR CYRIL HURCOMB (United Kingdom) said the United Kingdom Delegation took the same view as that of the United States' and would give most careful consideration to the amendments which had been circulated.

MAJOR-GENERAL OBYDIN (U.S.S.R.) said the Soviet Delegation agreed with the United States' and United Kingdom's Delegations' views and would give full consideration to the amendments which had been submitted. He was confident that agreement would be reached.

MR. RYBAR (Yugoslavia) said the Yugoslav Delegation would have some comments to make on individual Articles. Their amendments were being circulated as EIT/9.

3. NEXT MEETING OF THE COMMITTEE.

The Committee agreed to meet again at the call of the Chair. The next Meeting will probably be held on Monday, October 16th, or Tuesday, October 17th.

The Committee adjourned at 11 a.m.

Lancaster House,
St. James'
S.W.1.

12th October, 1944.

0815

Declassified E.O. 12356 Section 3.3/NND No. 185021

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Lancaster House,
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12th October, 1944.

Declassified E.O. 12356 Section 3.3/NND No. 785021

E.I.T./12

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Amendments submitted by the Delegation of the U.S.S.R.

We circulate herewith the amendments submitted by the Delegation of the Union of Soviet Socialist Republics.

A.A. Evans
J. Mahane } Joint Secretaries

15th October,
Berkeley Square House, W.1.
Room 5104 (Abbey 7711, Extension 2576
and 356)

ARTICLE I.

"Character and Tasks of the Organisation.

There is hereby established the European Inland Transport Organisation hereinafter called "the Organisation". The Organisation is established as a co-ordinating and consultative organ with a view to co-ordinating efforts to utilise all transport means and facilities for the successful completion of the war and improvement of transport communications that will provide the restoration of normal conditions of economic life and also to providing assistance to the Allied Commanders-in-Chief during the war and to the Occupation Authorities during the first period after the war to maintain the carrying capacity of transport."

ARTICLE III. Section 5.

Delete the words at the end of the first paragraph, "in the first place for one year.", and insert, "in the first place not longer than for one year."

ARTICLE IV.

[The Soviet Delegation reserves its comments on this Article.]

Declassified E.O. 12356 Section 3.3/NND No. 785021

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ARTICLE III. Section 3.

Delete the words at the end of the first paragraph, "in the first place for one year.", and insert, "in the first place not longer than for one year."

ARTICLE IV.

/The Soviet delegation reserves its comments on this Article./

ARTICLE VII.

In place of the existing preamble insert:-

§Executive Functions of the Organisation.

The Organisation shall carry out thorough studies of the technical and economic conditions of transport and shall give to the interested Governments technical advice and recommendations directed to restoring and increasing the carrying capacity of the transport system in Continental Europe and to

3174

(18)

Declassified E.O. 12356 Section 3.3/NND No. 785021

co-ordinating the movement of traffic of common concern on these systems.

In case any country meets difficulties in carrying out the recommended measures owing to reasons of a material and economic character the Organisation should investigate with the co-operation of the Governments of the U.S.S.R, the United Kingdom, and the United States, the means of practical help to that country."

Section 1, should read:-

Section 1.

The Organisation shall receive and collect information concerning the requirements of transport equipment and material for the territories under the authority of the member Governments in Continental Europe."

Section 2, should read:-

Section 2.

The Organisation shall assist the realisation of requirements of member Governments for transport equipment and material from any of the sources shown below. So long as the Executive Board deems necessary for the fulfilment of the purposes of the Agreement the procedure shall be as follows. The Organisation shall receive from member Governments statements of their requirements for transport equipment from such sources and, having regard to the priorities determined by the appropriate authorities of the United Nations and with a view to promoting traffic of common concern, shall make recommendations to the authorities concerned as to the extent to which such requirements should be met from the following transport equipment and material

[For the following sub-paragraphs (a), (b), (c) of this Section, the Soviet Delegation reserves its comments]

"In making recommendations under sub-paragraphs (a) and (b) of this Section the Organisations shall take into account the interests of the countries concerned and the general policy of the United

Declassified E.O. 12356 Section 3.3/NND No. 785021

Section 2, should read:-

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The Organisation shall assist the realisation of requirements of member Governments for transport equipment and material from any of the sources shown below. So long as the Executive Board deems necessary for the fulfilment of the purposes of the Agreement the procedure shall be as follows. The Organisation shall receive from member Governments statements of their requirements for transport equipment from such sources and, having regard to the priorities determined by the appropriate authorities of the United Nations and with a view to promoting traffic of common concern, shall make recommendations to the authorities concerned as to the extent to which such requirements should be met from the following transport equipment and material

[Or the following sub-paragraphs (a), (b), (c) of this Section, the Soviet Delegation reserves its comments.]

"In making recommendations under sub-paragraphs (a) and (b) of this Section the Organisations shall take into account the interests of the countries concerned and the general policy of the United Nations.

The Organisation shall keep full records of transport equipment and material dealt with in accordance with the provisions of this section."

Insert a new Section after Section 2 and before Section 3 of the printed text.

"Section 3:

In cases where temporary emergency requirements of transport equipment for carrying traffic of common concern arise and normal agreements for the inter-change of rolling stock are inadequate the Organisation will arrange with member Governments concerned to make available transport equipment and material for the purpose of meeting the requirements. The transport equipment material will be made available

Declassified E.O. 12356 Section 3.3/NND No. 785021

under agreements made between the member Governments concerned with the assistance of the Organisation."

Section 3.

/The Soviet Delegation reserves its comments to this Section, which after inserting the new Section, will be Section 4./

Sections 6 and 7. These Sections should be deleted and replaced by a single Section as follows:-

"Section 7.

The Organisation shall make recommendations to the transport administrations concerned in order to ensure the movement of traffic of common concern on all routes of transport in Continental Europe in accordance with the priorities determined by the appropriate authorities of the United Nations."

Section 8, should be amended as follows:-

"Section 8:

The Organisation may work out the unification of tariffs, terms and conditions of transportation and the like, and shall recommend to member Governments the principles by which ..... (Continue as in Section 8 of the printed text.)"

Section 9, should read as follows:-

"Section 9.

The Organisation shall study the conditions of transport in individual countries and make recommendations to member Governments as to technical measures directed to the quickest restoration of transport facilities and their most effective use and as to the priority in which works or projects in respect of the restoration or improvements of transport facilities shall be carried out."

New Section. The following new Section should be inserted between

Declassified E.O. 12356 Section 3.3/NND No. 785021

Sections 6 and 7. These Sections should be deleted and replaced by a single Section as follows:-

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New Section. The following new Section should be inserted between Section 10 and Section 11 of the printed text under the heading "Co-ordination of European transport".

"Section 11.

The Organisation shall work out draft conventions and agreements concerning international transport in Continental Europe and recommend them to the interested member Governments."

Section 11, should read as follows:-
"Section 12 .

The Organisation shall formulate and co-ordinate common action to secure the inauguration, maintenance or resumption of international arrangements for through working of railways and exchange routine of rolling stock of the Continental European countries for carrying out international transportation and, in particular, shall set up a clearing system for traffic operations between the different countries in Continental Europe. In general it shall

3173

Declassified E.O. 12356 Section 3.3/NND No. 785021

promote the establishment of appropriate machinery for co-operation between railway administrations."

Section 12,

/The Soviet Delegation reserves its comments on this Article./

Section 15, should read as follows:-

"Section 15.

The Organisation shall co-operate as may be required with appropriate authorities and agencies of the United Nations and other international organisations. The Organisation shall provide all possible assistance to the Allied Commanders-in-Chief in meeting their needs for transport facilities and improving the use of these facilities for the successful fulfilment of military operations."

Section 17. In line 7 delete the words "with the co-operation of the Governments" and insert "in agreement with the Governments concerned".

ARTICLE VIII.

Section 1 should read as follows:-

"Section 1.

Every member Government in respect of territory which is in the field of activity of the Organisation shall, upon request, provide the Organisation with such information as is essential for the performance of its functions."

Section 2, should read:-

"Section 2.

Every member Government, in respect of territory which is in the field of activity of the Organisation, undertakes that:-

"(i) it will facilitate the execution of Section 3 of Article VII;"

(ii) /The Soviet Delegation reserves its comments on this sub-paragraph./

Declassified E.O. 12356 Section 3.3/NND No. 785021

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"(i) it will facilitate the execution of Section 3 of Article VII;"

(ii) [The Soviet Delegation reserves its comments on this sub-paragraph.]

Section 4.

[The Soviet Delegation reserves its comments on this Section.]

Section 5.

[The Soviet Delegation reserves its comments on this Section.]

New Section. The Soviet Delegation proposes the following new Section:-

"Section

Every member Government undertakes to facilitate by any means in its power the rapid movement of traffic of common concern".

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE X.

Delete the words "or pipe line" in line 2 and insert the word "or" before "waterway".

ARTICLE XII

The Soviet Delegation reserves its position upon this Article.

ARTICLE XIV.

Delete from paragraph (ii)(a) the words, "or required for use in connection with pipelines".

Delete from paragraph (ii)(b) the word "pipeline".

Declassified E.O. 12356 Section 3.3/NND No. 785021

0826

Declassified E.O. 12356 Section 3.3/NND No. 185021

3172

E.I.T/11.

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Comments and Amendments submitted by the Greek Delegation.

We circulate herewith, for the information of Delegates, the comment and amendments submitted by the Greek Delegation.

A.A. Evans
J. Kahane } Joint Secretaries

14th October,
Berkeley Square House, W.1.
Room 5704 (Abbey 7711, Extension 2576 & 3554

It is with great pleasure that Greece looks towards the creation of the Transport Organisation as a proof of the spirit of collaboration for the restoration of the damage caused by the ravages of war.

We submit herewith certain modifications on the draft Agreement for European Inland Transport Organisation. Nevertheless we wish, if necessary, to complete or modify them during the discussions at the Conference. We desire again to emphasise how it is indispensable that, in time, our local technical conditions should be taken into consideration. For example, during the last year's discussions for the creation of the post-war Austerity locomotive, among other modifications, it has been accepted that, on our own proposition, that the maximum axle load should not exceed eighteen tons. Consequently, we suggested the replacement of the proposed Austerity locomotive 2-8-0 (axle load, 20 tons) by 2-8-2 (axle load 18 tons).

PREAMBLE.

"Whereas, after the liberation of any territories of the United Nations in Europe and during .... "

ARTICLE 3. Section 5.

"The executive board shall consist of seven members .... "

Taking into consideration the great number of member States and the fact that some of them require bigger traffic, the existence of seven members seems to us more practicable.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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ARTICLE 3. Section 8.

Each time any important question is discussed concerning the interests of a member Government, its representative, after being advised fifteen days in advance, is qualified to take a part in the discussions without right of vote.

ARTICLE IV.

"The Organisation shall have powers within the framework of their own respective legislation ... "

3171

ARTICLE V. Section 1.

" .... Each member Government shall also provide, as much as possible, such facilities as are required .... "

17

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE VIII. Section 2.

"Each member Government can retain and use enemy or ex-enemy equipment and material until the Organisation puts forth its resolutions about their future destination."

ARTICLE XI.

We agree in general with the proposed time limits. Nevertheless it would be preferable that the calculation should be based not only on time, but also on the phases of the progress of the results obtained. In fact, the rhythm of European transport does not depend only on the date of the German defeat. The continuation of the war until the complete collapse of Japan is also a very important factor, which shall regulate the nature of European and American industry, and consequently their production and distribution of transport equipment and war material. If only the element of time is taken into consideration, the possible retirement, after forty-two months, of one or more of the members could influence the transport concerning their neighbours. The above would be probable in the case of a prolonged and strong Japanese resistance.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

E.I.T./10

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Amendments proposed by the
Netherlands Delegation

We circulate, for the information of Delegates to the Conference, the text of the Amendments proposed by the Netherlands Delegation.

A.A. Evans) Joint
J. Kahane) Secretaries

13th October, 1944
Berkeley Square House, W.1.
Room 5104 (Abbey 7711, Extension 2576
& 3554

ARTICLE I.

The revival is proposed of the name by which the Organisation is commonly known in international circles dealing with post-war problems. The name "European Central Inland Transport Organisation" should therefore be introduced in the draft Agreement.

ARTICLE III, Sections 5 and 7.

A revision is proposed to provide for the appointment of seven members by and from the Council, whose task it would be to decide, between the sessions of the Council, on matters of general policy. This article should also provide for the day-to-day administration and the operation of Ecito to be carried out by a Director-General with the necessary headquarters and regional and local staff, both technical and administrative for the various branches of transport and traffic. A revision of other sections referring to the Executive Board will be necessary in conformity with the proposed alterations.

ARTICLE IV.

The wording of this Section does not seem quite clear. Since the object of the Organisation should be limited to co-ordination and consultation, Ecito should not act a commercial enterprise. In this connection the meaning of Article 4 is understood to enable Ecito to obtain the necessary property etc. only for its administration purposes.

ARTICLE V. Section 1.

Declassified E.O. 12356 Section 3.3/NND No. 785021

Berkeley, [illegible]
Room 5104 (Abbey 7711, Extension 2576 & 3554

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The wording of this Section does not seem quite clear. Since the object of the Organisation should be limited to co-ordination and consultation, Ecito should not act a commercial enterprise. In this connection the meaning of Article 4 is understood to enable Ecito to obtain the necessary property etc. only for its administration purposes.

ARTICLE V. Section 1.

The Netherlands Government consider the last sentence of this Section unnecessary, if the interpretation of the object of the Organisation is correct.

ARTICLE VII. Section 1

Should read: "The Organisation shall to the extent necessary for the fulfilment of its purposes estimate etc."

ARTICLE VII. Section 2 should read: 3170

"(a) imported into Continental Europe for military purpose and made available etc.

(b) made available for industrial export etc."

16

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE VII. Section 2.

It is understood that the second part of Article VII S 2 does not imply immediate and direct exploitation of this material by Ecito.

ARTICLE VII. Section 3.

Should read: "In respect of equipment and material."

ARTICLE VII. Section 3.

Line four should read: "that member Government and outside its control".

This article should provide for a Section stating that Ecito can only use the material in question after consultation of the owner of such material or of an instance to be nominated by the Government concerned. It should be stated furthermore that the interests of the owner and of personnel of inland ships should be safeguarded.

ARTICLE VII. Section 5.

Agreement with the Government concerned should be mentioned in this Section.

ARTICLE VII. Section 7.

Agreement with the Government concerned should be mentioned in this Section.

ARTICLE VII. Section 12.

The ideas underlying Section 12 of Article VII are not acceptable to the Netherlands Government.

That Section disregards the fact that several treaties are in force providing for adequate "suitable administrations" for all international waterways of importance of Europe (Rhine; Scheldt; Danube). These administrations only need to be restored to enable them to resume their functioning which, as in the case of the rivers named, is a matter of considerable delicacy with a long history and a tradition of efficiency. To innovate in this domain would seem highly inadvisable and would without necessity raise a great many thorny questions. The only thing which will be necessary in this respect is to compel Germany to annul its withdrawal a few years before the war from the Rhine Navigation Act (1868) as amended in the Treaty of Versailles, and thereby [illegible] Central Commission for the Navigation of the Rhine.

Declassified E.O. 12356 Section 3.3/NND No. 185021

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There is not the slightest possibility that the people of the Netherlands, to take only this example, would countenance the establishment by an international organisation as planned, of an administration for certain waterways of international importance in Dutch territory, and it is submitted that the proposed clause is as deficient in its respect for territorial rights, as it is unmindful of existing treaties, organisations and traditions.

A clause of the following kind would perhaps command a wider measure of approval:

> The Organisation shall place its services at the disposal of member Governments with a view to promoting the restoration and maintenance of the international waterways of Europe and the early resumption of their international rights in the interest of the greatest possible freedom of movement on and between the several waterways, their tributaries and connecting canals.

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE VII. Section 15.

Mention should be made of collaboration with "international and national" organisations.

ARTICLE VIII. Section 2 (ii) a.

Should read: "found outside the territories under its authority and outside its control".

ARTICLE VIII. Section 4 (a).

Should read: "permit the industrial import" etc.

ARTICLE VIII. Section 4 (b).

Should read: "permit the industrial export" etc.

ARTICLE VIII. Section 7.

A provision should be made here, that no discrimination be made in respect of import duties levied by any country on goods of common concern, dependent upon the route the goods have travelled prior to importation in the country concerned.

ARTICLE X.

A provision should be made for close co-operation with the United Maritime Executive Board in respect of seagoing vessels used for transport on inland waterways.

ARTICLE X. Paragraph 2.

Line 2 should read "co-operate with the appropriate port authorities to ensure".

ARTICLE XI. Section 1.

Clarification of the proposed text seems necessary; its meaning is understood to be that a signatory government will be a member for a period of two years viz. a definite period of eighteen months followed by a period of six months' notice.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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3169

Declassified E.O. 12356 Section 3.3/NND No. 785021

0837

Declassified E.O. 12356 Section 3.3/NND No. 785021

EIT/9

CONFERENCE ON EUROPEAN INLAND TRANSPORT

We circulate herewith, for the information of Delegates to the Conference, the comments of the Yugoslav Government on the draft Agreement for a European Inland Transport Organisation.

A.A. Evans, J. Kahane — Joint Secretaries

12th October, 1944
Lancaster House,
St. James's, S.W.1.

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In principle we are in agreement with the terms proposed, but would make the following remarks:

ARTICLE III, Section 5. The Executive Board. We would suggest that this Board should be composed of seven members, of whom four to be appointed by the Council, and the other three to be nominated individually by the Governments of the United Kingdom, the United States and the U.S.S.R.

ARTICLE VI, Section 3. Scope of the Organisation. Under the term "territory under the authority of a member Government" should also be included any enemy or ex-enemy territory under the authority or control of a member Government.

ARTICLE VIII, Section 2. Obligation of member Governments. (b) Enemy or ex-enemy transport equipment and material can be retained and used until such time as the Organisation makes its final decisions in regard to same.

3168/5

PROJET D'ACCORD POUR LA CREATION D'UNE ORGANISATION

EUROPEENNE DES TRANSPORTS INTERIEURS.

Considérant qu'il est opportun, après la libération de tout territoire des Nations Unies en Europe, et après l'occupation de tout territoire ennemi en Europe, pour satisfaire les besoins militaires communs des Nations-Unies, et dans l'intérêt du progrès économique et social de l'Europe, de prendre des mesures pour coordonner le contrôle du trafic et pour assurer la fourniture et la répartition des moyens de transport et du matériel, en vue de faciliter le mouvement rapide du ravitaillement, aussi bien pour les forces armées que pour la population civile et pour le retour rapide des personnes rapatriables, et également en vue de créer les conditions dans lesquelles le mouvement normal du trafic pourra être plus rapidement repris,

les Gouvernements ou Autorités dont les représentants dûment autorisés ont signé ci-après

sont convenus de ce qui suit :

ARTICLE I

Il est créé par le présent accord une organisation européenne des transports intérieurs ci-dessous appelée "l'Organisation."

ARTICLE II - Composition.

Seront membres de l'Organisation, les Gouvernements ou Autorités signataires du présent accord et tels autres Gouvernements et Autorités qui pourront y être admis par le Conseil.

Chaque fois que les mots "Gouvernements membres" sont employés dans le présent accord, ils seront interprétés comme désignant un membre de l'Organisation, que ce soit un Gouvernement ou une Autorité.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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ARTICLE III - Constitution.

I. L'Organisation sera formée d'un Conseil et d'un Comité Exécutif, comportant des services centraux, régionaux ou locaux.

3167

Conseil.

2. Chaque Gouvernement membre nommera un représentant au Conseil et autant de suppléants qu'il pourra être nécessaire. Le Conseil, pour chacune de ses sessions, choisira un de ses membres pour le présider au cours de la session. Le Conseil fixera ses propres règles de procédure.

A moins de dispositions contraires du présent accord ou de décision du Conseil, ce dernier votera à la majorité.

(2b) .../.

Declassified E.O. 12356 Section 3.3/NND No. 785021

3. Le Conseil sera réuni en session ordinaire au moins deux fois par an par le Comité Exécutif. Il peut être réuni en session spéciale chaque fois que le Comité Exécutif l'estimera nécessaire; il sera réuni dans les trente jours suivant une demande présentée à cette fin par un tiers des membres du Conseil.

4. Le Conseil remplira les fonctions qui lui sont attribuées par le présent accord et surveillera l'activité générale de l'Organisation.

Le Comité Exécutif.

5. Le Comité Exécutif sera composé de cinq membres qui seront désignés par le Conseil en raison de leur connaissance des transports intérieurs et en raison de leurs capacités en matière d'administration. Il comprendra un membre nommé par chacun des Gouvernements de l'Union des Républiques Socialistes Soviétiques, du Royaume-Uni et des Etats-Unis. Chaque membre du Comité Exécutif sera secondé par un suppléant désigné et nommé de la même manière. Les membres et leurs suppléants seront désignés, à l'origine, pour un an.

Le Comité Exécutif choisira son Président, sous réserve de confirmation par le Conseil.

6. Le Comité Exécutif exercera les fonctions exécutives assignées à l'Organisation. Il prendra, si nécessaire, ses décisions à la majorité. Il présentera au Conseil, sur l'accomplissement de sa tâche, les rapports que le Conseil pourra demander.

7. Le Comité Exécutif créera les services centraux et désignera le personnel régional ou local, comme il le jugera nécessaire. Il pourra leur déléguer tels de ses pouvoirs, et aux conditions qu'il pourra juger convenables.

8. Chaque Gouvernement membre pourra désigner un représentant aux fins de consulter le Comité Exécutif et de communiquer avec lui. Ce représentant sera tenu pleinement informé par le Comité de toutes les activités de l'Organisation.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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ARTICLE IV

L'Organisation aura la capacité d'acquérir, de conserver, de disposer de biens, de passer des contrats et d'assumer des obligations, de désigner ou de créer des agences et de surveiller les activités des agences ainsi créées, de gérer des entreprises, et en général d'accomplir tout acte légal rentrant dans le cadre de son activité.

Le Conseil possède cette capacité. Il peut, cependant, déléguer tels de ses pouvoirs, dans la mesure où il l'estime nécessaire, au Comité Exécutif, y compris la faculté de les sous déléguer. Le Comité Exécutif sera responsable devant le Conseil de l'entretien et de l'administration de tous biens appartenant à l'Organisation.

ARTICLE V - Ressources.

I. Le Comité Exécutif soumettra au Conseil un budget initial, et de temps à autre, et en tant que de besoin, les budgets

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Declassified E.O. 12356 Section 3.3/NND No. 785021

supplémentaires couvrant les dépenses administratives nécessaires de l'Organisation. Après l'approbation d'un budget par le Conseil, le montant total des sommes approuvées sera obtenu par les procédés, ou réparti dans les proportions, au sujet desquels les Gouvernements membres pourront s'accorder. Chaque Gouvernement membre s'engage, sous réserve des exigences de sa procédure constitutionnelle nationale, à verser promptement sa part des dépenses de l'Organisation, en telles monnaies dont il pourra être convenu avec le Comité Exécutif. Chaque Gouvernement membre devra aussi faciliter la conversion des sommes détenues par l'Organisation dans sa propre monnaie en d'autres monnaies.

2. L'Organisation n'engagera aucunes dépenses autres que les dépenses administratives nécessaires si ce n'est par décision du Conseil. Les propositions concernant de pareilles dépenses seront soumises par le Comité Exécutif au Conseil, et, après approbation par le Conseil, ces dépenses seront couvertes par les contributions qu'un Gouvernement membre ou des Gouvernements pourront consentir à faire ou de telles autres manières sur lesquelles les Gouvernements pourront s'entendre.

ARTICLE VI - Champ d'activité de l'Organisation.

I. L'Organisation exercera les fonctions définies à l'Article VII en ce qui concerne tout territoire de l'Europe Continentale sous l'autorité de tout Gouvernement membre à l'égard duquel elle a commencé à opérer conformément à l'Article XI.

2. En ce qui concerne tout territoire de l'Europe Continentale dans lequel les Commandants en Chef Alliés conservent la responsabilité de la direction des transports, l'Organisation devra donner des avis ou assistera les Commandants en Chef Alliés, s'ils le lui demandent, sur toutes questions qu'elle est habilitée à traiter en vertu de l'Article VII.

3. Les mots "territoire sous l'autorité d'un Gouvernement membre" seront interprétés comme désignant les territoires de l'Europe Continentale se trouvant ou sous la souveraineté d'un Gouvernement membre, ou placés sous l'autorité ou le contrôle d'un ou de plusieurs Gouvernements membres. Dans le présent accord, les mots "Europe Continentale" désigneront tous les territoires du Continent européen sous l'autorité de Gouvernements membres, mais ne s'étendent pas au territoire du

Declassified E.O. 12356 Section 3.3/NND No. 785021

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4. L'Organisation traitera, avec toutes autorités d'occupation établies par les Gouvernements membres, pour tout territoire de l'Europe Continentale dans lequel les autorités d'occupation exercent un contrôle effectif, à la place du Gouvernement souverain de ces territoires, toutes les questions dont l'Organisation traiterait avec ces Gouvernements souverains s'ils étaient Gouvernements membres.

3166

ARTICLE VII - Fonctions Exécutives.

Les fonctions exécutives de l'Organisation seront, d'une façon générale, d'agir en vue de la réorganisation et du ré-équipement du système de transport en Europe Continentale et

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Declassified E.O. 12356 Section 3.3/NND No. 785021

de coordonner le trafic d'intérêt commun dans le système et, en particulier, elles comprendront ce qui suit :

Matériel et Moyens de transport.

1. L'Organisation évaluera les besoins en matériel et moyens de transport pour les territoires sous l'autorité des Gouvernements membres en Europe Continentale.

2. L'Organisation, pour l'accomplissement de sa tâche, fixera la distribution entre les Gouvernements membres intéressés dans les conditions qu'elle pourra arrêter dans le cadre des priorités déterminées par les autorités qualifiées des Nations Unies, du matériel et des moyens de transport -

a) importés en Europe Continentale ou rendus disponibles par les Commandants en Chef,

b) rendus disponibles pour l'exportation d'un territoire à l'autre dans l'Europe Continentale,

c) rendus disponibles pour l'Organisation, par les autorités d'occupation, par prélèvement opéré sur le matériel et les moyens de transport qu'elles contrôlent.

L'Organisation pourra, de temps à autre, réserver tout matériel et moyens de transport énumérés aux alinéas a), b) et c) ci-dessus qu'elle pourrait juger nécessaire pour faciliter le trafic d'intérêt commun, et pourra conserver ou prendre le contrôle direct de leur emploi pour tels laps de temps qu'elle pourrait estimer nécessaire.

L'Organisation tiendra un état complet du matériel et des moyens de transport alloués et réservés par application des dispositions du présent paragraphe.

3. En ce qui concerne le matériel appartenant à un Gouvernement membre ou à des personnes ou à des organismes sous l'autorité d'un Gouvernement membre et trouvé pendant la libération de l'Europe hors des territoires sous l'autorité de ce Gouvernement membre, l'Organisation s'efforcera de préparer la restitution de ce matériel à ses propriétaires légitimes, aussitôt que faisable et opportun, en agissant conformément à la politique générale des autorités qualifiées des Nations Unies, concernant la restauration et la restitution des biens enlevés par l'ennemi. Dans les cas où la restitution immédiate porterait un

Declassified E.O. 12356 Section 3.3/NND No. 785021

matériel et des moyens de transport :-

a) importés en Europe Continentale ou rendus disponibles par les Commandants en Chef,

b) rendus disponibles pour l'exportation d'un territoire à l'autre dans l'Europe Continentale,

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4. L'Organisation procédera, le plus tôt possible, à un recensement du matériel roulant en Europe Continentale et de tels autres matériel et moyens de transport s'y trouvant, ainsi qu'il pourra lui apparaître nécessaire pour l'accomplissement convenable de ses fonctions.

Trafic.

5. L'Organisation pourra faire aux autorités compétentes telles recommandations qu'elle estimera nécessaires en ce qui concerne les détails des mouvements projetés du ravitaillement, des approvisionnements ou des personnes, en tenant compte des facilités de transport existantes pour ce trafic.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

6. L'Organisation pourra diriger, dans le cadre des priorités déterminées par les autorités compétentes des Nations Unies, le trafic d'intérêt commun sur toutes les voies de transport en Europe Continentale.

7. L'Organisation pourra prendre toute mesure pratique pour surveiller et réglementer l'usage et le mouvement des moyens de transport consacrés au trafic d'intérêt commun.

Tarifs.

8. L'Organisation fera des recommandations de principe aux Gouvernements membres tendant à ce que les tarifs de transport pour le trafic d'intérêt commun en Europe Continentale soient fixés par ces derniers en conformité avec les dispositions de la Section 6 de l'Article VIII, en vue d'assurer que ces tarifs soient aussi bas, aussi simples et aussi uniformes dans les différents territoires qu'il sera pratique. Le présent paragraphe ne s'appliquera pas au trafic militaire sous le contrôle des Commandants en Chef Alliés, sauf s'ils le demandent.

Réorganisation des systèmes de transport.

9. L'Organisation pourra faire à tout Gouvernement membre des recommandations destinées à favoriser la réorganisation des systèmes de transport en Europe Continentale et concernant l'ordre de priorité selon lequel des travaux ou des projets concernant la réorganisation ou l'amélioration des facilités de transport seront exécutés.

10. Bien qu'il demeure du devoir de chaque Gouvernement membre de pourvoir au fonctionnement efficace des transports de l'Europe Continentale dont la responsabilité lui incombe, l'Organisation pourra exceptionnellement, à la requête d'un Gouvernement membre, donner toute assistance possible pour la réorganisation ou le fonctionnement des transports dans tout territoire de l'Europe Continentale sous l'autorité de ce Gouvernement, et aux conditions convenues entre ce Gouvernement et l'Organisation.

Coordination des Transports Européens.

11. L'Organisation prendra l'initiative d'une politique d'action en commun qu'elle coordonnera ensuite, destinée à

Declassified E.O. 12356 Section 3.3/NND No. 785021

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3165

12. L'Organisation prendra les initiatives nécessaires pour l'établissement des organismes appropriés destinés à promouvoir la reconstitution et l'entretien des voies d'eau internationales de l'Europe et à assurer la plus grande liberté possible de mouvements sur et entre les différentes voies d'eau, leurs affluents et les canaux de jonction. De tels organismes pourront être établis provisoirement en attendant une réglementation internationale de cette question.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

13. L'Organisation prendra telles mesures qui pourraient être opportunes en vue de faciliter le passage aux frontières des véhicules affectés aux transports routiers.

14. L'Organisation fera des recommandations aux Gouvernements membres en vue de favoriser la coordination adéquate de tous les transports européens pour la satisfaction des besoins militaires communs des Nations Unies et dans l'intérêt du progrès économique et social de l'Europe et du bien être général des nations.

Relations avec les autres organismes.

15. L'Organisation collaborera, si nécessaire, avec les autorités et organismes qualifiés des Nations Unies et autres Organisations internationales. Elle donnera toute assistance en son pouvoir aux Commandants en Chefs alliés pour la satisfaction des besoins militaires communs des Nations Unies.

16. L'Organisation prendra les dispositions adéquates pour consulter par une procédure appropriée les représentants des personnes employées dans les transports intérieurs.

Divers.

17. L'Organisation pourra donner des avis aux Gouvernements membres et à toutes autorités qualifiées des Nations Unies sur la priorité à accorder dans l'intérêt de la réorganisation des transports européens, au retour du personnel des transports rapatriable, ainsi qu'à celui des ouvriers qualifiés et autres, demandé pour la production, l'entretien et la réparation du matériel et des moyens de transport. Lorsqu'elle y sera invitée par les autorités responsables, l'Organisation s'efforcera, avec la coopération des Gouvernements, de fournir du personnel des transports supplémentaire ou d'autres travailleurs compétents pour toutes régions dans lesquelles pourrait s'être manifestée une pénurie de la main d'oeuvre quelle que soit la catégorie à laquelle ces travailleurs appartiennent.

18. L'Organisation donnera toute assistance pratique, par le canal des autorités appropriées, à tout Gouvernement membre, lorsqu'elle en sera priée par ce Gouvernement, pour obtenir du ravitaillement en combustibles, energie et lubrifiants,

Declassified E.O. 12356 Section 3.3/NND No. 785021

autorités et organismes qualifiés des Nations Unies et autres Organisations internationales. Elle donnera toute assistance en son pouvoir aux Commandants en Chefs alliés pour la satisfaction des besoins militaires communs des Nations Unies.

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18. L'Organisation donnera toute assistance pratique, par le canal des autorités appropriées, à tout Gouvernement membre, lorsqu'elle en sera priée par ce Gouvernement, pour obtenir du ravitaillement en combustibles, energie et lubrifiants, pour subvenir aux besoins du trafic d'intérêt commun afin que ce Gouvernement puisse remplir ses obligations prévues à la section 6 de l'Article VIII.

ARTICLE VIII - Obligations des Gouvernements membres.

1. Chaque Gouvernement membre fournira à l'Organisation, sur demande, les informations qui sont essentielles à cette dernière pour l'accomplissement de ses fonctions.

2. Chaque Gouvernement s'engage :-

1) A faciliter l'exécution de la section 3, de l'Article

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Declassified E.O. 12356 Section 3.3/NND No. 785021

VII et à accepter les arrangements pour l'usage temporaire du matériel et des moyens de transport faits par l'Organisation en vertu de la dite section.

2) Si ce n'est avec le consentement de l'Organisation:

a) A ne pas saisir ni utiliser le matériel et les moyens de transport en Europe Continentale trouvés en dehors des territoires sous son autorité, même s'ils sont sa propriété ou celle de personnes ou d'organismes relevant de son autorité ;

b) A ne pas saisir ni utiliser le matériel et les moyens de transport trouvés sur le territoire dépendant de son autorité mais qui n'appartiennent ni à lui, ni aux personnes et organismes relevant de son autorité ;

c) A ne pas saisir ni utiliser le matériel et les moyens de transport venant à entrer sur un territoire relevant de son autorité par l'effet d'arrangements arrêtés sous les auspices de l'Organisation pour le mouvement du trafic d'intérêt commun.

Les dispositions de cette section n'affecteront pas les droits des Commandants en Chef Alliés à l'intérieur de tout territoire à l'égard duquel l'Organisation n'a pas commencé à exercer ses fonctions en vertu de l'Article VII.

3. Chaque Gouvernement membre s'engage à coopérer pleinement au recensement prévu à la section 4 de l'Article VII.

4. Aussi longtemps que l'Organisation l'estimera nécessaire pour l'exercice de ses fonctions, en vertu de la section 2 de l'Article VII, et sauf avec le consentement de l'Organisation, chaque Gouvernement membre s'engage

a) A ne pas permettre l'importation de matériel et de moyens de transport dans les territoires de l'Europe Continentale relevant de son autorité ;

b) A ne pas permettre l'exportation hors des territoires relevant de son autorité de matériel et de moyens de transport vers tout territoire de l'Europe Continentale placé sous l'autorité des Gouvernements membres.

Les dispositions de cette section ne priveront pas les Commandants en Chef Alliés du droit d'importer et d'exporter ou d'autoriser l'importation ou l'exportation du matériel et des moyens de transport dans ou hors de tout territoire. Les [illegible] de cette section s'appliqueront à la disposition du [illegible] à condition que

Declassified E.O. 12356 Section 3.3/NND No. 785021

personnes et organismes relevant de son autorité ;

c) A ne pas saisir ni utiliser le matériel et les moyens de transport venant à entrer sur un territoire relevant de son autorité par l'effet d'arrangements arrêtés sous les auspices de l'Organisation pour le mouvement du trafic d'intérêt commun.

Les dispositions de cette section n'affecteront pas les droits des Commandants en Chef Alliés à l'intérieur de tout territoire à l'égard duquel l'Organisation n'a pas commencé à exercer ses fonctions en vertu de l'Article VII.

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a) A ne pas permettre l'importation de matériel et de moyens de transport dans les territoires de l'Europe Continentale relevant de son autorité ;

b) A ne pas permettre l'exportation hors des territoires relevant de son autorité de matériel et de moyens de transport vers tout territoire de l'Europe Continentale placé sous l'autorité des Gouvernements membres.

Les dispositions de cette section ne priveront pas les Commandants en Chef Alliés du droit d'importer et d'exporter ou d'autoriser l'importation ou l'exportation du matériel et des moyens de transport dans ou hors de tout territoire. Les clauses de cette section s'appliqueront à la disposition du matériel et des moyens de transport militaires à condition que les Commandants en Chef Alliés reconnaissent que les nécessités militaires le permettent.

5. Chaque Gouvernement membre mettra en vigueur les instructions relatives au mouvement du trafic en Europe Continentale données par l'Organisation selon les dispositions de la section 6 de l'Article VII.

3164

6. Chaque Gouvernement prendra toutes les mesures opportunes et nécessaires pour assurer, en ce qui concerne les territoires de l'Europe Continentale relevant de son autorité, que le ravitaillement en combustibles, energie et lubrifiants soit disponible pour le mouvement du trafic d'intérêt commun de transit ou à l'intérieur de tout territoire de l'Europe Continentale.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

7. Chaque Gouvernement membre s'engage à ne pas percevoir et à ne pas permettre la perception de droits de douanes et d'autres droits, si ce n'est les frais de transport et les frais de transit normaux, sur le trafic d'intérêt commun transitant sur les territoires de l'Europe Continentale relevant de son autorité.

8. Chaque Gouvernement membre s'engage à assurer que les tarifs de transport perçus dans les territoires de l'Europe Continentale relevant de son autorité, sur le trafic d'intérêt commun, y compris le trafic transitant par de tels territoires, seront aussi bas, aussi simples et aussi voisins qu'il sera pratique, de ceux perçus dans les autres territoires auxquels le présent accord s'applique. Chaque Gouvernement membre tiendra le plus grand compte des recommandations faites par l'Organisation en conformité avec la Section 8 de l'Article VII et rendra compte à l'Organisation des mesures prises.

9. Chaque Gouvernement membre s'engage à coopérer avec l'Organisation dans l'exercice de ses fonctions en application des sections 11, 12 et 13 de l'Article VII.

10. Chaque Gouvernement membre fera tous ses efforts dans ses relations avec toutes les autres organisations, agences et autorités internationales, pour donner effet aux dispositions du présent accord.

11. Chaque Gouvernement membre tiendra le plus grand compte de toutes recommandations faites par l'Organisation, suivant les sections 9 et 14 de l'Article VII et rendra compte à l'Organisation des mesures prises.

12. Chaque Gouvernement membre accordera toutes les facilités aux membres du personnel de l'Organisation et leur conférera des pouvoirs dans la mesure où ces facilités et ces pouvoirs sont nécessaires à l'accomplissement par l'Organisation de ses fonctions en conformité avec l'Article VII.

13. Chaque Gouvernement membre prendra, dans le territoire relevant de son autorité, toutes les mesures en son pouvoir pour faciliter l'exercice par l'Organisation de tous les droits énumérés à l'Article IV.

ARTICLE IX

L'Organisation sera mise en rapport avec toute organisa-

Declassified E.O. 12356 Section 3.3/NND No. 785021

l'Organisation en conformité avec la Section 8 de l'Article VII et rendra compte à l'Organisation des mesures prises.

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13. Chaque Gouvernement membre prendra, dans le territoire relevant de son autorité, toutes les mesures en son pouvoir pour faciliter l'exercice par l'Organisation de tous les droits énumérés à l'Article IV.

ARTICLE IX

L'Organisation sera mise en rapport avec toute organisation internationale générale qui pourrait être chargée de coordonner les activités des organisations internationales dont les responsabilités sont limitées.

ARTICLE X

Les attributions de l'Organisation s'étendront à toutes les formes de transport par route, rail, voie d'eau et pipeline, à l'intérieur des territoires du Continent Européen dans lesquels l'Organisation opère. Elles ne s'étendront toutefois pas aux navires de haute mer, à l'exception des bâtiments qui, par un accord conclu entre les Gouvernements-membres et les Autorités compétentes des Nations Unies en matière de tonnage marchand de temps à autre, seront reconnus disponibles pour le

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Declassified E.O. 12356 Section 3.3/NND No. 785021

cabotage le long des côtes de tout territoire de l'Europe Continentale relevant de l'autorité de ce Gouvernement, et pour aussi longtemps que ces bâtiments pourront être disponibles pour ce trafic.

En ce qui concerne la gestion du trafic dans les ports où des navires de haute mer sont chargés ou déchargés, l'Organisation coopérera avec les administrations qualifiées des Gouvernements membres et avec toute organisation concernant le tonnage marchand créée par les Gouvernements membres pour assurer ---

a) la rotation rapide des navires,

b) l'emploi rationnel des installations portuaires dans l'intérêt bien compris d'un enlèvement rapide des cargaisons d'intérêt commun.

ARTICLE XI

I. Le présent accord entrera en vigueur le

Il restera en vigueur pendant deux années à compter de la date de la suspension générale des hostilités avec l'Allemagne, et restera ensuite en vigueur, sauf le droit de tout Gouvernement membre de signifier au Conseil, après l'expiration d'un délai de dix-huit mois, son intention de dénoncer l'accord avec un préavis de six mois.

2. L'Organisation commencera à exercer ses fonctions en vertu des dispositions de l'Article VII (autres que la Section I de cet Article) et de l'Article X, dans tout territoire de l'Europe Continentale dès que le Gouvernement membre intéressé devient l'autorité effective en matière de transport dans ce territoire, sous la réserve que les Commandants en Chef Alliés estiment que les nécessités militaires le permettent, et aux conditions qu'ils peuvent juger nécessaire d'imposer.

ARTICLE XII

Declassified E.O. 12356 Section 3.3/NND No. 785021

b) l'emploi rationnel des installations portuaires dans l'intérêt bien compris d'un enlèvement rapide des cargaisons d'intérêt commun.

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ARTICLE XII

Dans le cas où il y aurait contradiction entre les dispositions du présent accord et celles de tout autre accord antérieur passé entre des Gouvernements membres quels qu'ils soient, les dispositions du présent accord seront censées prévaloir entre ces Gouvernements membres.

ARTICLE XIII

Jusqu'à la fin de la période de deux ans après la suspension générale des hostilités avec l'Allemagne, les dispositions du présent accord ne pourront être amendées, suspendues ou résiliées que par un vote unanime du Conseil. A tout moment, cependant, passée cette date, toute disposition du présent accord pourra être amendée, suspendue ou résiliée par une décision du Conseil prise à la majorité des deux tiers,

6163

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Declassified E.O. 12356 Section 3.3/NND No. 785021

à condition qu'aucune modification ne soit apportée aux dispositions du présent accord ayant pour effet d'augmenter les responsabilités financières et les obligations d'aucun Gouvernement membre sans le consentement de ce Gouvernement.

ARTICLE XIV - Définitions.

Dans cet accord, les définitions suivantes ont été adoptées :-

1) Les mots "transports intérieurs" s'entendent de tous les moyens de transport énumérés à l'Article X du présent accord.

2) Les mots "matériel et moyens de transport" s'entendent, dans la mesure où le Bureau Exécutif l'estimera nécessaire pour l'exécution des tâches de l'Organisation :

a) de tout article d'équipement fixe ou mobile, des approvisionnements (autres que le combustible), de l'outillage, des pièces détachées et accessoires de toute espèce spécifiquement faits à l'intention et nécessaires pour l'usage des entreprises de transport, y compris l'outillage nécessaire flottant ou fixe pour usage dans les ports, ou nécessaire pour l'usage des pipe-lines ;

b) du matériel spécifiquement destiné et nécessaire pour la réorganisation ou la construction de toutes routes, chemins de fer, ponts, ports, pipe-lines et voies d'eaux intérieures ;

c) des grands ateliers et outillages spécifiquement nécessaires pour la réparation du matériel employé par les administrations de transport.

3) Les mots "trafic d'intérêt commun" s'entendent :

a) du transfort du personnel, des approvisionnements, du ravitaillement et de tout autre trafic selon les besoins exprimés par les Commandants en Chef Alliés ;

b) du déplacement ou du transport des personnes rapatriables et autres civils selon des priorités fixées par les autorités qualifiées des Nations Unies ;

c) du transport du ravitaillement pour les besoins civils en Europe Continentale en fonction des priorités

Declassified E.O. 12356 Section 3.3/NND No. 785021

pour l'exécution des tâches de l'Organisation :

a) de tout article d'équipement fixe ou mobile, des approvisionnements (autres que le combustible), de l'outillage, des pièces détachées et accessoires de toute espèce spécifiquement faits à l'intention et nécessaires pour l'usage des entreprises de transport, y compris l'outillage nécessaire flottant ou fixe pour usage dans les ports, ou nécessaire pour l'usage des pipe-lines ;

b) du matériel spécifiquement destiné et nécessaire pour la réorganisation ou la construction de toutes routes, chemins de fer, ponts, ports, pipe-lines et voies d'eaux intérieures ;

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c) du transport du ravitaillement pour les besoins civils en Europe Continentale en fonction des priorités fixées par les autorités des Nations Unies.

4) Les mots "personnes ou organismes sous l'autorité d'un Gouvernement membre" s'entendent des personnes ou organismes fonctionnant sur un territoire relevant de l'autorité d'un Gouvernement membre.

5) Le terme "tarifs de transport" s'entend, outre des frais d'expédition proprement dits, de tout autre frais supplémentaire tel que douanes, frais de port, frais de magasinage et de manutention en transit qui peuvent affecter le coût du transport.

6) Le terme "Commandants en Chef Alliés" s'entend "des Commandants en Chefs nommés par les autorités compétentes de l'Union des Républiques Socialistes Soviétiques, du Royaume-Uni et des Etats-Unis d'Amérique à des Commandements sur le Continent d'Europe."

Declassified E.O. 12356 Section 3.3/NND No. 785021

EIT/6

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Comments of the Belgian Delegation.

We circulate, for the information of Delegates to the Conference, comments of the Belgian Delegation on the Draft Agreement.

A.A. Evans } Joint
J. Kahane } Secretaries

11th October, 1944

Berkeley Square House, W.1.
(Room 5104 (Abbey 7711: Extension 2576 & 3554)

ARTICLE III, (Sections 5 to 7)

A. The Belgian Delegation puts forward the opinion that it would be difficult for the Executive Board, as it is conceived, to accomplish all that should be required of it.

It considers that it would be advisable to constitute, under the Direction of the Executive Board and under its control, a technical management, composed of technicians chosen solely for their technical qualities and without any political considerations. A similar arrangement is working on the Belgian Railways and has been most satisfactory.

B. The Executive Board to consist of at least seven members so that the European countries the most interested in the proposal should be assured of always being adequately represented. This would not be the case if it only consisted of 5 members.

C. (Section 8) This representative to be necessarily consulted by the Board each time that important measures, of a nature to affect the interests of the member Government, are to be considered.

ARTICLE VII (Sections 2 and 7)

It ought to be understood that the organisation ought not to be able to set apart transport equipment belonging to a member Government for use in the territory of another State without the consent of this Government.

Section 3. The fact that boats or barges belonging to a member Government or to persons or bodies under the authority of a member Government are found in other countries is in no way abnormal. It ought to be understood that when the owner, or his personnel, are on board, they should be allowed, whenever it is practically possible, to return to their country of origin. In most cases they will be

Declassified E.O. 12356 Section 3.3/NND No. 785021

difficult for the Executive Board, [illegible]
all that should be required of it.

It considers that it would be advisable to constitute, under the Direction of the Executive Board and under its control, a technical management, composed of technicians chosen solely for their technical qualities and without any political considerations. A similar arrangement is working on the Belgian Railways and has been most satisfactory.

B. The Executive Board to consist of at least seven members so that the European countries the most interested in the proposal should be assured of always being adequately represented. This would not be the case if it only consisted of 5 members.

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It ought to be understood that the organisation ought not to be able to set apart transport equipment belonging to a member Government for use in the territory of another State without the consent of this Government.

Section 5. The fact that boats or barges belonging to a member Government or to persons or bodies under the authority of a member Government are found in other countries is in no way abnormal. It ought to be understood that when the owner, or his personnel, are on board, they should be allowed, whenever it is practically possible, to return to their country of origin. In most cases they will be anxious to do so and there is no question here of restoring property which has never been cut of the hands of its lawful owners.

Section 12. If this paragraph is rightly understood it applies only to the settlement of concrete difficulties and not to the establishment of new international regulations. These ought, eventually, to be submitted to diplomatic conferences.

The wording of this paragraph does not seem quite clear.

Section 13. The meaning of this paragraph does not seem quite apparent. How far is this intended to go?

3162

ARTICLE IX.

It might also be useful to explain what that is meant to imply.

(13)

Declassified E.O. 12356 Section 3.3/NND No. 785021

with the Commanders-in-Chief in the respective territories concerned, helping them with advice and technical knowledge in the solution of the problems connected with the control of gradually increasing European territories. These grounds for the establishment of a Transport Organisation are amply sufficient and it seems that there is a contradiction in terms when the Statute makes the opening of its work conditional on request of the Commander-in-Chief. The need for the Organisation is so pressing and evident that such a condition seems superfluous and the words: "If so requested by them" might therefore be omitted in Article VI, Section 2.

ARTICLE VII - Section 2.

In line 4 after the word "by", add "the Council of the Organisation in accordance with the suggestions of".

The above change will ensure that important matters such as the fixing of priorities of supply of transport material, will be dealt with by the highest authority of the Organisation.

ARTICLE VIII - Section 2 - ii. - b.

This Article makes dependent upon the consent of the Organisation the "use of transport equipment and material found within territory under its authority but not belonging to it or to persons or bodies under its authority".

It seems to be contradictory to the main opinion of the Technical Advisory Committee concerning the mobilising of national transport systems. It was understood by them that every country will start working with the Transport equipment found in that country territory, and the Organisation after having received the result of the census of the transport equipment in every country will decide about the retention or transfer of it.

The following example will give the best explanation of the above point of view. At a certain railway station some thousands of German waggons are found, but not one belonging to the country concerned. In accordance with the proposed text of Article VIII, transport can not be started before the permission of the Organisation is obtained. In some circumstances this may take quite a long time and in the meantime the economic life of the country could be very seriously effected.

ARTICLE VIII - Section 4.

In cases of exceptional possibilities for carrying out

Declassified E.O. 12356 Section 3.3/NND No. 785021

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The following example will give the best explanation of the above point of view. If a certain railway station some thousands of German waggons are found, but not one belonging to the country concerned. In accordance with the proposed text of Article VIII, transport can not be started before the permission of the Organisation is obtained. In some circumstances this may take quite a long time and in the meantime the economic life of the country could be very seriously effected.

ARTICLE VIII - Section 4.

In cases of exceptional possibilities for carrying out transactions based on means of payment owned by the Government concerned, the restrictions foreseen by this Section should not apply to the expert from neutral countries, which had not been devastated by the war and from U.S.A. All provisions of International Agreements and Pacts concluded during the present war will be respected in carrying out such a transaction. - The Organisation will be immediately notified by the Government concerned that such a transaction has taken place.

ARTICLE VIII - Section 6.

At the end of the Section add: 3161

"provided that the Organisation had made timely arrangements with the Government concerned."

ARTICLE XIV. - iii. should be completed by the following item "d": "d. return of property requisitioned or displaced by the enemy".

Declassified E.O. 12356 Section 3.3/NND No. 785021

EIT/7

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Comments of the Polish Delegation.

We circulate, for the information of Delegates to the Conference, comments of the Polish Delegation on the Draft Agreement.

A.A. Evans) Joint
J. Kahane) Secretaries

11th October, 1944.

Berkeley Square House, W.1.
Room 5104 (Abbey 7711; Extension 2576 & 3554)

ARTICLE III - Sections 5 & 6

It seems that the intention of this article is to make the Executive Board the controlling organ, charged with determining the policy of the Organisation. It would also be necessary to establish a strictly administrative organ, in the person of a Managing Director, a post which is not referred to in the Statute, but which had been provided for in the draft prepared by the Technical Advisory Committee. The Managing Director would be guided in his work by the Executive Board, to which he would present reports on his activities, while the Executive Board would meet periodically for the purpose of dealing with such matters. As to the composition of the Executive Board, it would seem desirable to return to the idea considered by the Technical Advisory Committee, which decided that since transport problems fall into four major sections, the Board should have four departments for dealing with each of them respectively.

The sections would deal with 1. Ports, 2 Railways, 3. Inland waterways, 4. Road.

The Executive Board would include representatives of the above classes of transport, as well as the representatives of countries, according to a key determined by the Statute. Such an arrangement would safeguard the technical and expert character of the controlling body of the great European transport system permitting at the same time the co-operation of nations whose territories may not be included within that system. On these grounds, it would appear desirable to increase the membership of the Board to seven members at least.

ARTICLE III - Section 8.

At the end of the Section add:

the Executive Board's Meeting include

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE III - Section 1.

It seems that the intention of this article is to make the Executive Board the controlling organ, charged with determining the policy of the Organisation. It would also be necessary to establish a strictly administrative organ, in the person of a Managing Director, a post which is not referred to in the Statute, but which had been provided for in the draft prepared by the Technical Advisory Committee. The Managing Director would be guided in his work by the Executive Board, to which he would present reports on his activities, while the Executive Board would meet periodically for the purpose of dealing with such matters, as to the composition of the Executive Board, it would seem desirable to return to the idea considered by the Technical Advisory Committee, which decided that since transport problems fell into four major sections, the Board should have four departments for dealing with each of them respectively.

The sections would deal with 1. Ports, 2 Railways, 3.Inland waterways, 4. Roads.

The Executive Board would include representatives of the above classes of transport, as well as the representatives of countries, according to a key determined by the Statute. Such an arrangement would safeguard the technical and expert character of the controlling body of the great European transport system permitting at the same time the co-operation of nations whose territories may not be included within that system. On these grounds, it would appear desirable to increase the membership of the Board to seven members at least.

ARTICLE III - Section 8.

At the end of the Section add:

"Should the agenda of the Executive Board's Meeting include items affecting the interests of any member Government, the representative of this Government shall be consulted and shall have the right to attend the meeting as an Associate Member."

ARTICLE VI - Section 2.

The immediate objective of the Organisation is the reconstruction of European transport in such a manner as would satisfy all the requirements of the European Countries in the post-war period. The complexity and scale of the problems involved are obvious. They are further increased by the fact that in the immediate post-war period military needs will still exist side by side with the urgent needs of the civilian population and the reconstruction programme. The Organisation should therefore start its work at the earliest possible date. With this objective in view the Organisation is to be brought into existence. It will be assisted in its task by the participation of leading experts from European Allied Nations acting in co-operation with other United Nations. It will collaborate

14

Declassified E.O. 12356 Section 3.3/NND No. 785021

EIT/3

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Comments of the Netherlands Delegation.

We circulate, for the information of Delegates to the Conference, comments of the Netherlands Delegation on the Draft Agreement.

A.A. Evans) Joint
J. Kehane) Secretaries

11th October, 1944

Berkeley Square House, W.1.
(Room 5104 (Abbey 7711: Extension 3576 & 3554)

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The Netherland Government accept in principle the general ideas contained in this draft-agreement. Although a full study of the agreement has not been concluded, they would like to submit at this early stage two alterations in the text for consideration. Firstly, they would like to see the revival of the name by which the proposed organisations is commonly known in international circles dealing with post-war transport problems. They therefore prefer "European Central Inland Transport Organisation" to the name proposed in the draft-agreement. Secondly they are in favour of a revision of sections 5 to 7 of Article 111 in order to provide for the appointment of some members from and by the Council whose task it would be to decide, between the sessions of the council, on matters of general policy. The duration of such appointment might be limited to a year. This article should also provide for the day to day administration and the operation of Ecito to be carried out by a Director-General with the necessary headquarters and regional and local staff, both technical and administrative. A revision of section 3 of Article 111 will also be necessary in conformity with the proposed alterations in sections 5 to 7.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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3160

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 185021

Tel. Whitehall 4477. Ext. 300.

Control Commission for Germany,
(British Element),
Transportation Division,
Norfolk House,
St. James' Square,
London, S.W.1.

Ref. TnRd/25
From:- Lt.Col. E.W. Earle.

11th October, 1944.

Dear Mr. Villa,

Further to our phone conversation this morning, we shall be very glad if you will come along here next Tuesday morning, October 17th, at 10 a.m. I have already left a message to this effect for you at the American Embassy but this letter is sent to you in case the message does not reach you.

I have arranged for about half a dozen to attend your informal talk, and among them will be Mr. Inglis, Chief of the Transportation Division of the British Control Commission, Brigadier Simpson, Director of the Road Transport Branch of the Commission, and Colonel Brisbine with some of his officers from the U.S. Control Council Group.

If you will come to Room 109 at this address I will arrange for you to be taken care of.

Yours sincerely,

W. Villa, Esq.,
Cumberland Hotel,
Oxford Street,
London, W.1.

3159 (10)

Copy to:- The American Embassy,
Grosvenor Square, W.1.

This letter is sent to you in case the one addressed to the Cumberland Hotel does not reach you.

EIT/First Meeting

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Draft Minutes of First Meeting, held at Lancaster House, St. James's, on October 10th, 1944 at 3 p.m.

Present:

Chairman: Mr. P.J.Noel-Baker, M.P.

BELGIUM.

Viscount Obert de Thieusies
M. Vandepitte
M. Dubus
M. H.R. Rueff

CZECHOSLOVAKIA

M. Jan Masaryk
M. Vladimir Hencl
Dr. A. Tichy

FRANCE

M. Massigli
M. Jean Lévy
M. O. Wormser

GREECE

General T.N. Botzaris

LUXEMBOURG

M. Alphonse Als.
M. A. Clasen

NETHERLANDS

Dr. W. Huender
Mr. C. Gischler

NORWAY

Mr. Arne Sunde
Mr. Thor Brodtkorb

UNION OF SOVIET SOCIALIST REPUBLICS

Major-General M.V. Obydin
Major-General F.S. Badulin
M. A.I. Kornaev
M. T.S. Khachaturov
Colonel V.V. Zvonkov
M. A.C. Boyar
Director-Colonel E.I. Nozovtzev
Sr.-Lt. R.P. Grigoriev
Sr.-Lt. B.S. Portyansky

UNITED KINGDOM

Mr. P.J. Noel-Baker, M.P.
Sir Cyril Hurcomb
Mr. W.G. Weston
Sir Osborne Mance
Mr. C.A. Birtchnell
Mr. W.G. Hayter
Mr. N.J.A. Cheetham
Brigadier J.P.S. Greig
Mr. V.M. Barrington-Ward
Mr. P.A. Brunt

UNITED STATES OF AMERICA

Mr. John G. Winant
Major-General Frank S. Ross
Mr. Phillip D. Reed
Mr. Robert G. Hooker, Jr.
Mr. Cassius M. Clay
Miss Helen Moats
Mr. John M. Allison
Mr. Winthrop G. Brown
Lt.-Colonel C.Z. Case

Declassified E.O. 12356 Section 3.3/NND No. 185021

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Mr. Thor Brodtkorb
Mr. Ake Ording
Mr. Peter Simonsen
Mr. Knud Somme
Mr. Knut Waarum
Major Bernard Østeraas
Mr. Vilhelm Paus

POLAND

Mr. K. Tyszka
Dr. K. Zaluski
Mr. A. Zmigrodzki
Mr. A. Karlsbad
Mr. A. Rudzki

M. T.S. Khanchaev
Colonel V.V. Zvonkov
M. A.C. Boyer
Director-Colonel E.I. Nozovtzev
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Lt.-Colonel C.Z. Case

YUGOSLAVIA

Dr. Vladimir Rybar
Mr. Jezlimir Nesovic

SECRETARIAT OF THE CONFERENCE

Mr. A.A. Evans
Mr. J. Kahane

3158

(9)

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. OPENING ADDRESS

THE CHAIRMAN (Mr. P.J. Noel-Baker) said:-

"For many months it has been clear that the aggressors who caused this war would be defeated. For many months, the United Nations have been making plans for a smooth and, so far as may be, a rapid transition from war to peace. Their plans are being framed in the hope that they can make a better world than that in which the war began - a world based on the four freedoms to which their Governments are pledged.

This morning we have been given the first outline of a General International Organisation which, in another Conference, the United Nations will soon discuss. A year ago, at Atlantic City, they set up U.N.R.R.A., to deal with the short-term problems of the relief and rehabilitation of those nations which have suffered most severely from the war. At Hot Springs, they laid plans, and created institutions, to help the world to free itself from hunger. At Bretton Woods, they discussed how finance could help to maintain the production and exchange of wealth upon which the material well-being of mankind depends. At London, two months ago, they decided to maintain control over merchant shipping during the period of shortage which will follow when fighting stops, and they agreed to establish the United Maritime Authority by which the most essential needs of the nations can be supplied. In all these Conferences, the United Nations have acted on one basic principle - that they have common interests which can only be served by common action; that it is long-term wisdom to allow the general interest to prevail.

We are met to apply that principle in yet another domain. We are met to restore the transport system of Continental Europe as swiftly and completely as we can. It is a great and challenging task. No one here is likely to doubt its real importance. Outside, the general public will be ready to understand it too. In the past, transport, in peace time, has been the humble and disregarded handmaiden of industry; in war-time it has been the slave of the military machine. Now, people understand much better its true place in the life and work of the world. Here in this island, our success in transport has helped us in no small measure to pull victoriously through the trials and dangers we have had to face. We owe a tremendous debt to those engaged in transport - to the managers and workers who for five long years, through five black-out winters, have given the nation such courageous, devoted, and unremitting toil. I know the same is true of the United States. We have been amazed by the transport miracles which the people of the Soviet Union have achieved, in spite of the terrible destruction which the aggressor has inflicted on their transport system.

We know the great service which has been rendered by the transport workers of occupied countries which are our Allies. There are vast numbers of them to whom no word less than "hero" can be

Declassified E.O. 12356 Section 3.3/NND No. 785021

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We know the great service which has been rendered by the transport workers of occupied countries which are our Allies. There are vast numbers of them to whom no word less than "hero" can be applied. They have risked the torture chamber and the concentration camp to help our cause. They have given us information, sabotaged the lines and locomotives, immobilized the lorries, sugared the petrol, helped us in every way they could. And history will not forget the contribution to the victory of the Allied Forces by the railway strike which paralysed the Nazi transport system at the critical moment when the invasion began.

We have learnt one major transport lesson from our experience in the war. It is that, by full co-ordination, we can make our means of transport carry more. We have worked our coasters, our railways, our lorries, our omnibuses, our canals, our ports, as parts of one single system. By that means, and that alone, we have been able to meet emergency requirements, to make good the deficiencies which shortage of equipment often causes; to cut out wastes and delays in transport of many kinds; to keep the wheels moving; to increase the total work which could be done. I am certain that such

3157

Declassified E.O. 12356 Section 3.3/NND No. 785021

co-ordination will be required in Europe, and that it will give the same result. It will be needed in each liberated state; it will be needed for Continental Europe as a whole.

A great Soviet Statesman said before the war that "Peace is indivisible". We have learnt, at the price of untold suffering and destruction, that that is true. It is no less true that transport in Europe is indivisible. Right across the Continent, from the North Sea and the Atlantic to the Mediterranean, the lines and roads run on; the natural transport boundaries are not always where the Governments put their Custom Houses and their other barriers to trade. And with transport in Europe, it is pre-eminently true that the common and general interest of all nations is far more important than the conflicting sectional interests which there may be. The leaders of the French Revolution declared that principle a century and a half ago it was enshrined in the regime for Navigable Rivers agreed to by the Congress of Vienna, the rules of which were still in force when the present war began; it was adapted in many ways to transport by rail and road and artificial canal; it was developed in a large variety of International Conventions, and administered by a large number of International Unions and Associations, no less than 19 of them for railways alone. Nothing can be more certain than that we must seek, with the least possible delay, to revive this international co-operation, to bring the Conventions back into force. Nothing can be more certain than that, in the larger future, we shall have to go beyond what we have done in the past, and by better rules and stronger institutions make of transport a better instrument of European prosperity, European security, and European peace.

But it is not that long-term problem which we are here to face today. We are here to consider how we can meet the grave transport situation which will exist when the war in Europe has been won. Together with the Government of the United States, my Government have laid a concrete proposal before you, contained in a draft Agreement. The origin of these documents is known to every Delegation. At a Meeting in September, 1941, the Allied Ministers of Foreign Affairs set up a Bureau to estimate what would be the needs of liberated Europe when liberation came. U.N.R.R.A. inherited the invaluable results of that Bureau's work. One of the Committees of the Bureau dealt with transport. It was called the Technical Advisory Committee on Inland Transport - for short, in accordance with modern practice, we call it (T.A.C.I.T.), which is not wholly inappropriate, for its members have been generous and self-effacing in no ordinary degree. T.A.C.I.T. was under the very able chairmanship of Professor Hondelink of Holland, and I would like to take this opportunity of paying a warm tribute to the work which he and his colleagues have done. They reported to the Allied Governments in the summer of 1943. All that the Governments of the United States and United Kingdom have done is to take the proposals of this report and to turn them into a draft Agreement which, if it is accepted, will make immediate action possible. They have felt, and I think it is generally agreed, that the

Declassified E.O. 12356 Section 3.3/NND No. 785021

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The Agreement is a draft. I have no doubt that it will emerge with some changes, perhaps with many changes, from our deliberations. Amendments have already been put in designed to modify in some respects what we have proposed. But I am confident that we shall reach agreement, for I am confident that the purpose of all our Delegations is the same. We are already

Declassified E.O. 12356 Section 3.3/NND No. 785021

agreed that an Organisation of this kind is urgently required; primarily and in general this organisation we propose will be a co-ordinating and a consultative body working through Governments and transport administrations to achieve its objects.

We shall have an opportunity of considering together in greater detail the definition of the functions it must perform. In so doing, we shall have to satisfy ourselves that, in all respects, the scope given to the Organisation is adequate to promote and to achieve co-operative action, even if that involves subordination of national interest to the common interest, where such subordination is essential to carry out the purposes for which the Organisation is set up.

I shall propose under a later head of the Agenda that we remit to a Main Committee of the Conference the detailed examination of the Draft Agreement and of any amendments that the Delegations may desire to propose. With that in view, I think it will be generally agreed that it would not be appropriate this afternoon to carry our discussions into matters of detail; but I hope we shall be able to decide that the Draft Agreement is acceptable as a basis for discussion and I shall shortly ask the Delegations to state their views. I know we shall all approach this problem with a full sense of the urgency of the needs we have to meet.

Rudyard Kipling, talking of the primitive areas of the world, said that transport is civilisation. After the war in Europe transport will be work; jobs for men to do; economic reconstruction for the nations; budgets for Governments to spend; transport will be food, relief from hunger and starvation, restoring the full health which alone allows for work; transport will be political and cultural rehabilitation.

I hope we shall regard our task as the final operation of the war, wiping out the results of Hitler's evil work in Europe. To win the war we have gone very far in accepting controls which otherwise would not have been agreed and it is in that spirit that we must face the task now before us.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

2. STATEMENTS BY DELEGATIONS

MR. WINANT (U.S.A.) said:-

This Conference, more than most, is called for an immediate practical purpose and deals with a tangible and concrete subject. If it succeeds, there should in some measure be more food and warmth and shelter for the peoples of these nations who have been invited to attend here, than there could be otherwise.

The transport situation in Europe today, and for months to come, will be one in which none can profit alone save at the expense of others, but where all acting together may profit together. The proposal for acting together which is here submitted is not new -- it was largely foreshadowed and inspired by the work of the representatives of the European nations on the Technical Advisory Committee on Inland Transport.

The interest of my country in this proposal is twofold. First, as a participant in the occupation of enemy territory we have a direct and immediate interest in the smoothest possible functioning of the whole European transport system of which the segments in enemy territory are inseparable parts. We believe this Organization should contribute materially to that end. Second, we have a direct interest in any organization that may speed transport in carrying necessary goods to meet essential civilian needs.

We therefore join in commending this proposal to your earnest consideration. We expect and hope that what emerges from this Conference will be a better considered and more workable arrangement than that contained in the preliminary draft before you. But there are two elements that, in the opinion of the United States Government, are indispensable to the success of any such arrangement. In the first place, it cannot work, no matter how wisely and skillfully drafted, if it does not have the continuing and constant support and co-operation of its members. Not only the signing of an agreement, but also the support it receives afterwards, will determine its success. In the second place, we believe that it must entail on the part of each of us some sacrifice in the unrestricted freedom of action to which we were accustomed before the war. It is a simple recognition of the fact that Europe is an interdependent neighbourhood. The long-range self interest of each of us is inextricably bound up in the common interest and demands from each some degree of far-sighted subordination of our immediate interests and convenience.

This proposal for a European Inland Transport Organisation is an effort to take due heed of these facts. It can become, if we make it so, a pattern for international collaboration in other fields.

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Technical Advisory Committee on Inland Transport.

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Major-General OBYDIN (U.S.S.R.) said:-

On behalf of the Soviet Delegation, permit me to greet you and to express my satisfaction in regard to the opening of the Conference in London - in this remarkable city which in this cruel war has shown firmness and steadiness in overcoming great difficulties and sufferings.

Unprecedented in the history of mankind as it is, the present war, provoked by Hitlerite Germany, and the monstrous destructions inflicted by the enemy upon the economy of the European countries, severely damaged the European transport and dislocated the inland as well as the international communications of Continental Europe.

Declassified E.O. 12356 Section 3.3/NND No. 785021

The brilliant victories of the Red Army and the Soviet people as well as the Armies of the Allied countries and their peoples have led to the liberation of the majority of the countries in Continental Europe from the Nazi slavery and this enables the liberated countries to begin the reconstruction of their economy and their communication systems. For this reconstruction and improvement of the transport of Continental Europe, efforts by the Governments of the Allied countries will be necessary.

We hope that the mutual work of the Delegations of the United Nations will give the positive results and will help in the solving of this important task in a manner that corresponds to our mutual interests.

The Soviet Delegation have considered the draft Agreement. The Soviet Government agree with the Governments of U.K. and U.S.A. in thinking that it is urgent and useful to create the European Inland Transport Organisation, with the co-ordinating and advisory character and functions as set out by the Chairman just now. This would best serve the interests of all the United Nations. The main task of the Organisation should be to co-ordinate the efforts for this to utilise all transport facilities to secure the quickest conclusion of the war and all possible assistance to the Allied Commanders-in-Chief in carrying out this task, and also the help to the occupation authorities during the first post-war period in maintaining the efficiency of transport.

The Soviet Delegation wants to point out the great and useful work which our British and American colleagues have done for the preparation of this Conference.

On behalf of the Soviet Delegation let me express to the Conference my best wishes and success in this useful work.

COUNT OBERT DE THIEUSIES (Belgium) said that the Belgian Government was in favour of the principles laid down in the draft Agreement and was happy to see that detailed proposals have been submitted to the Conference. There would be some observations to submit on the Draft itself, but these could be dealt with later.

M. MASARYK (Czechoslovakia) said that he was in general agreement with what other speakers had said. The Czechoslovakia

Declassified E.O. 12356 Section 3.3/NND No. 785021

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M. MASARYK (Czechoslovakia) said that he was in general agreement with what other speakers had said. The Czechoslovakia Government agreed broadly with all the principles contained in the draft Agreement, but would have some observations to make at the Committee stage.

3155

Declassified E.O. 12356 Section 3.3/NND No. 785021

M. MASSIGLI (France) said:

"The draft Agreement, which it is our task to consider, is a response to obvious needs. The satisfaction of the needs of the armies, the feeding of the civilians and the methodical organisation of the return to their hearths of the prisoners of war, refugees and other displaced persons, as well as the rapid rehabilitation of the European economy, make it essential that the efforts of the various interested nations in the field of transport should as in other fields, be co-ordinated according to an overall plan.

To co-ordinate and control European transport, it is therefore necessary to foresee certain temporary measures regarding the employment, supply, import and export of the transport equipment and material. I am glad to be in a position to say that the French Delegation will examine favourably all measures intended to ensure better operation of transport.

Whilst the draft Agreement corresponds to needs which we recognise, and whilst you are assured of our wholehearted assistance in the discussion, and possibly improvement, of the draft, it is nevertheless clear that the needs we have to deal with are of a temporary nature.

We are, besides, not faced with a clean sheet. The field of transport is one of those in which obvious needs have long since obliged the Governments of Continental Europe to conclude technical agreements, such as those to which our Chairman alluded earlier on. The operation of these agreements is no doubt partly suspended on account of the war, but the agreements nevertheless exist. They form a mutual link between several of the States represented at this table, as well as between these States and certain neutral States, some of which play an essential part in the European railway network.

It is clearly nobody's intention to ignore or upset these Agreements but, judging by the texts submitted to us, this might be doubted. It will obviously be necessary to clear up this point.

The same criticism that the text ignores existing arrangements could be made against other clauses in the draft, such as those which concern inland waterways and river transport. In this case the matter is not only technical, but also political. It is as impossible to neglect this political aspect of the problem of international waterways as to improvise solutions which would fail to take into account arrangements which existed before the War. The French Government is considering whether the provisions

Declassified E.O. 12356 Section 3.3/NND No. 785021

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We are, however, not faced with a clean sheet. The field of transport is one of those in which obvious needs have long since obliged the countries of Continental Europe to conclude technical agreements, such as those to which our Chairman alluded earlier on. The operation of these agreements is no doubt partly suspended on account of the war, but the agreements nevertheless exist. They form a mutual link between several of the States represented at this table, as well as between these States and certain neutral States, some of which play an essential part in the European railway network.

It is clear, moreover, that it is not our intention to ignore or upset these agreements but, judging by the texts submitted to us, this might be doubted. It will obviously be necessary to clear up this point.

The same criticism that the text ignores existing arrangements could be made against other clauses in the draft, such as those which concern inland waterways and river transport. In this case the matter is not only technical, but also political. It is as impossible to neglect this political aspect of the problem of international waterways as to improvise solutions which would fail to take into account arrangements which existed before the War. The matter is delicate and my Government is wondering whether the provisions of the draft dealing with this matter should not be separated from it and reserved for special discussion.

Another point ought also to be cleared up. Certain articles suggest that the authors of the draft have aimed at setting up an entirely new organisation. No doubt an international organisation will have to be set up, but we consider that it would be both useless and dangerous to superimpose on the competent national transport administrations an international administration which would directly manage means of transport in Europe; useless, because the national administrations which have justified themselves already exist and it is sufficient to call upon them the help; dangerous, because the superimposition of an internation administration on national ones might give rise to misunderstandings in a field in which it is necessary to distinguish clearly between the responsibility which

Declassified E.O. 12356 Section 3.3/NND No. 785021

0881

Declassified E.O. 12356 Section 3.3/NND No. 185021

falls on the international authority and that which falls on national authorities. It is certainly necessary that transport should be closely co-ordinated and that the Organisation should draw up plans, but the executive measures which the Organisation considers expedient should not be directly ordered by its representatives, but asked for from the national administrations, which will take the necessary steps to give effect to them in the light of the obligations they have accepted in the Agreement and of the instructions they will have received.

I consider that the Conference will agree that the Agreement we hope to draw up should be drafted in French as well as in English. The European Conventions have, in any case, always been drafted in French. The French Delegation has therefore drawn up a French text which follows as closely as possible the English text which we already have. I am asking the Secretariat of the Conference to distribute it. This French translation will, of course, have to be adjusted as Articles of the draft are discussed and adopted with whatever amendments may be agreed by the Conference.

GENERAL BOTZARIS (Greece) said that the Greek Government was very interested in the problems to be discussed at this Conference and had therefore sent him urgently from Italy to attend its meetings. He was pleased to see how seriously the restoration of inland transport in Europe was being taken in this Conference.

He wished to lay special emphasis on the human element which must be given a great place in their labours. Good communications had in peace-time enabled the peoples to know each other and good inland transport facilities would be more necessary than ever after this war for the revival of the life of Europe.

His experience as both a General staff officer and a former Minister of Communications enabled him to say that the Organisation as proposed in the Draft Agreement would be needed, but only so long as it had useful tasks to perform. The Conference should therefore provide for an approximate time limit to the life of the Organisation. Whilst the Organisation was clearly necessary, it should be based on action by national administrations and transport authorities on the one hand, and international or rather inter-allied action, on the other. The United Nations must not only restore their own transport systems, but must also help each other by giving aid to those defeated peoples of Europe who had suffered most.

In conclusion, the speaker expressed his best wishes for the success of the labours of this Conference.

M. CLASEN (Luxembourg) said that:

the Luxembourg Government was in general agreement with the terms of the Draft Agreement. Their country, as the turntable of Europe, was particularly interested in the revival of inland transport, and they would be pleased to co-operate to the fullest extent of their capacity in the work of the Conference and the Organisation.

DR. W. HUENDER (Netherlands) said that:

the Netherlands Government was prepared to accept the guiding principles of the Draft Agreement and willing to copperate to the fullest extent. Certain details however would need further discussion at a later stage of the Conference.

M. ARNE SUNDE (Norway) said:

the Norwegian Government realise the desirability or rather the necessity, of an International Organisation for facilitating the resumption of inland communication in Europe as soon as possible after liberation, and international co-operation to secure a just and rational distribution of the transport material that can be made available.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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However, the closely inter-woven pattern of communications between the countries of Continental Europe, the proper functioning of which, I understand, will be the concern of this Conference, is, I should say, rather loosely linked up with the communication system of Norway.

From the point of view of communication with Central Europe, Norway is rather to be considered as an island. My Government therefore, wishes to reserve the decision as to whether there is sufficient reason for Norway to become a member of the Organisation proposed in the Draft Agreement we have before us. In the meantime we are meeting at this Conference with an open mind and a genuine desire to look at the question from all angles before a definite decision is taken.

3154

M. TYSZKA (Poland) said:

the Polish Government takes a keen interest in the proposed

Declassified E.O. 12356 Section 3.3/NND No. 785021

European Inland Transport Organisation, regarding it as an important contribution to post-war reconstruction in the economic sphere. There is no doubt that the friendly solidarity of nations in respect of transport problems will help generally to deepen friendly relations between different countries, based on common interests and co-ordinated efforts towards the establishment of general prosperity and progress. That is why the Polish Government is anxious to secure the best possible working conditions for the proposed Organisation. In the hope that all problems will be settled in further expert discussions, I am confident that the present debates will make a genuine and valuable contribution to the establishment of a most important form of international co-operation.

Dr. Vladimir RYBAR (Yugoslavia) said that the Yugoslav Government greeted with great satisfaction the holding of this Conference and the proposed Draft Agreement as a new proof of the spirit of co-operation within the United Nations, and of their will to be united in the rebuilding of Europe. As a result of enemy aggression, Yugoslavia was one of the most devastated countries of Europe and the rehabilitation of inland transport was therefore of the greatest importance to them. The Yugoslav Government agreed to the principles of the Draft Agreement and would suggest a few amendments at a later stage.

3. PROCEDURE

The CHAIRMAN said that the speeches of the delegates of the United Nations had given him good hopes that the Conference would succeed. He now proposed that detailed examination of the Draft Agreement should be made in a Committee, in which each delegation should be represented by as many delegates as they wished. He proposed that the Chairman of this Committee should be Sir Cyril Hurcomb, Director-General of the Ministry of War Transport, whose intimate knowledge of the problems of transport was familiar to most of those present.

THE CONFERENCE AGREED.

4. ADMISSION OF OBSERVERS

THE CHARMAN proposed that a number of observers be invited to attend future meetings of the Conference. They would attend meetings and speak when invited by the Chairman, but they would not vote.

He proposed that invitations should be sent to

(1) The Danish Minister in London ;

Declassified E.O. 12356 Section 3.3/NND No. 785021

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He proposed that invitations should be sent to

(1) The Danish Minister in London ;

(2) The United Nations Relief and Reabilitation Administration;

(3) The Chairman of the Inter-Allied Technical Advisory Committee on Inland Transport: Professor E.R. Hondelink;

(4) The Allied Commission in Italy and the Supreme Allied Commander, Mediterranean Theatre of Operations;

(5) The Supreme Headquarters of the Allied Expeditionary Force.

He understood that the Soviet Delegation would represent the Allied Control Commission in Rumania.

The Conference would realise how important it was to have representatives of the Allied Commanders there, since they had a knowledge of the present situation on the Continent and since one

Declassified E.O. 12356 Section 3.3/NND No. 785021

of the main aims of the proposals was to help the Allied Commanders in their task.

THE CONFERENCE AGREED.

5. PRESS STATEMENT.

THE CONFERENCE AGREED on a short communiqué to be issued to the press (LIT/2) as amended).

6. MEETING OF THE MAIN COMMITTEE.

THE CONFERENCE AGREED that the first meeting of the Main Committee should take place on Thursday, October 12th, at 10 a.m. at Lancaster House. Delegates were asked to send in all their proposed amendments at the earliest possible date to the Secretariat of the Conference at the Ministry of War Transport, Berkeley Square House, W.1. Room 5104.

The Meeting closed at 5 p.m.

Declassified E.O. 12356 Section 3.3/NND No. 785021

to send in all their proposed amendments [illegible] possible date to the Secretariat of the Conference at the Ministry of War Transport, Berkeley Square House, W.1. Room 5104.

The Meeting closed at 5 p.m.

3153

Declassified E.O. 12356 Section 3.3/NND No. 785021

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EUROPEAN CONFERENCE ON INLAND TRANSPORT

PROVISIONAL LIST OF DELEGATES

The following gives the lists of Delegates as communicated to the Secretaries of the Conference up to 9th October.

The Delegations are requested to fill in the form which is appended to this list if they wish any amendments made and to send it to the Secretaries by the evening of Wednesday, October 11th, with a view to the issue , if necessary, of a revised list of Delegates.

A.A. Evans) Joint
J. Kehane) Secretaries

9th October, 1944.

BELGIUM

Viscount OBERT DE THIEUSIES	Head of the Delegation, Minister Plenipotentiary.
M. VANDEPITTE	Attached to the Belgian Ministry of Foreign Affairs in London.
M. DUBUS	Railway Section, Ministry of Communications.

CZECHOSLOVAKIA

Mr. Jan MASARYK	Head of the Delegation, Deputy Prime Minister, Minister for Foreign Affairs.
Mr. Vladimir HENZL	Ministry of Foreign Affairs.

FRANCE

M. MASSIGLI	Head of the Delegation, Ambassador in London.
M. Jean LEVY	Senior Official of the Société Nationale des Chemins de Fer Français.
M. O. WORMSER	Second Secretary, French Delegation in London.

GREECE

General T.N. BOTZARIS	Head of the Delegation
Group-Captain KINATOS	Air Attaché to the Greek Embassy in London.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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GREECE

General T.N. BOTZARIS	Head of the Delegation
Group-Captain KINATOS	Air Attaché to the Greek Embassy in London.

LUXEMBOURG

M. Alphonse ALS	Chef de Cabinet to the Minister of Foreign Affairs.

NETHERLANDS

Dr. W. HUENDER	Head of the Delegation, Chief of Section of Post-War Problems of the Netherlands Ministry for Foreign Affairs.
Mr. C. GISCHLER	Netherlands Ministry of Shipping and Fisheries.

3152

Declassified E.O. 12356 Section 3.3/NND No. 785021

NORWAY

Mr. Arne SUNDE	Head of the Delegation, Minister of Shipping
Mr. Thor BRODTKORB	
Mr. Acke ORDING	
Mr. Peter SIMONSEN	
Mr. Knud SOMME	
Mr. Knut WAARUM	
Major Bernard ØSTERAAS	Secretary of the Delegation
Mr. Vilhelm PAUS	

POLAND

Mr. K. TYSZKA	Head of the Delegation, former Minister of Communications.
Dr. K. ZALUSKI	Chief of the Post-War Supply Bureau, Polish Ministry of Industry, Commerce & Shipping.
Mr. A. ZMIGRODSKI	Consul General, Dept. for International Organisation of the Ministry for Foreign Affairs.
Mr. A. KARLSBAD	Deputy Chief of the Transport Department of the Polish Ministry of Industry, Commerce & Shipping
Mr. A. RUDZKI	Commercial Director of the Harbour of Gdansk.

UNION OF SOVIET SOCIALIST REPUBLICS

Major-General M.V. OBYDIN	Head of the Delegation.
Major-General F.S. BADULIN	Director-General of Railway Traffic.
M. A.I. KORNEEV	Director-General of Railway Traffic, corresponding-member of the Academy of Science of the U.S.S.R., Professor.
M. T.S. KHACHATUROV	Corresponding member of the Academy of Science of the U.S.S.R., Professor.
Colonel V.V. ZVONKOV	Representative of the Comissariat of Foreign Trade of the U.S.S.R.
M. A.C. BOYAR	

Declassified E.O. 12356 Section 3.3/NND No. 785021

Mr. Vilhelm PAUS	Secretary of the Delegation.

POLAND

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Colonel V.V. ZVONKOV	Corresponding member of the Academy of Science of the U.S.S.R., Professor.
M. A.C. BOYAR	Representative of the Comissariat of Foreign Trade of the U.S.S.R.
Director-Colonel E.I. NIZOVTZEV	Chief of the International Traffic Department of the U.S.S.R. Railways.
Sr.-Lt. R.P. GRIGORIEV	Secretary-Interpreter
Sr.Lt. B.S. PORTYANSKY	Secretary-Interpreter

UNITED KINGDOM

Mr. P.J. NOEL-BAKER, M.P.	Parliamentary Secretary to the Minister of War Transport
Sir Cyril HURCOMB Mr. W.G. WESTON Sir Osborne MANCE Mr. C.A. BIRTCHNELL	Ministry of War Transport
Mr. N.B. RONALD Mr. E.L. HALL-PATCH Mr. W.G. HAYTER Mr. N.J.A. CHEETHAM	Foreign Office

Declassified E.O. 12356 Section 3.3/NND No. 785021

UNITED KINGDOM (CONTD.)

Brigadier J.P.S. GREIG	War Office
Mr. G.S. DUNNETT Mr. E.R. COPLESTON	Treasury
Mr. V.M. BARRINGTON-WARD	Railway Executive Committee

UNITED STATES OF AMERICA

Mr. John G. WINANT	Head of the Delegation. Ambassador to the United Kingdom.
Major-General Frank S. ROSS	Chief of Transportation, European Theatre of Operations, U.S. Army
Mr. Phillip D. REED	Minister and Chief of Mission for Economic Affairs.
Mr. Robert G. HOCKER, Jr.	Department of State, Executive Assistant to Assistant Secretary of State Adolph S. BERLE, Jr.
Mr. Cassius M. CLAY	Department of State (formerly General Solicitor, Baltimore and Ohio Railway).
Miss Helen MOATS	Department of State, Office of Transportation and Communications.
Mr. John M. ALLISON	U.S. Embassy
Mr. Winthrop G. BROWN	U.S. Mission for Economic Affairs.
Lt.-Colonel C.Z. CASE	Office of Chief of Transportation, European Theatre of Operations. U.S. Army. (alternate to General ROSS).

YUGOSLAVIA

Dr. Vladimir RIBARZ	Head of the Delegation, Under-Secretary of State for Foreign Affairs.
Mr. Jezdimir NESOVIC	Senior Official of the Ministry of Commerce.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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3131

Declassified E.C. 12356 Section 3.3/NND No. 785021

0894

Declassified E.O. 12356 Section 3.3/NND No. 185021

PROVISIONAL LIST OF DELEGATES

To: The Secretaries,
Conference on European Inland Transport,
Lancaster House,
St. James',
London S.W.1.

* 1. Please make the following changes in the list of Delegates of.....

* 2. There are no changes to be made in the Provisional list of Delegates of .....

3150

* Please strike out sentence which does not apply.

0895

Declassified E.O. 12356 Section 3.3/NND No. 185021

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Lancaster House,
St. James's,
S.W.1.

10th October, 1944.

Allied Commission (Italy)

I have the honour to inform you that the Conference on European Inland Transport, at its first meeting on Tuesday, October 10th, extended an invitation to you to designate a representative to attend all future meetings of the Conference and its Committees as an Observer.

I shall be glad to know the name of your representative, so that the necessary Pass to the Conference may be issued to him.

J. Kahane

(J. Kahane)
Joint Secretary

(6149

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Note of a Meeting between the Delegations of the United Kingdom and the United States of America with Representatives of the Supreme Allied Commander, Mediterranean and Supreme Headquarters Allied Expeditionary Force held at the Ministry of War Transport on ~~Wednesday~~ Thursday, 5th October, 1944 at 12.15 p.m.

PRESENT:

United Kingdom

Mr. P.J. Noel-Baker, M.P.
Mr. W.G. Weston
Brig. J.P.S Greig
Mr. V.H. Barrington-Ward
Mr. P.A. Brunt

United States of America

Mr. Robert G. Hooker, Jnr.
Miss H. Moats

S.H.A.E.F.

Brig. Blakey

S.A.C.M.E.D.

Col. Girling

Allied Commission (Italy)

Col. Adams.
Mr. Villa

Secretaries to the Conference

Mr. A.A. Evans
Mr. J. Kahane

1. POSITION IN ITALY

COLONEL GIRLING and COLONEL ADAMS explained the present position with regard to transport in Italy. A.F.H.Q. was responsible for the control of transport throughout the area. As soon as the military demands in any particular area were reduced control over traffic was restored to the Italian State Railways, as had been done for instance in Sicily and Calabria. In these circumstances the Allied Commission became a claimant on A.F.H.Q. for transport facilities and equipment.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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All the main lines in Sicily have been restored. On the mainland only the main lines used by the military for operational purposes had been restored and they now reached to Leghorn and Ancona, the latter only via Rome. The main coastal line along the Adriatic is not being repaired by the Military. The principal lines are largely electrified and the power stations are out of action. Tractive power is partly provided by Diesel electric engines. Most of the lines are, however, being worked on a single track only and bridges are temporary. Sixty per cent of the motive power had been lost. As far as road transport was concerned, the policy had been to restore local vehicles as soon as possible for local use and to provide them with petrol.

3148

Declassified E.O. 12356 Section 3.3/NND No. 785021

2. POSSIBLE ACTIVITIES OF THE E.I.T.O. AND THE INTERIM COMMISSION IN ITALY.

MR. HOOKER enquired what might be the relations between the Allied Control Commission and the European Inland Transport Organisation.

COL. ADAM stated that the Allied Control Commission were very much interested in E.I.T.O. The Italian State Railways would ultimately have to arrange through communications with Western Europe and the E.I.T.O. might provide them with almost the only link with other countries, including Germany.

COL. GIRLING pointed out that, in the view of A.F.H.Q., there would be three distinct phases. During the first, while hostilities are proceeding, S.A.C.M.E.D. would be in complete control. During the second, after hostilities had ceased in Europe, S.A.C.M.E.D. would still be in control and would still need to have first claim on transport for military movements and movement of displaced persons but at this stage E.I.T.O. might perform certain functions. During the third phase, when the requirements of the Occupation Forces diminish, S.A.C.M.E.D. would progressively surrender control.

MR. WESTON asked whether there was any need in Italy for the proposed Interim Commission on the lines of the documents which had been sent to A.F.H.Q. It was intended to set up this Interim Commission as soon as possible to get a few people into the field so as to have a nucleus of the staff in future. In France and Belgium, the transport authorities were making considerable demands for equipment to S.H.A.E.F. and, in so far as they considered them necessary, S.H.A.E.F. sponsored them before the C.F.R.B. machinery and put procurement in hand. Other requirements, however, did not appear to fall within the directives of S.H.A.E.F. and were not so sponsored. It might be necessary to meet them, however, in order to get French transport on its feet and to resume through communications with other countries. The Interim Commission might be a suitable body to consider whether these requirements ought to be put forward for procurement and supported for use in the next phase. In the case of the North-West European countries, the Interim Commission proposals would be acted upon because the Governments concerned were in a position to place orders. There might be difficulties in this respect in the case of orders sponsored by the Allied Commission.

COL. GIRLING stated that the A.F.H.Q. considered that there should be no gap in the process of transfer from Military to civilian authority. The people working for E.I.T.O. should be on the spot during the Military period and there would have to be a gradual change over. In some cases military personnel might transfer to civilian status. The sooner that some of the staff of the Interim Commission could get out to Italy the

Declassified E.O. 12356 Section 3.3/NND No. 785021

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MR. WESTON asked whether there was any need in Italy for the proposed Interim Commission on the lines of the documents which had been sent to A.F.H.Q. It was intended to set up this Interim Commission as soon as possible to get a few people into the field so as to have a nucleus of the staff in future. In France and Belgium, the transport authorities were making considerable demands for equipment to S.H.A.E.F. and, in so far as they considered them necessary, S.H.A.E.F. sponsored them before the C.P.R.B. machinery and put procurement in hand. Other requirements, however, did not appear to fall within the directives of S.H.A.E.F. and were not so sponsored. It might be necessary to meet them, however, in order to get French transport on its feet and to resume through communications with other countries. The Interim Commission might be a suitable body to consider whether these requirements ought to be put forward for procurement and supported for use in the next phase. In the case of the North-West European countries, the Interim Commission proposals would be acted upon because the Governments concerned were in a position to place orders. There might be difficulties in this respect in the case of orders sponsored by the Allied Commission.

COL. GIRLING stated that the A.F.H.Q. considered that there should be no gap in the process of transfer from Military to civilian authority. The people working for E.I.T.C. should be on the spot during the Military period and there would have to be a gradual change over. In some cases military personnel might transfer to civilian status. The sooner that some of the staff of the Interim Commission could get out to Italy the better.

BRIG. GREIG asked what arrangements were made to ensure procurement for equipment sponsored by the Allied Commission. Short-term requirements were passed through military procurement channels, but how did long-term requirements, which were looked after by the A.C., reach the Combined Boards and how were they checked as to validity and priority?

MR. NOEL-BAKER said that he was anxious that the Interim Commission should look closely at demands which the military authorities could not cover.

MR. HOOKER asked what could be done to finance orders sponsored by the Interim Commission for Italy, in view of the difficulty in securing payment for their requirements.

BRIG. BLAKEY and COL. ADAM pointed out that the task of the Organisation was to sponsor the requirements from a technical point of

Declassified E.O. 12356 Section 3.3/NND No. 785021

view and to screen and settle priorities. Something would have have to be done to solve the financial problems of Italy in any case.

MR. VILLA stressed the fact that it was the duty of E.I.T.C. to ensure that equipment should not be directed in the first place simply say to France because they could pay and that the Organisation should bear in mind especially the necessity for restoring the through international routes which would have to be used. It would be up to E.I.T.O. to determine how much equipment each country should receive. At a later stage also decisions would have to be taken regarding the movement of commodities within Europe and, in particular, coal and steel required by Italy, perhaps, from Germany, for reconstruction work.

MR. WESTON asked what staff would be required in the field. COL. ADAM stated that it was not desirable that E.I.T.O. should perform executive functions at present since this would involve duplication. It would, however, be desirable for E.I.T.C. to have at least one Representative attached to the Allied Commission in the field, for purposes of Liaison, so as to insure continuity in control.

MR. NOEL-BAKER stressed that the discussions had shown that it would be in the interest of the Allied Commission to get E.I.T.O. going at the earliest possible moment.

The Meeting adjourned at 1.30. p.m.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

EIT/8

London, October 4th, 1944.

C o n f i d e n t i a l .

Comments of the Czechoslovak Government on the draft agreement for European inland transport organisation.

The Czechoslovak Government welcomes the idea that inland transport in Europe should be organised on international lines. It will gladly contribute, within the limit of its possibilities, to the fulfilment of the task entrusted to the organisation. However, while agreeing in general with the principles of the draft agreement, the Czechoslovak Government ventures to submit the following

C o m m e n t s :

1./ The Czechoslovak Government considers that it would be advisable to fix more definitely the jurisdiction of the Council and the Executive Board; it therefore suggests that Article III., paragraph 4. should run:

"The Council is a policy making body and shall perform the functions assigned to it under

Declassified E.O. 12356 Section 3.3/NND No. 785021

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1./ The Czechoslovak Government considers that it would be advisable to fix more definitely the jurisdiction of the Council and the Executive Board; it therefore suggests that Article III., paragraph 4. should run:

> "The Council is a policy making body and shall perform the functions assigned to it under this Agreement and review the work of the Organisation".

This amendment links up with the tradition created in the agreement on UNRRA, according to which the Council is the policy-making body laying down the main political lines to be followed by the organisation.

(3)146

Declassified E.O. 12356 Section 3.3/NND No. 785021

2./ The Czechoslovak Government further considers that Article III., paragraph 5. should be amended in the sense that the Executive Board should be composed of seven members (not five as originally proposed), three of them being representatives of Great Britain, the United States, and the Union of Soviet Socialist Republics, and the other four being representatives of European Member States; the Council would elect all these representatives from candidates proposed by the Member Governments. The Czechoslovak Government also considers that this composition of the Executive Board would be more just from the point of view of the interests of European States. For this reason it also proposes that the Executive Board should be responsible for its actions to the Council. Article III., paragraph 5. would thus run:

> "The Executive Board is responsible to the Council and shall consist of seven members to be elected by the Council from candidates proposed by the Governments of Great Britain, the United States of America and the Soviet Union, as well as four other member Governments".

In Article III., paragraph 6. "if necessary" should be omitted, and also the last sentence of this paragraph, so that it would run as follows:

> "The Executive Board shall perform the executive functions assigned to the Organisation. It shall

Declassified E.O. 12356 Section 3.3/NND No. 785021

the Union of Soviet Socialist Republics, and the other four being representatives of European Member States; the Council would elect all these representatives from candidates proposed by the Member Governments. The Czechoslovak Government also considers that this composition of the Executive Board would be more just from the point of view of the interests of European States. For this reason it also proposes that the Executive Board should be responsible for its actions to the Council. Article III., paragraph 5. would thus run:

> "The Executive Board is responsible to the Council and shall consist of seven members to be elected by the Council from candidates proposed by the Governments of Great Britain, the United States of America and the Soviet Union, as well as four other member Governments".

In Article III., paragraph 6. "if necessary" should be omitted, and also the last sentence of this paragraph, so that it would run as follows:

> "The Executive Board shall perform the executive functions assigned to the Organisation. It shall act in accordance with the ruling of the majority of its members".

In view of this amendment, the post of Director General would have to be created, to wield the technical executive power. The Director General would be responsible to the Executive Board.

The changes proposed above would render the last sentence of the second paragraph of Article IV., useless.

3145

Declassified E.O. 12356 Section 3.3/NND No. 785021

The Czechoslovak Government also considers that it would be useful if stipulations could be inserted in the agreement as to consequences to ensue in respect of property rights when the organisation comes to an end.

In conclusion the Czechoslovak Government wishes to propose that the restitution of removed property should be included in the definition of "traffic of common concern" in Article XIV., paragraph 111. This Government considers that the restitution by enemy powers of removed property will be one of the tasks whose fulfilment will be to the interest of economic development in Europe.

In presenting its comments on the draft agreement for European inland transport organisation, the Czechoslovak Government reserves the right to supplement its proposals when the final form of the agreement is decided.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 185021

Transportation Study Group

JOINT COMMUNIQUE
AMERICAN AND BRITISH GOVERNMENTS

The President and the Prime Minister held further discussions Monday and Tuesday, September 18th and 19th at Hyde Park on subjects dealing with postwar policies in Europe. The result of these discussions cannot be disclosed at this time for strategic military reasons and pending their consideration by our other Allies. The present problems in Italy also came under discussion and on this subject the President and the Prime Minister issued the following statement:
"The Italian people freed of their Fascist and Nazi overlordship have in these last twelve months demonstrated their will to be free to fight on the side of the democracies and to take a place among the United Nations devoted to principles of peace and justice. We believe we should give encouragement to those Italians who are standing for a political rebirth in Italy and are completing the destruction of the evil Fascist system. We wish to afford the Italians a greater opportunity to aid in the defeat of our common enemies. The American and the British people are of course horrified by the recent mob action in Rome but feel that a greater responsibility placed on the Italian people and on their own government will most readily prevent a recurrence of such acts. An increasing measure of control will be gradually handed over to the Italian administration subject of course to that administration's proving that it can maintain law and order and the regular administration of justice. To mark this change the Allied Control Commission will be renamed the Allied Commission. The British High Commissioner in Italy will assume the additional title of Ambassador. The United States Representative in Rome already holds that rank. The Italian Government will be invited to appoint direct representatives to Washington and London. First and immediate considerations in Italy are the relief of hunger and sickness and fear. To this end we instructed our representatives at the UNRRA conference to declare for the sending of medical aids and other essential supplies to Italy. We are happy to know that this view commended itself to other members of the UNRRA Council. At the same time first steps should be taken toward the reconstruction of an Italian economy. An economy laid low under the years of the misrule of Mussolini and ravished by the German policy of vengeful destruction. These steps should be taken primarily as military aims to put the full resources of Italy and the Italian people into the struggle to defeat Germany and Japan. For military reasons we should assist the Italians in the restoration of such power systems, their railways, motor transport roads and other communications as enter into the war situation and for a short time send engineers, technicians and industrial experts into Italy to help them in their own rehabilitation. The application to Italy of the Trading With The Enemy Acts should be modified so as to enable business contacts between Italy and the outside world to be resumed for the benefit of the Italian people. We all wish to speed the day when the last vestiges of Fascism in Italy will have been wiped out and when the last German will have left Italian soil and when there will be no need of any Allied troops to remain, the day when free elections can be held throughout Italy and when Italy can earn her proper place in the great family of free nations."

Reproduced at
Headquarters ACC
29 September 1944

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ALLIED FORCE HEADQUARTERS.

G4 (MOV & TN).

G4(MATP)8/27J.

MEMO FOR COL.GIGLING.

2 Oct. 44.

NOTES FOR EUROPEAN INLAND TRANSPORTATION MEETING.

1. The following notes are based on the presumption that ITALY will be treated as "liberated" rather than "conquered" territory. In other words, that ITALIAN transportation problems will be more nearly parallel to those of FRANCE than those of GERMANY.

2. The objectives of A.F.H.Q. M.C. within the A.F.H.Q. Theatre are:-

(a) Ensuring movement of essential military needs as indicated by the military staff branches (G1, G3, G4, NAVY and AIR FORCES).

(b) Ensuring movement of essential civil needs as indicated by the civil staff branch (G5) and its subsidiaries (A.C.C., A.M.G.B.A. BALKANS, etc.).

3. The objectives in para 2, cover the "traffic of common concern", described in the E.I.T.C. paper as essential military movement, essential civil supply, movement of dis-placed persons, and essential economic movement so far as this relates to the war effort. Economic movement not related to the war effort and movement required for national rehabilitation take low priority during the military period, but do, in fact, get a fair allocation of residual capacity.

4. During the military period, shortage of manpower makes the development of civil operated transport essential in all areas not literally in the battle -line. AFHQ policy, therefore, is, or should be, directed in ITALY to the earliest possible resumption by the ITALIAN civil authorities of responsibility for civil operation of internal transportation; this policy only being limited by safeguards essential to ensuring maximum efficiency in support of military operations.

5. Re-orientation of AFHQ/A.A.C. movement organisation and method of control is now in process directed towards attaining the object in para 2 above, while, at the same time, extending as rapidly as possible ITALIAN national operation of ITALIAN transportation facilities. It must be admitted that the inter-relation of A.F.H.Q. and A.C.C. in this movement organisation is not yet perfect, but in view of

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Cover

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5. Re-orientation of AFHQ/A.A.C. movement organisation and method of control is now in process directed towards attaining the object in para 2 above, while, at the same time, extending as rapidly as possible ITALIAN national operation of ITALIAN transportation facilities. It must be admitted that the inter-relation of A.F.H.Q. and A.C.C. in this movement organisation is not yet perfect, but in view of A.F.H.Q's recent assumption of direct responsibility for the A.C.C., good progress has been made and will continue.

6. In view of the close resemblance as regards "traffic of common concern" between the military period and post-hostilities period, it is of immediate importance to ensure that the AFHQ/A.C.C. organisation is properly co-ordinated and action to perfect this co-ordination is now in hand.

7. In international transportation matters continuity of organisation from the military period to the post-hostilities period is obviously necessary. Continuity of organisation does not necessarily imply continuity of control and such organisation can equally well "answer to" a Military Commander or Minister of State.

8. Proper continuity of organisation does, however, imply some degree of continuity of staff. This principle has been recognised in the proposed Transportation set-up for the post-hostilities period in GERMANY, where a military type organisation answers, during this period, to a Control Commission, but will be, to a large degree, separate from military movement organisations employed in GERMANY during the military period. Such a continuity of staff

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Declassified E.O. 12356 Section 3.3/NND No. 785021

of staff/.....

is equally necessary in a liberated territory (ITALY, the BALKANS etc) even though the size of the staff may be considerably smaller.

9. AFHQ policy, therefore, for submission to the EUROPEAN INLAND TRANSPORTATION ORGANISATION Meeting can be summarised as follows:

(a) to provide during the military period in ITALY an AFHQ/A.C.C. Movement and Transportation organisation designed to ensure a movement of "traffic of common concern".

(b) To maintain this organisation with a progressively decreasing staff during the post-hostilities period with the same object of ensuring movement of "traffic of common concern" and, in addition, a larger proportion of essential economic traffic.

(c) To encourage, starting now, through the military and post-hostilities period, a steadily increasing proportion of civil operation and nationally controlled ITALIAN internal transportation facilities.

This policy applies equally to other liberated or conquered territories which lie within/AFHQ theatre.
the

A. T. de RHE PHILIPE,
Brigadier,
D.Q.M.G., (Mov & Tn).

Room 47
ATdeRP/EW.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

ARB/IT/153

TECHNICAL ADVISORY COMMITTEE ON INLAND TRANSPORT

By direction of the Chairman we circulate herewith the report of the Technical Sub-Committee on Signalling.

J.Kahane)
A.A.Evans) Joint Secretaries

99, Great Portland Street,
W.1.

19th September, 1944.

REPORT OF TECHNICAL SUB-COMMITTEE ON SIGNALLING

The Sub-Committee on Signalling was set up as an Ad Hoc body to discuss designs for signalling apparatus in the relief period, to provide a basis of a pool for supplies, and held four meetings. The following members of the Allied nations attended:-

Belgium	Czechoslovakia	France	Poland
Monsieur J.Dubus	Mr.F.Sevcik	Commandant H.M.E.Mathe	Mr.A.Karlsbad
" J.Carlier	Mr.T.Kraby	Lieut. C...J.B.Thevenin	
" M.Harlange	Mr.F.Suchy		
	Dr.A.Tichy		

The Technical Advisory Committee on Inland Transport were represented by:-

Prof.E.R.Hondelink (Chairman)
Lt.Col.C.H.W.Edmonds
Mr.C.E.Rooke
Mr.A.Sapsford

British Government Departments were represented by:-

Min. of Supply	Min. of Production	War Office
Mr.W.J...sh	Mr.J.F Skinner	Capt.H.G.Gibbs
Mr.E.L.Tuffnell		

The Sub-Committee had the benefit of discussions with representatives of the Railway Brakes and Signals Industrial and Export Group who were of the greatest assistance in getting out schemes; the results of their work are now being put forward. The following representatives attended the meetings:-

Westinghouse Brake & Signal Co.	Railway Signal Co.	Siemens & General Electric
Mr.H.M.Proud	Mr.W.S.Roberts	Mr.F.Castle
Mr.T.J.Aldridge		

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Mr.T.J.Aldridge		

The Sub-Committee wishes to express its gratitude to those gentlemen for their helpful work and general co-operation and for the copies of plans and general descriptive matter which they freely supplied.

The first object of the Sub-Committee was to find and agree on a type of gear suitable for the emergency period which would enable traffic to get moving with reasonable safety, it was laid down on a basic principle that it was impracticable if not impossible to plan for the rehabilitation of the original signalling systems at this stage and that some simple means should be found that could be applicable to different systems.

It was also pointed out it was essential to consider types of signalling gear which were in production for military purposes at this time. 3140

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Declassified E.O. 12356 Section 3.3/NND No. 185021

It was appreciated that in cases where only slight damage had occurred at a signalling installation that probably the most practical operation for the nationals would be to repair and get into operation as soon as possible.

Two schemes now put forward provide a means whereby a junction or a station can be safely operated when the signalling system has been completely destroyed - and also that they can be applied to a station of any size, e.g. one having approach from a number of main lines.

One scheme which is called the Interlocked Lever Scheme is a unit method and one unit would be installed at each entrance to a Station to control the incoming signals which would be interlocked with their relative points and operated from a single position.

The details of this scheme are set out in the pamphlet "Proposed Resignalling in the liberated countries of enemy Europe for temporary service" - by the Railway Signal Co.Ltd.

The other scheme is "Key Interlocking" described in the folder "Liberated Countries of Europe - Proposed Signalling for temporary Service". This is more of an emergency nature than the first scheme but has the advantage that it can be installed in a question of hours and provides a sound degree of safety. Not only has it the merit of quick application but having served its purpose in one place it can be taken up and put down again in another in the minimum amount of time.

Copies and particulars in the foregoing scheme have been circulated to a number of the Technical Advisory Committee on Inland Transport. A copy of each is available on the Secretariat files if any member who has not had one wishes to have further detail and cannot borrow another member's copy.

The particulars and details of these schemes have been set out as an Appendix No.TO/IRO/15, copy of which is attached.

If the basic recommendations of the Sub-Committee are approved by the Technical Advisory Committee on Inland Transport, will the Allied Delegates submit their requisitions for their own countries and also put forward suggestions for quantities to be ordered for a Pool?

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARB/IT/110
Appendix TO/TRO/15

TECHNICAL ADVISORY COMMITTEE ON INLAND TRANSPORT

Emergency Railway Signalling and Equipment

By direction of the Chairman we circulate herewith an appendix to ARB/IT/110 on Emergency Railway Signalling and Equipment.

The new number will be TO/TRO/15.

99, Great Portland Street, W.1.
16th September, 1944.

J.Kahane) Joint Secretaries
A.A.Evans) T.A.C.I.T.

Emergency Railway Signalling and Equipment

TEN LEVER STATION LAYOUT, DIAGRAM 1.

Ground frame of ten levers interlocked. The following schedule of quantities covers requirements for one end only: the quantities must be doubled for both ends.

Schedule of Quantities.

List of quantities for each 10-Lever ground frame excluding materials for Signal No.6.

Item		Number
1.	10-Lever ground frame complete with interlocking, pull plates, joints and shackles.	1.
2.	25'-0" Two-arm left hand bracket signal, complete with arms, front spectacles red and green, arm straps, back blinders, arm spindles, spindle bearings, lamps and lamp brackets, ladder and ladder hoops, landing, guying clips, two single slots with balance weights and two double angle swivel wheels.	1.
3.	20'-0" One Arm Straight Tubular Signal, complete with arm, front spectacle red and green, arm stop, back blinder, arm spindle, spindle bearing, lamp and lamp bracket, ladder and ladder hoop, guying clip, single balance lever and single angle swivel wheel.	1.
4.	17'-6" One arm Straight Tubular Signal, complete with arm, front	1.

Declassified E.O. 12356 Section 3.3/NND No. 785021

16th September, 1944.

Emergency Railway Signalling and Equipment

SIX LEVER STATION LAYOUT, DRAWING 1.

Ground Frame of ten levers interlocked. The following schedule of quantities covers requirements for one end only: the quantities must be doubled for both ends.

Schedule of Quantities.

List of quantities for each 10-Lever ground frame excluding materials for Signal No.6.

Item		Number
1.	10-Lever ground frame complete with interlocking, pull plates, joints and shackles.	1.
2.	25'-0" Two-arm left hand bracket signal, complete with arms, front spectacles red and green, arm straps, back blinders, arm spindles, spindle bearings, lamps and lamp brackets, ladder and ladder hoops, landing, guying clips, two single slots with balance weights and two double angle swivel wheels.	1.
3.	20'-0" One Arm Straight Tubular Signal, complete with arm, front spectacle red and green, arm stop, back blinder, arm spindle, spindle bearing, lamp and lamp bracket, ladder and ladder hoop, guying clip, single balance lever and single angle swivel wheel.	1.
4.	17'-6" One arm Straight Tubular Signal, complete with arm, front spectacle red and green, arm stop, back blinder, arm spindle, spindle bearing, lamp and lamp bracket, ladder and ladder hoop, guying clip, single balance lever and single angle swivel wheel.	1.
5.	Guy Wire 7-strand No.15. S.W.G. Galvd.	100 yards
6.	Thimbles for guying Galvd.	20
7.	Anchor Bolts and stays for guy wire Galvd.	5
8.	Guy rings.	2
9.	$\frac{5}{8}$" Adjusting screws for guy wire.	1
10.	Signal Wire single strand solid drawn No. 10. S.W.G.	3,000 yards

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Declassified E.O. 12356 Section 3.3/NND No. 785021

Item		Number
11.	Single Side Pulleys with Steel Frame Galvd.	5
12.	Double side Pulleys with Steel Frame Galvd..	110
13.	Single angle pulleys with Steel Frame Galvd.	5
14.	Double angle pulleys with Steel Frame Galvd.	20
15.	Stakes channel 1" x 3" x 4'-6" long drilled to take two pulleys each, angle or side.	85
16.	Single Flat Wheels 10" for Signal chain.	2
17.	Double flat Wheels 10" for Signal chain.	2
18.	10" Stroke Wheels.	2
19.	1½" x ¼" Galvd. Chain.	30 yards
20.	Split Links ¼" Galvd.	40
21.	Thimbles Galvd. for Signal Wire.	50
22.	Wire Adjusting screws ¾" for Signal Wire.	4
23.	Wire Regulators for Signal Wire.	2
24.	Malleable C.I. Sleeves for Signal Wire.	50
25.	Channel Rodding painted 1⅜" x 1½" x ⅛" in 18'-0" lengths with fishplates and bolts	360 yards
26.	Single traversing point rod rollers built up type for Channel Rodding.	100
27.	Cast Iron Trestles for above to accommodate up to three rollers.	100
28.	M.I. Adjusting Joints with end for Channel Rodding.	6
29.	M.I. Ordinary Joints with end for Channel Rodding.	19
30.	Flat Cranks 9" x 10" on medium base for Channel Rodding.	3
31.	Adjusting Flat Cranks 10" x 16" on medium base for Channel Rodding.	6
32.	Compensators for Channel Rodding.	3

Declassified E.O. 12356 Section 3.3/NND No. 785021

16.	Single Flat Wheels 10" for Signal chain.	2
17.	Double Flat Wheels 10" for Signal chain.	2
18.	10" Stroke Wheels.	2
19.	1½" x ⅜" Galvd. Chain.	30 yards
20.	Split Links ⅜" Galvd.	40
21.	Thimbles Galvd. for Signal Wire.	50
22.	Wire Adjusting screws ⅜" for Signal Wire.	4
23.	Wire Regulators for Signal Wire.	2
24.	Malleable C.I. Sleeves for Signal Wire.	50
25.	Channel Rodding painted 1½" x 1½" x ⅜" in 18'-0" lengths with fishplates and bolts	360 yards
26.	Single traversing point rod rollers built up type for Channel Rodding.	100
27.	Cast Iron Trestles for above to accommodate up to three rollers.	100
28.	W.I. Adjusting Joints with end for Channel Rodding.	6
29.	W.I. Ordinary Joints with end for Channel Rodding.	19
30.	Flat Cranks 9" x 10" on medium base for Channel Rodding.	5
31.	Adjusting Flat Cranks 10" x 16" on medium base for Channel Rodding.	6
32.	Compensators for Channel Rodding.	5
33.	Cast Iron Trestles for compensators.	5
34.	Cast Iron Trestles for cranks.	9
35.	Goose neck end for Channel Rodding to connect to points.	3
36.	Swan neck end for Channel Rodding to connect to points.	3
37.	Lugs and Double ended Joints for crossovers.	3

NOTE: - All Fittings complete with fixing screws.

Additional material required for providing an Economical Facing Point Lock (less F.P.Lockbar) at the Facing end of No.4 Crossover.

Number

/Facing

Declassified E.O. 12356 Section 3.3/NND No. 785021

Item		Number
1.	Facing Point Lock Casting complete with stretcher bar, plunger, and screw joint with stamped end for channel rodding.	1
2.	Escapement Crank complete with lug and double ended joint, and screw joint with stamped end for channel rodding.	1
3.	Rack and Pinion Movement complete with two joints with stamped ends for channel rodding.	

Additional material required for providing switch and plunger detection at the facing end of No.4. crossover.

1.	2 Slide, 3 blade detector.	1
2.	Point Tongue Extension Pieces complete with bolts for fixing to switches (One Left Hand and One Right Hand).	2
3.	Screwed Detector rod ends complete with nuts and spring washers, and stamped ends for channel rodding.	5
4.	Ordinary Joint with up set for plunger detection with stamped end for channel rodding.	1

TEN LEVER JUNCTION LAYOUT - DIAGRAM 2.

Ground frame of ten levers interlocked.

Schedule of quantities.

List of quantities for each 10-Lever ground frame excluding materials for Signals No.2. 4 and 8.

Item		Number
1.	10-Lever ground frame complete with interlocking, pull plates, joints and shackles.	1
2.	25'-0" Two-arm left hand bracket signal complete with arms, front spectacles red and green, arm stops, back blinders, arm spindles, spindle bearings, lamp and lamp brackets, ladder and ladder hoop, landing, guying clips, double balance lever with balance weights and double angle swivel wheel.	1
3.	25'-0" One Arm Straight Tubular Signals each complete with arm, front spectacles red and green, arm stop, back blinder, arm spindle, spindle	2

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. 2 Slide, 3 blade detector. 2

2. Point Tongue Extension Pieces complete with bolts for fixing to switches (One Left Hand and One Right Hand). 5

3. Screwed Detector rod ends complete with nuts and spring washers, and stamped ends for channel rodding. 1

4. Ordinary Joint with up set for plunger detection with stamped end for channel rodding.

THE LEVER JUNCTION LAYOUT - DIAGRAM 2.

Ground frame of ten levers interlocked.

Schedule of quantities.

List of quantities for each 10-Lever ground frame excluding materials for Signals No.2, 4 and 8.

Item		Number
1.	10-Lever ground frame complete with interlocking, pull plates, joints and shackles.	1
2.	25'-0" Two-arm left hand bracket signal complete with arms, front spectacles red and green, arm stops, back blinders, arm spindles, spindle bearings, lamp and lamp brackets, ladder and ladder hoop, landing, guying clips, double balance lever with balance weights and double angle swivel wheel.	1
3.	25'-0" One Arm Straight Tubular Signals each complete with arm, front spectacles red and green, arm stop, back blinder, arm spindle, spindle bearing, lamp and lamp bracket, ladder and ladder hoop, guying clip, single balance lever and single angle swivel wheel.	2
4.	Guy Wire 7-strand No.13. S.W.G. Galvd.	120 yards 24
5.	Thimbles for Guying, Galvd.	9
6.	Anchor bolts and stays for guy wire, Galvd.	2
7.	Guy Rings.	1
8.	⅝" Adjusting screw for guy wire.	
9.	Signal Wire single strand solid drawn., No.10. S.W.G.	1,400 yds.
10.	Single Side Pulleys with steel frame, Galvd.	100

3138

/11. Double

Declassified E.O. 12356 Section 3.3/NND No. 785021

Item		Number
11.	Double Side Pulleys with steel frame, Galvd.	10
12.	Single Angle Pulleys with steel frame, Galvd.	15
13.	Double Angle Pulleys with steel frame, Galvd.	2
14.	Stokes Channel 1½" x ⅝" x 4'6" long drilled to make two pulleys each, angle or side.	127
15.	Single Flat Wheels 10" for signal chain.	3
16.	Double Flat Wheels 10" for signal chain.	1
17.	10" Stroke Wheels.	2
18.	1½" x ½" Galvd. Chain.	25 yds.
19.	Split Links ½" Galvd.	36
20.	Thimbles Galvd. for Signal Wire.	36
21.	Wire adjusting screws for Signal Wire.	2
22.	Wire Regulators for Signal Wire.	2
23.	Malleable C.I. Sleeves for Signal Wire.	36
24.	Channel Rodding painted, 1½" x 1½" x ⅜" in 18'-0" lengths with fishplates and bolts.	126 yds.
25.	Single traversing point rod rollers built up type for channel rodding.	30
26.	Double traversing point rod rollers built up type for channel rodding.	5
27.	Cast Iron trestles for above to accommodate up to three rollers.	35
28.	W.I. Adjusting joints end for Channel Rodding	4
29.	W.I. ordinary joints ends for Channel Rodding.	11
30.	Flat cranks 9" x 10" on medium base for Channel Rodding.	3
31.	Adjusting flat cranks 10" x 16" on medium base for Channel Rodding	1

Declassified E.O. 12356 Section 3.3/NND No. 785021

18.	1½" x ½" Galvd. Chain.	25 yds.
19.	Split Links ½" Galvd.	36
20.	Thimbles Galvd. for Signal Wire.	36
21.	Wire adjusting screws for Signal Wire.	2
22.	Wire Regulators for Signal Wire.	2
23.	Malleable C.I.Sleeves for Signal Wire.	36
24.	Channel Rodding painted, 1½" x 1" x ½" in 18'-0" lengths with fishplates and bolts.	126 yds.
25.	Single traversing point rod rollers built up type for channel rodding.	30
26.	Double traversing point rod rollers built up type for channel rodding.	5
27.	Cast Iron trestles for above to accomodate up to three rollers.	35
28.	W.I. Adjusting joints end for Channel Rodding	4
29.	W.I. ordinary joints ends for Channel Rodding.	11
30.	Flat cranks 9" x 10" on medium base for Channel Rodding.	3
31.	Adjusting flat cranks 10" x 16" on medium base for Channel Rodding.	4
32.	Compensator for Channel Rodding.	1
33.	Cast Iron Trestles for compensators.	1
34.	Cast Iron Trestles for Cranks.	7
35.	Goose Necks, end for channel rodding to connect to points.	2
36.	Swan Necks, end for channel rodding to connect to points.	2
37.	Lug end double ended joint for crossover.	1

NOTE: - All fittings complete with fixing screws.

/Additional

Declassified E.O. 12356 Section 3.3/NND No. 785021

Additional material required for providing an Economical Facing Point Lock (less F.P. lockbar) on No.6. points.

Item		Number
1.	Facing Point Lock Casting complete with stretcher bar, plunger, and screw joint with stamped end for channel rodding.	1
2.	Escapement Crank complete with lug and double ended joint, and screw joint with stamped end for channel rodding.	1
3.	Rack and Pinion Movement complete with two joints with stamped ends for channel rodding.	1

Additional material required for providing switch and plunger detection on No.6. points.

1.	2 Slide, 3 blade detectors.	1
2.	Point Tongue Extension Pieces complete with bolts for fixing to switches (one Left Hand and one Right Hand).	2
3.	Screwed Detector rod ends complete with nuts and spring washers, and stamped ends for channel rodding.	5
4.	Ordinary Joint with up set for plunger detection with stamped end for channel rodding.	1

KEY INTERLOCKING LAYOUT. DIAGRAM 3.

Single Line Station with Incoming Signals.

Schedule of Quantities.

1.	Single Key Point Locks. Fitted with covers with key holes A,H,a,h	4
2.	Double Key Point Locks. Fitted with covers with key holes: H/B, H/C, h/b, h/c.	4
3.	Small Lock-Up Keys for Single Key Point Locks.	3
4.	Keys for Point Locks, comprising:- patterns A,B,C,H, a,b,c,h.	8
5.	Key Interlocking Box with Two Signal Keys X,Y. complete with Lock-up Key and fixing screws and key holes, X,A,B,C, c,b,a,Y.	1
6.	Box Spanner for Point Key Locks.	1
7.	Spare Shearing Pins for Point Key Locks.	2

Declassified E.O. 12356 Section 3.3/NND No. 785021

Additional material required for providing switch and plunger detection on No.6. points.

1.	2 Slide, 3 blade detectors.	1
2.	Point Tongue Extension Pieces complete with bolts for fixing to switches (one Left Hand and one Right Hand).	2
3.	Screwed Detector rod ends complete with nuts and spring washers, and stamped ends for channel rodding.	5
4.	Ordinary Joint with up set for plunger detection with stamped end for channel rodding.	1

NEW INTERLOCKING LAYOUT. DIAGRAM 3.

Single Line Station with Incoming Signals.

Schedule of Quantities.

1.	Single Key Point Locks. Fitted with covers with key holes A,H,a,h	4
2.	Double Key Point Locks. Fitted with covers with key holes: H/B, H/C, h/b, h/c.	4
3.	Small Lock-Up Keys for Single Key Point Locks.	3
4.	Keys for Point Locks, comprising:- patterns A,B,C,H, a,b,c,h.	8
5.	Key Interlocking Box with Two Signal Keys Y,y. complete with Lock-up Key and fixing screws and key holes, H,A,B,C, a,b,h,y.	1
6.	Box Spanner for Point Key Locks.	1
7.	Spare Shearing Pins for Point Key Locks.	2
8.	Punch for Shearing Pin	1
9.	Key Operated Signal Controllers complete with fixing screws. Fitted with covers, H,Y.	2
10.	22" Electrically Operated Banner Signals suitable for mounting on steel or wooden posts, each complete with two "On" proving contacts and long burning oil lamp and bracket.	2
11.	Single Core 3/.029" Control Cable.	2,000 metres
12.	Dry Cells Type D.S.1.	3137[20]

/4. Key

Declassified E.O. 12356 Section 3.3/NND No. 785021

KEL INTERLOCKING LAYOUT, BELGIUM A.

Double Line Station with Encoding Signals.

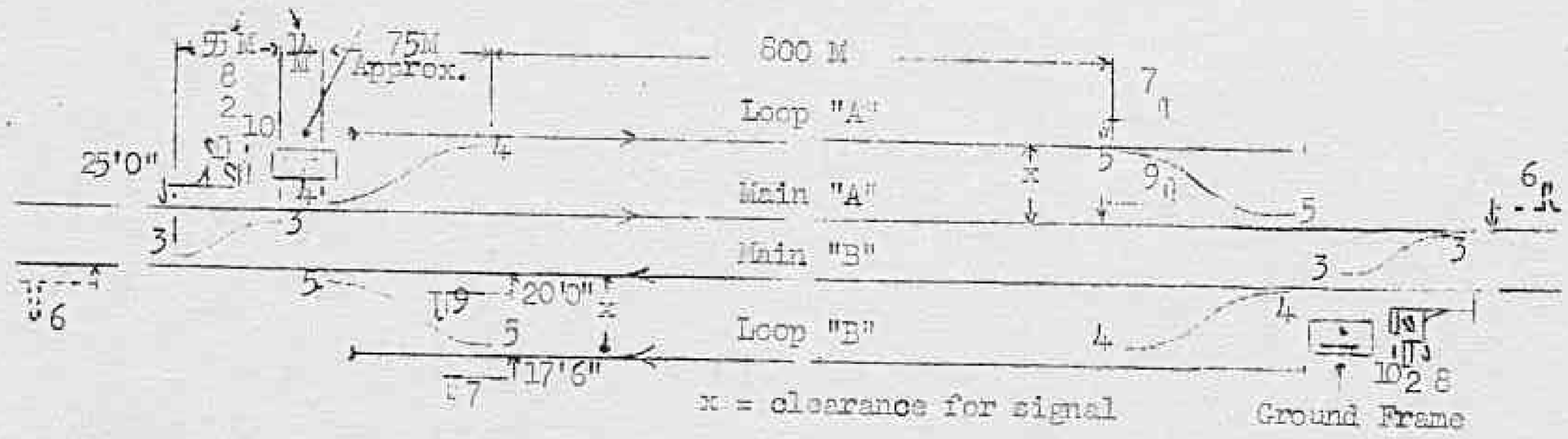
Schedule of Quantities.

Item		Number
1.	Single Key Point Locks. Fitted with covers with key holes G,K, c,k.	4
2.	Double Key Point Locks. Fitted with covers with key holes: D/A, D/B, D/C, J/D, G/E, G/F, K/H, K/J, e/a. f/b, h/c, j/d, g/e, g/f, k/h, k/j.	16
3.	Small Lock-up Keys for Single Key Point Locks.	3
4.	Keys for Point Locks, comprising: patterns: A,B,C,D,E,F,G,H,J,K, a,b,c,d,e,f,g,h,j,k.	20
5.	Key Interlocking Box with Two Signal Keys X,Y complete with Lock-up key and fixing screws and key holes Y,A,B,C,D, d,c,b,a,X.	1
6.	Box Spanner for Point Key Locks.	1
7.	Spare Shearing Pins for Point Key Locks.	4
8.	Punches for Shearing Pins	2
9.	Key Operated Signal Controllers complete with fixing screws. Fitted with covers X,y.	2
10.	22" Electrically Operated Banner Signals suitable for mounting on steel or wooden posts, each complete with two "On" proving contacts and long burning oil lamp and bracket.	2
11.	Single Core 3/.029" Control Cable.	2,000 metres
12.	Dry Cells Type D.S.1.	20

Declassified E.O. 12356 Section 3.3/NND No. 785021

TECHNICAL ADVISORY COMMITTEE ON INLAND TRANSPORT
Emergency Railway Signalling
10 LEVER STATION LAY OUT

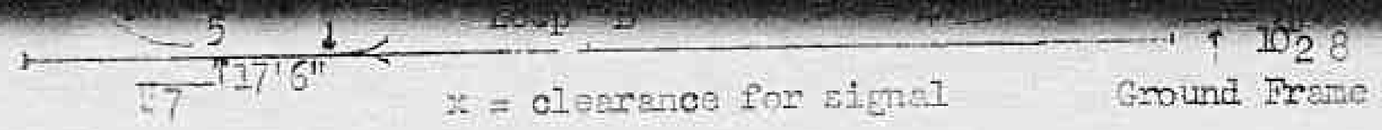
DIAGRAM I



6 Spare to be interlocked for Signal No.6.

INTERLOCKING				
LEVER NO.	RELEASED BY	LOCKS	RELEASES	LOCKS
1.		3. 4.		
2.	4.	3.		
3.		1. 2. 5. 9. 10.		4.
4.		1.	2.	
5.		3. 8. 9. 10.	7.	
6.	SPARE			3. 5.
7.	5.			
8.		5.		

Declassified E.O. 12356 Section 3.3/NND No. 785021



6 Spare to be interlocked for Signal No.6.

INTERLOCKING				
LEVER NO.	RELEASED BY	LOCKS	RELEASES	LOCKS
1.		3. 4.		
2.	4.	3.		
3.		1. 2. 5. 9. 10.		4.
4.		1.	2.	
5.		3. 8. 9. 10.	7.	
6.	SPARE			3. 5.
7.	5.			
8.		5.		
9.		3. 5.		
10.		5. 5.		

N. = NORMAL

R. = REVERSED

U.N.b.93.

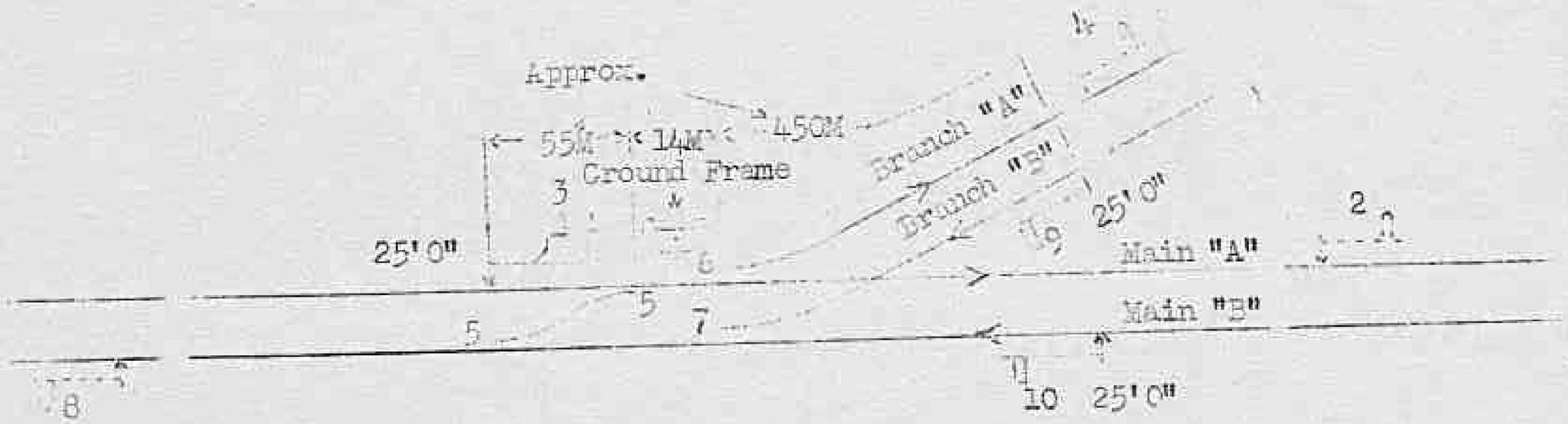
3136

Declassified E.O. 12356 Section 3.3/NND No. 785021

Appendix TO/YRO/15

TECHNICAL ADVISORY COMMITTEE ON INLAND TRANSPORT
Emergency Railway Signalling
10 LEVER JUNCTION LAYOUT

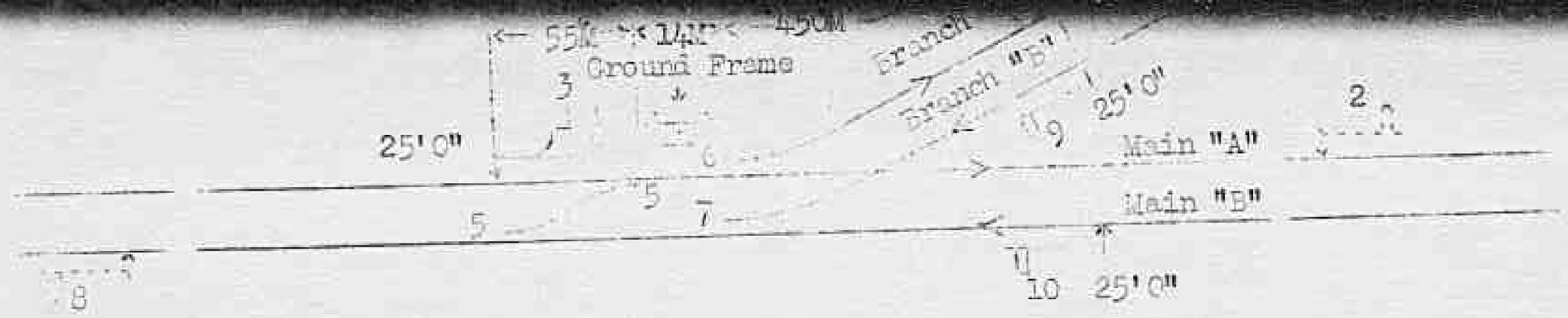
DIAGRAM 2



2, 4, 8, Spares but interlocked for signals 2 4, 8.

INTERLOCKING				
LEVER NO.	RELEASED BY	LOCKS	RELEASES	LOCKS N.& R.
1.		5. 6.		
2.	SPARE			5. 6.
3.	6.	5.		
4.	SPARE			5. 6.
				6.

Declassified E.O. 12356 Section 3.3/NND No. 785021



2, 4, 8, Spares but interlocked for signals 2 4, 8.

INTERLOCKING				
LEVER NO.	RELEASED BY	LOCKS	RELEASES	LOCKS N.& R.
1.		5. 6.		
2.	SPARE			5. 6.
3.	6.	5.		
4.	SPARE			5. 6.
5.		1. 3. 9. 10.		6.
6.		1.	3. 7.	
7.	6.	10.	9.	
8.	SPARE			5. 7.
9.	7.	5.		
10.		5. 7.		

N. = NORMAL

R. = REVERSED

3135

Declassified E.O. 12356 Section 3.3/NND No. 785021

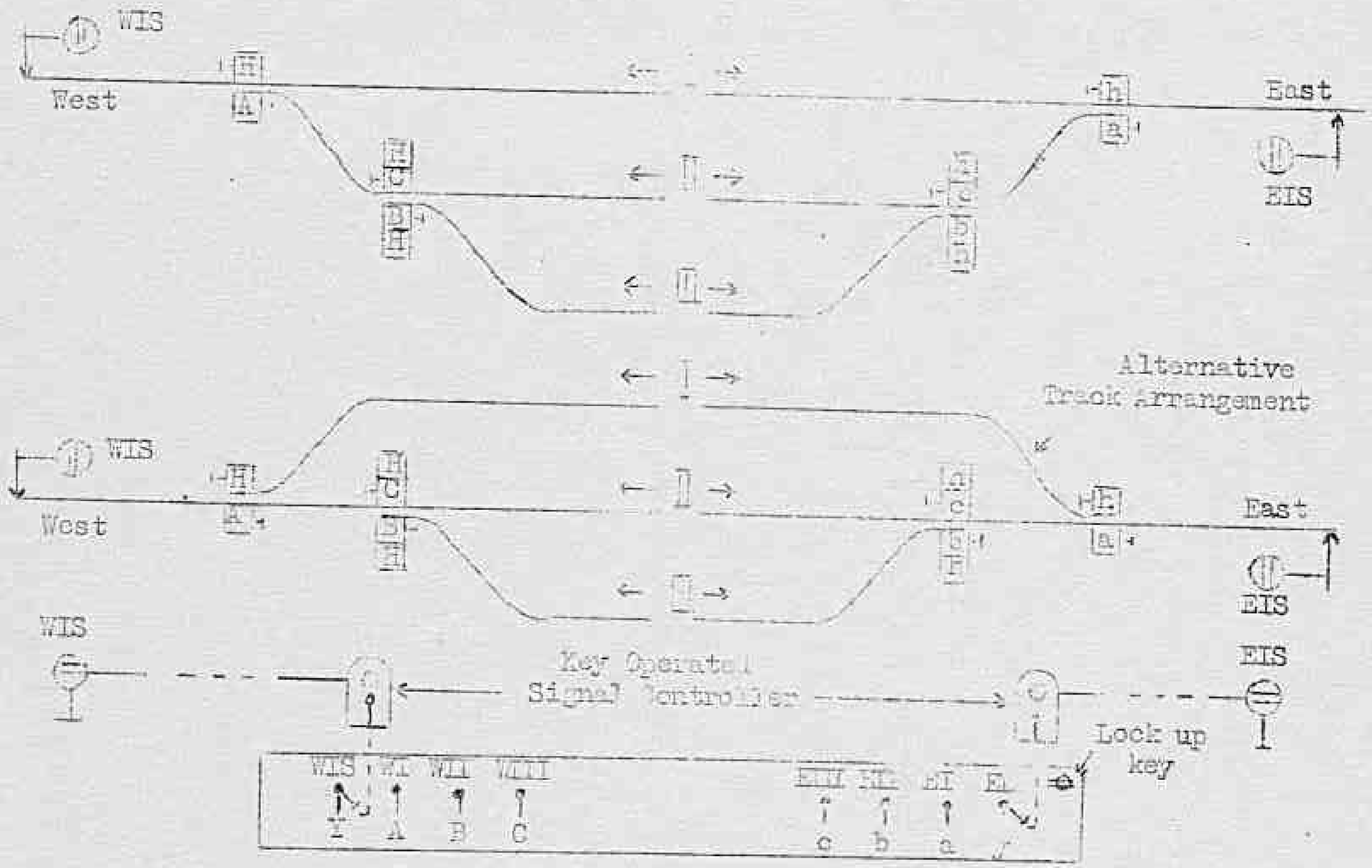
Appendix TC/YRO/15

TECHNICAL ADVISORY COMMITTEE ON INLAND TRANSPORT
Emergency Railway Signalling

KEY INTERLOCKING LAYOUT

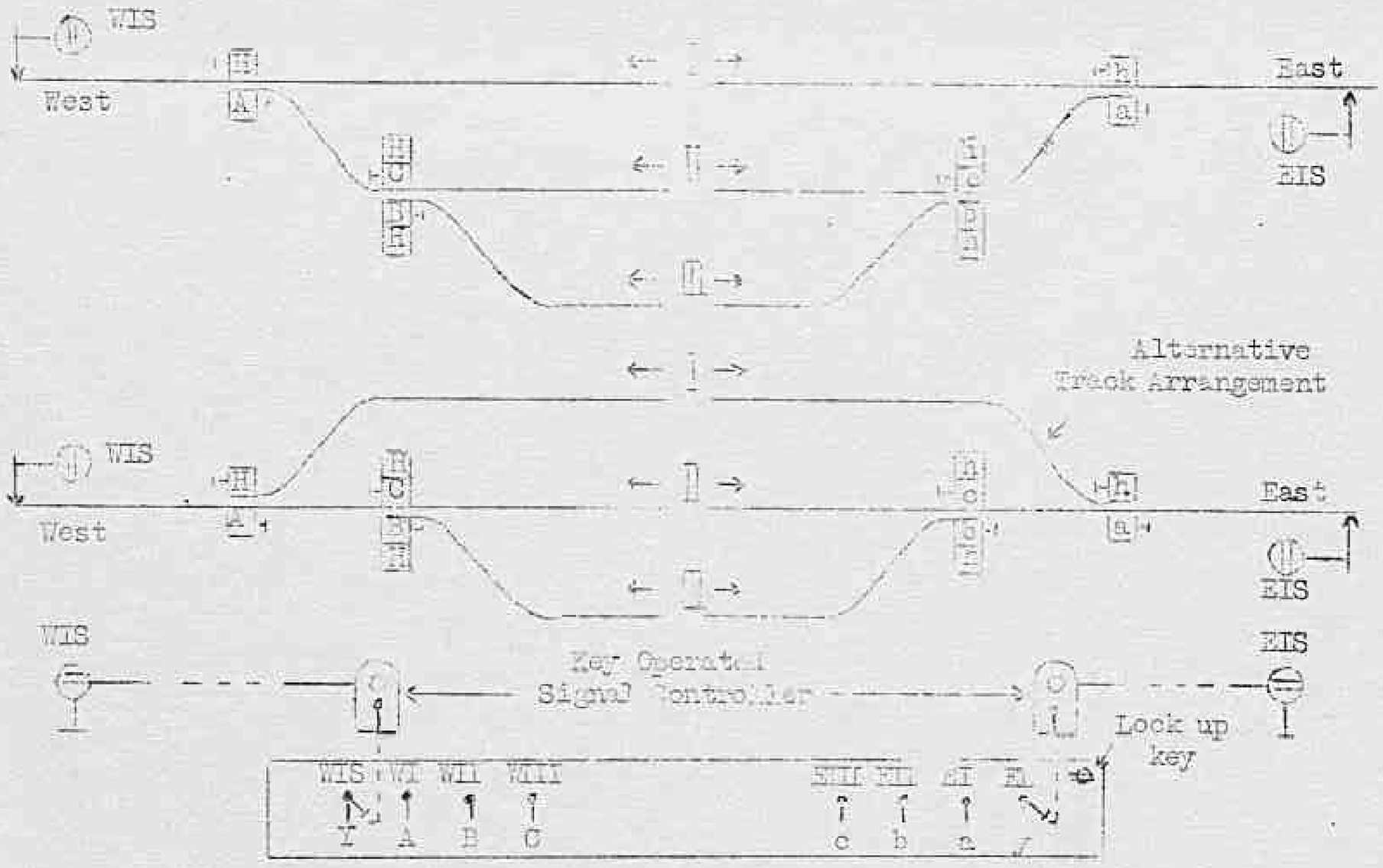
SINGLE LINE STATIONS WITH INCOMING SIGNALS

DIAGRAM 3



KEY INTERLOCKING BOX

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KEY INTERLOCKING BG"

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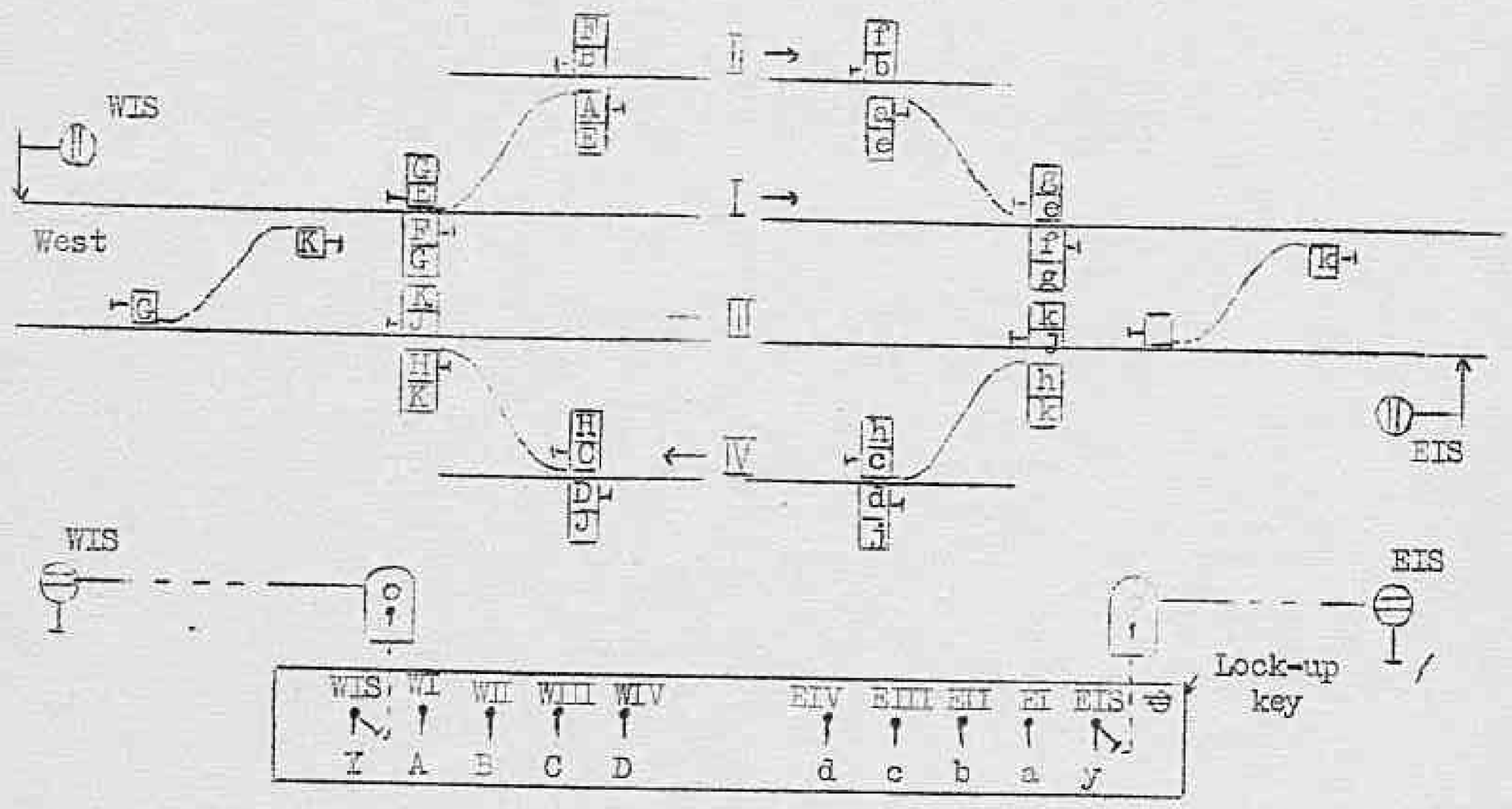
Appendix TO/YRO/15

TECHNICAL ADVISORY COMMITTEE ON INLAND TRANSPORT
Emergency Railway Signalling

KEY INTERLOCKING LAYOUT

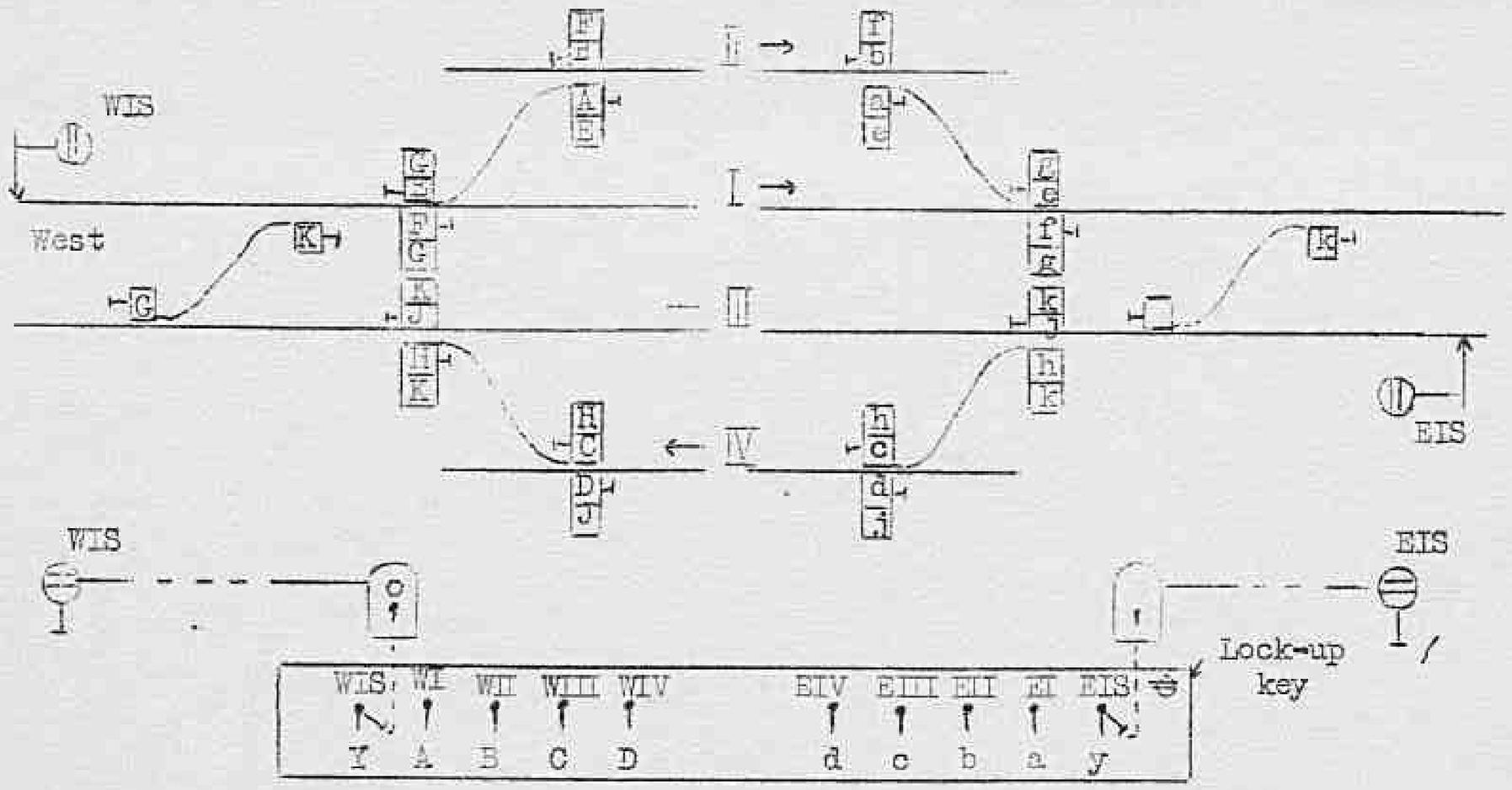
DOUBLE LINE STATIONS WITH INCOMING SIGNALS

DIAGRAM 4



KEY INTERLOCKING BOX

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KEY INTERLOCKING BOX

Declassified E.O. 12356 Section 3.3/NND No. 785021

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REPORT TO THE GOVERNMENTS OF THE UNITED KINGDOM AND OF THE UNITED STATES OF AMERICA ON PROPOSALS FOR A EUROPEAN INLAND TRANSPORT ORGANISATION.

1. Representatives of the United Kingdom and the United States Governments were convened in London to discuss the problem of the organisation and rehabilitation of inland transport in Europe after the respective territories have been liberated. Fifteen meetings have been held between the 30th May and the 27th June. A Drafting Sub-Committee has also held frequent meetings.

2. Representatives of the Foreign Office, Ministry of War Transport, Treasury, War Office and Ministry of Production took part in our discussions on behalf of the United Kingdom Government. Representatives of the State Department and R.T.C.U.S.A., with the United States Embassy, took part on behalf of the U.S. Government. In addition, a representative of the Supreme Commander, Allied Expeditionary Force, has participated in the discussions. The following Report and the Draft Agreement annexed to it represent the views unanimously reached at our meetings.

3. The Government of the U.S.S.R. was represented at these discussions by M.D.G. Borisenko as observer.

4. Our meetings were held at the Foreign Office, initially under the Chairmanship of Mr. H.B. Ronald. On his being called away to other work, the Chair was taken over by Mr. W.G. Weston. We wish to express our appreciation of the very able assitance given to us by Mr. P.A. Brunt, who throughout acted as Secretary.

Conclusions of the Discussions.

5. We have agreed that it is necessary to set up at the earliest possible moment a European Inland Transport Organisation, the members of which should be the Governments of the U.K., U.S.A., and U.S.S.R., the European Allied States and, at a later stage, Switzerland and Sweden. We accordingly recommend that such an Organisation should be set up on the lines of the Draft Agreement annexed to this Report. We have also agreed that even before the completion of such an Agreement the Governments of the U.K., U.S.A., and U.S.S.R. should immediately set up an Interim Commission on European Inland Transport (paragraphs 28-33 below).

Purposes of the Organisation.

6. An Organisation of the kind proposed appears to us to be necessary for the following reasons:-

(a) After the liberation of Allied Territories and occupation of enemy territories in Europe there will be widespread shortage and maldistribution of all forms of transport equipment and material and a general dislocation of the transport systems. Equipment will need to be secured for Allied countries. Displaced Allied equipment will have eventually to be restored to its original owners but may temporarily be required for use elsewhere. Transport equipment and material released by the Military Authorities

Declassified E.O. 12356 Section 3.3/NND No. 185021

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M.D.G. Borisenko as observer.

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(b) As the liberation of Europe proceeds international traffic will include military traffic required by the Allied Commanders-in-Chief, relief traffic and the movement of millions of displaced persons. It is of common concern to the United Nations that this traffic should move freely. So long as a general deficiency of transport equipment in Europe continues, and conditions of social and political disorder obtain either generally or in parts of Europe, the pre-war arrangements for the movement of international traffic cannot be expected to work smoothly. It is probable that, in the absence of a co-ordinating body, various national administrations would impose serious restrictions on the movement of rolling-stock out of their own territory. The effect of such a situation would be to retard the work of relief, to aggravate disorder and chaos and to add heavily to the responsibilities of the Allied Commanders-in-Chief. It is true that in areas of military operations the ultimate control of the transport systems

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will be a military responsibility. The Allied Commanders-in-Chief will, however, presumably divest themselves of this responsibility as soon as military necessities permit, and in the meantime are likely to welcome the existence of a body which can give them technical advice and smooth their relations with national administrations on transport questions. There will also be other, non-operational areas, where they never assume direct control. Wherever national responsibility for transport is assumed there should be effective means of ensuring not only the rapid movement of traffic of common concern to the United Nations, but also the co-ordinated development of measures for reorganising the national transport systems. This requires an inter-Allied Organisation armed with adequate powers.

(c) At a later stage, the co-operation established through the Organisation may help the Governments concerned to devise or administer satisfactory long-term arrangements for the movement of international traffic and the co-ordination of the various European transport systems. The work done by the Organisation could thus play an important part in furthering the social and economic progress of Europe.

Phases of the Organisation's work.

7. The work of the proposed Organisation will fall into three phases. In the first its main purpose will be to help fulfil the common military needs of the United Nations. Wherever an Allied Commander-in-Chief retains direction over control of the transport system, the Organisation will assist him in a technical and advisory capacity. In areas in which the Allied Commanders-in-Chief are not directly responsible the Organisation will, with their consent, be in full exercise of its functions.

8. In the second phase the Organisation's primary duty will be to facilitate the movement of military traffic, required by the occupation authorities, of relief goods, and of displaced persons. It will also facilitate the rehabilitation of the transport system of Europe.

9. In the third phase the Organisation will facilitate the return to normal conditions. In this phase the question of making long-term arrangements for the co-ordination and improvement of European transport will have to be considered, and we have envisaged that the Governments concerned may wish the Organisation to take the lead in this work. Our Draft Agreement provides for this possibility.

The Draft Agreement.

10. The Draft Agreement annexed to this Report has been drawn up in general terms so as to confer on the Organisation sufficiently wide powers to enable it to meet any of the possible contingencies with which it will be faced. We do not think that it would be wise or possible at this stage to lay down in precise and technical detail the work the Organisation should do and the methods which it should employ. This should be the task of the Interim Commission. Much preparatory technical work has been done by the Inter-Allied Technical [illegible] (Handelink Committee) set up by the

Declassified E.O. 12356 Section 3.3/NND No. 785021

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11. We have considered the question of the possible attachment of the Organisation to an authority of wider scope such as the proposed United Nations Commission for Europe. In the absence at present of any such general authority which would encompass both the civil and military purposes of the Organisation, there seems no alternative but to set the Organisation up as an independent agency. The following provisions indicate its relationship to other authorities and agencies:--

(a) Under Article XI, the Organisation is not to begin to operate (except in an advisory capacity) in any territory until the Allied Commanders-in-Chief are satisfied that military necessities permit and then subject to such special conditions as they may find it necessary to impose.

(b) In exercising its powers for the allocation of equipment and control of traffic, the Organisation is to work within the framework of priorities determined by the appropriate authorities of the United Nations (Article VII, Sections 2,3, and 6).

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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(c) It is prescribed that the Organisation should collaborate with appropriate authorities and agencies of the United Nations, particularly the Allied Commanders-in-Chief. (Article VII, Section 15).

(d) If any international body is created to co-ordinate the activities of specialised international organisations, the Organisation is to correlate its activities with those of such a body. (Article IX).

The Constitution of the Organisation.

12. Subject to financial control by a Council representative of all the member States, the powers of the Organisation are vested in an Executive Board of five members, of whom the Governments of the U.K., U.S.A., and U.S.S.R are to nominate one each. This special position for the three Governments is necessary at least during the first period of the Organisation's existence because--

(a) Initially the Organisation's primary task will be to facilitate the fulfilment of common military needs for which these Governments are responsible.

(b) These Governments will be largely concerned with the provision of transport equipment and of the relief supplies which will have to be carried.

13. The Executive Board would collectively direct the policy and control the operations of the Organisation; we suggest that their directions would be transmitted for execution through a Director-General, who would be responsible to the Board for day-to-day administration and operation.

Administrative Expenses (Article V, Section 1).

14. A very rough estimate suggests that the administrative expenses of the Organisation when it is in full operation might amount to 1½ million pounds per annum. About one-fifth of this would be accounted for by the cost of the Headquarters, the rest by various regional and local offices, including those of River Commissioners. No accurate estimate can be made until more detailed planning of organisation has been done, and we suggest that this should be left to the Interim Commission. These expenses might be met in a number of ways. For instance, it might be possible to impose a levy on international traffic. This method would be based on the principle that the cost of organisation is naturally to be regarded as part of the cost of transport. If this method were adopted some means would have to be found of financing the Organisation before it began to earn revenue. Alternatively, the administrative expenses might be allocated between member Governments in accordance either with any scale adopted for other international organisations or in accordance with a scale specially appropriate to the Organisation. We recommend that this question should be explored by the Interim Commission.

Operational Expenses (Article V, Section 2).

15. In order to carry out its work effectively, the Organisation may have to engage in certain operations:--

(a) It may have to control the operation of, or even to own, a mobile reserve

Declassified E.O. 12356 Section 3.3/NND No. 185021

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Operational Expenses (Article V, Section 2).

15. In order to carry out its work effectively, the Organisation may have to engage in certain operations:--

(a) It may have to control the operation of, or even to own, a mobile reserve of rolling-stock to facilitate the movement of traffic of common concern. Such a reserve might be drawn, for example, from rolling-stock requisitioned from the enemy or imported from U.K. or U.S.A. The cost of providing this rolling-stock should be met by some self-liquidating procedure such as receipt from payments for use and from eventual sales. It is hoped that any dollars or sterling necessary to purchase equipment for such a reserve in the U.S.A. or U.K. might be found by the European countries jointly, possibly with the help of U.N.R.R.A. An initial loan financed or guaranteed by the U.K. and U.S. Governments might also be considered. We consider that this financial question should be pursued by the Interim Commission.

(b) In exceptional circumstances it may be necessary for the Organisation to undertake, as the agent of the local Government or of U.N.R.R.A., to operate transport on certain routes or in certain areas. The Organisation might also need to place urgent orders for the repair of transport facilities at vital points. In principle, the costs incurred should be borne by the Government for whose benefit the work is undertaken. In so far as such costs were in foreign exchange which the Government was unable to find, the costs could probably be born by UNRRA.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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Allocation of Transport Equipment (Article VII, Sections 2 and 3, Article VIII, Sections 2 and 4).

16. The organisation will be responsible for the allocation for use of transport equipment and material--

(a) imported into Continental Europe or made available by the Allied Commander-in-Chief.
(b) made available for export from any territory of Continental Europe under the authority of a member Government to any other such territory;
(c) made available to the Organisation by occupation authorities from the transport equipment and material under their control.

As regards (a) and (b), the Organisation's function will not overlap with that of the Combined Boards. The Combined Boards would decide what transport equipment and material can be made available to Europe from overseas; the Organisation will determine within that allocation the proportions to be allotted to each European country. It is a corollary of the Organisation's power of allocation of this equipment that the supplying countries should undertake not to export such equipment to the territories of member Governments in Continental Europe except with the Organisation's consent. As regards (c) the extent to which enemy equipment can be made available for other countries would be determined by the occupation authorities in consultation with the Organisation. Equipment in categories (a), (b) and (c) may be allocated temporarily, so that it can be transferred elsewhere if needs change, and the Organisation may also impose conditions as to allocation, e.g., that the equipment allocated or its equivalent be made available for international traffic.

17. The Organisation would also be responsible for assisting the appropriate authorities, e.g., a Reparation and Restitution Commission, to return to its original owners Allied equipment which has been removed from national territory. Such return will be desirable as soon as practicable both on political and technical grounds. In order to avoid dislocation in the European transport system, however, the Organisation will be enabled to defer such return where it deems it necessary. (Article VII, Section 3).

Control of Transport Equipment (Article VII, Sections 6 and 7).

18. The Draft Agreement gives authority to the Organisation to direct the movement of traffic of common concern; this implies that the national administration should provide suitable transport equipment for the purpose of such movement at request of the Organisation. The establishment of conditions in which the normal movement of traffic across the national frontiers is possible is the Organisation's goal. There may, however, be obstruction or delay in such movement. In such cases the Organisation's powers of allocation, described in Paragraph 16, should provide it with an important sanction; but it may also be necessary for it to have under its more immediate control a small mobile reserve of rolling-stock for use entirely in traffic of common concern. The questions whether such a mobile reserve should be owned by the Organisation or owned by some other agency and held at its disposal and to what extent it should be responsible for administration of rolling-stock in such a mobile reserve are questions which can be best settled by the Interim Commission or the by the Organisa-

Declassified E.O. 12356 Section 3.3/NND No. 185021

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Co-ordination of European Transport Systems (Article VII, Sections 11-14).

19. The Organisation should set up or re-establish as soon as possible appropriate machinery for co-ordination of the various transport systems.

20. As regards railways, the Organisation should be responsible for bringing the Berne Conventions into force with such modifications as may be necessary to fit them to emergency conditions. These Conventions form the basis for determining the obligations and rights of railway administrations and users in international traffic. Many of the pre-war or existing associations of railway administrations which provide machinery for regulating international through working of railways and for securing uniformity in railway practice among the European administrations, should continue to operate or should be revived under the auspices of the Organisation.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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21. The Organisation is also to initiate the establishment of suitable provisional administrations for the international waterways of Europe. It is unlikely that the revival of the pre-war Conventions concerning the International Commissions for the Danube, Rhine, Elbe and Oder will be appropriate to post-war conditions. These Conventions will certainly be inadequate during the emergency period as they do not provide for the control of employment of inland water craft. The provisional administrations would be responsible not only for ensuring the navigability of the inland waterways, maintenance of the permanent installations, &c., but also for exercising the Organisation's control over traffic in respect of the international waterways.

22. The Organisation will also make arrangements to ensure that road vehicles move freely across frontiers.

23. The Organisation will recommend to member Governments measures to secure co-ordination both between the different national transport systems and between different methods of transport.

Relations with the Occupation Authorities (Article VI, Sections 3 and 4).

24. The central position of the enemy countries requires that control over their transport systems should be co-ordinated with European transport generally. For this reason we have so drafted the proposed Agreement that it would apply in ex-enemy as in Allied territories. The member Governments which assume control over ex-enemy territory would accept the same obligations in respect of such territory as would the Allied Governments in respect of their own national territories in Continental Europe. During the period of military control the Organisation would function in enemy territory (as in Allied territory) to the extent requested by the Allied Commanders-in-Chief. When civilian control replaces military, however, the Organisation would exercise its full functions in ex-enemy territory, working through the occupation authorities on all matters on which it would work through Allied Governments in respect of their own national Territory.

Amendment and Withdrawal (Articles XI and XIII).

25. The Agreement as drafted would remain in force until two years from the date of general cessation of hostilities by Germany and could only be amended by unanimous consent. Member Governments undertake not to withdraw in this period. At the end of this period it is probable that more normal conditions will have been restored and that there will be less need for an Organisation with the wide powers proposed in the draft. We have, therefore, proposed that the provisions of the Agreement may then be amended or terminated by a two-thirds majority of the Council provided that no alteration is made which extends the financial liability or obligations of a member Government without that Government's consent. At that time it would be open to a member Government to withdraw.

26. If the Organisation has done valuable work we hope that the countries directly concerned will wish to preserve it in a modified form. The Governments of the U.K., U.S.A. and U.S.S.R. may, however, no longer wish to participate so closely or may prefer to leave the Organisation.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Procedure in Approaching the Allied Governments.

27. In our view, the establishment of the Organisation is a matter of great urgency if it is to be ready in time to operate when and where required. We recommend, therefore, that our Governments should give the most urgent consideration to the Draft Agreement annexed to this Report. We also express the earnest hope that the Government of the U.S.S.R. will feel able, at an early stage, to give its general approval to the proposals. When the Draft Agreement has been approved by the three Governments we suggest that the U.K. Government should send a copy to each of the European Allied Governments, together with an invitation convening them to a Conference to be held in London as soon as possible. In our view such a Conference should not be postponed beyond the end of July.

Proposed Interim Commission.

28. The Draft Agreement contains inevitably some controversial features

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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and there will consequently be a lapse of time (which may be considerable) between its presentation to and its acceptance by the Allies. Meanwhile there are urgent problems in the field of transport demanding collaboration between the Governments of the U.K., U.S.A. and U.S.S.R., and the European Allies, and pointing to the necessity for the immediate establishment of some more informal body under the auspices of the three Governments. Thus:--

(a) The military authorities will require technical assistance in many transport questions, particularly those relating to arrangements for through movement of traffic across national frontiers and the possible continuance or revival of machinery for facilitating such movement.

(b) It is clearly desirable that production capacity in U.S.A. and U.K. should be allocated before it disappears, for the manufacture of transport equipment which will be urgently needed in the post-military period. For this purpose estimates of requirements must be sponsored with the appropriate Combined Board and orders placed within the allocation which it makes.

(c) In order that the Organisation, when set up, may be ready to operate promptly and efficiently, it is desirable that detailed plans should be laid and staff engaged or earmarked in advance. In particular, arrangements should be made to ensure--

(i) continuity in transport control between the military and post-military periods and

(ii) availability to the Organisation, when set up, of full and accurate information about the transport conditions obtaining during the military period.

29. During the interim period, in which such a stopgap body will work, control of the transport systems in liberated or occupied territory will rest with the military authorities. The Draft Agreement provides that the Organisation, if in existence in this period, would act only in an advisory capacity. The proposed stopgap body should also be advisory in character. It could not exercise in its own right the executive functions attributed to the Organisation under the Agreement until the Allied Governments have accepted the correlative obligations which that Agreement provides. We suggest that it should be set up as an "Interim Commission on European Inland Transport" and that it should be responsible to the Governments of the U.K., U.S.A. and U.S.S.R., who, through the Allied Commanders-in-Chief, will at this stage be in control of the European transport systems concerned. The Commission should consist of one member appointed by each of the Governments of the U.K., U.S.A. and U.S.S.R., who should possess the qualifications necessary for membership of the Executive Board of the Organisation when set up. The administrative expenses of the Commission should be borne by the three Governments in agreed proportions and possibly by arrangements with the Allied Governments for the payment of salaries of any of their nationals who might be assigned to the Commission.

30. The Interim Commission's primary purpose will be to advise and assist the Allied Commanders-in-Chief so far as required by them. Its other functions will include the study of the existing state of transport facilities in Europe, the detailed planning of the Organisation and of the eventual operations, the preparing and perhaps sponsoring of estimates of requirements for transport

Declassified E.O. 12356 Section 3.3/NND No. 785021

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31. The Commission (and thereafter the Organisation) will start with the benefit of the considerable work already done in planning in the field of European transport, including the work of the Inter-Allied Technical Advisory Committee of Inland Transport. The Commission might suitably draw for its staff on the secretariat of that Committee, and also on qualified Allied nationals.

32. The Commission will need expert staff, many of whom the Allied Governments can best provide. While, therefore, the Governments of the U.K., U.S.A., and U.S.S.R. should establish the Commission the collaboration of the Allied Governments in the work of the Commission and in the provision of its staff should be sought as soon as possible. In laying the Draft Agreement before them, the Governments should explain the compelling reasons which had led them to establish the Interim Commission. The Allied Governments should also be invited to agree to the re-establishment of the Technical Advisory Committee on Inland Transport to act in an advisory capacity to the Commission.

3127

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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33. The Commission should work under a Directive on the lines of the annexed draft directive.

(For the United Kingdom),

W. G. WESTON.

(For the United States of America),

WALTER A. RADIUS.

27th June, 1944.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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DRAFT AGREEMENT FOR EUROPEAN INLAND TRANSPORT ORGANISATION.

WHEREAS, after the liberation of any territories of the United Nations in Europe, and after the occupation of any enemy territories in Europe, it is expedient for the fulfilment of the common military needs of the United Nations and in the interests of the social and economic progress of Europe, to provide for co-ordination both in the control of traffic and in the allocation of transport equipment and material with a view to ensuring the rapid move ment of supplies both for military forces and the civil population and for the speedy repatriation of displaced persons, and also with a view to creating conditions in which the normal movement of traffic can be more rapidly resumed:

The Governments or Authorities whose duly authorised representatives have subscribed hereto:

Have agreed as follows:-

ARTICLE I.

There is hereby established the European Inland Transport Organisation, hereinafter called "the Organisation".

ARTICLE II. Membership.

The members of the Organisation shall be the Governments or Authorities signatory hereto and such other Governments or Authorities as may be admitted thereto by the Council.

Wherever the term "member Government" is used in this Agreement it shall be construed to mean a member of the Organisation, whether a Government or an Authority.

ARTICLE III. Constitution.

1. The Organisation shall consist of a Council and an Executive Board with the necessary headquarters, regional and local staff.

The Council.

2. Each member Government shall name one representative and such alternates as may be necessary upon the Council. The Council shall, for each of its sessions, select one of its members to preside at the session. The Council shall determine its own rules of procedure. Unless otherwise provided in this Agreement or by action of the Council, the Council shall vote by simple majority.

3. The Council shall be convened in regular session not less than twice a year by the Executive Board. It may be convened in special session whenever the Executive Board shall deem necessary, and shall be convened within 30 days after request therefor by one-third of the members of the Council.

4. The Council shall perform the functions assigned to it under this Agree ment and review the work of the Organisation generally.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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4. The Council shall perform the functions assigned to it under this Agreement and review the work of the Organisation generally.

The Executive Board.

5. The Executive Board shall consist of five members who shall be appointed by the Council for their knowledge of inland transport and for their administrative capacity and shall include one member nominated by each of the Governments of the Union of Soviet Socialist Republics, of the United Kingdom and of the United States. Each member of the Executive Board shall be provided with a deputy similarly nominated and appointed. The members and their deputies shall be appointed in the first place for one year.

The Executive Board shall choose its own Chairman, subject to confirmation by the Council.

6. The Executive Board shall perform the executive functions assigned to the Organisation. It shall act, if necessary, in accordance with the ruling of the majority of its members. It shall present to the Council such reports on its performance of its functions as the Council may require.

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Declassified E.O. 12356 Section 3.3/NND No. 785021

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7. The Executive Board shall appoint such headquarters, regional and local staff as it shall find necessary and may delegate to them such of its powers and on such conditions as it may deem appropriate.

8. Each member Government may appoint a representative for purposes of consultation and communication with the Executive Board. Such representative shall be fully informed by the Board of all activities of the Organisation.

ARTICLE IV

The Organisation shall have powers to acquire, hold and convey property, to enter into contracts and undertake obligations, to designate or create agencies and to review the activities of agencies so created, to manage undertakings and in general to perform any legal act appropriate to its object and purposes.

Those powers are vested in the Council. The Council may, however, delegate such of these powers asit may deem necessary to the Executive Board, including the power of subdelegation. The Executive Board shall be responsible to the Council for the upkeep and administration of any property owned by the Organisation.

ARTICLE V - FINANCE.

1. The Executive Board shall submit to the Council and initial budget and from time to time such supplementary budgets as may be required, covering the necessary administrative expenses of the Organisation. Upon approval of a budget by the Council the total amount approved shall be raised in such manner or be allocated in such proportions as may be agreed between the member Governements. Each member Government undertakes, subject to the requirements of its constitutional procedure, promptly to contribute to the Organisation, in such currency or currencies as may be agreed with the Executive Board, its share of the expenses. Each member Government shall also provide such facilities as are required for the purpose of the Organisation, for the transfer of sums held by the Organisation in that Government's own currency into other Currencies.

2. The Organisation shall not incur any expenses, other than necessary administrative expenses, except under the authority of the Council. Proposals for such expenses shall be submitted by the Executive Board to the Council, and when approved by the Council such expenses shall be met by contributions which a member Government or Governments may agree to make or in such other manner as may be agreed between Governements.

ARTICLE VI - THE SCOPE OF THE ORGANISATION.

1. The Organisation shall exercise the functions set out in Article VII in respect of any territory in Continental Europe under the authority of any member Government in respect of which it has commenced operations in

Declassified E.O. 12356 Section 3.3/NND No. 785021

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ARTICLE VI - THE SCOPE OF THE ORGANISATION.

1. The Organisation shall exercise the functions set out in Article VII in respect of any territory in Continental Europe under the authority of any member Government in respect of which it has commenced operations in accordance with Article XI.

2. In respect of any territory in Continental Europe in which the Allied Commanders-in-Chief retain responsibility for the direction of the transport system, the Organisation shall give advice or assistance to the Allied Commanders-in-Chief, if so requested by them, on all questions with which it is empowered to deal under Article VII.

3. The term "territory under the authority of a member Government" shall be construed to mean territory in Continental Europe either in the sovereignty of a member Government or territory over which a member Government or Governments are exercising authority or control. Throughout this Agreement the term "Continental Europe" shall mean all territories on the mainland of Europe, under the authority of member Governments, but shall not extend to the territory of the United Kingdom or of the Union of Soviet Socialist Republics.

4. The Organisation shall treat with any occupation authorities set up by

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Declassified E.O. 12356 Section 3.3/NND No. 185021

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member Governments in respect of any territory in Continental Europe in which the Occupation authorities are exercising effective control in place of the sovereign Government of such territory on all matters on which the Organisation would treat with such sovereign Governments if they were member Governments.

ARTICLE VII - EXECUTIVE FUNCTIONS.

The executive functions of the Organisation shall be generally to take action towards the rehabilitation and re-equipment of the transport system in Continental Europe and to co-ordinate the movement of traffic of common concern in these transport systems and, in particular, shall include the following:-

Transport Equipment and Material.

1. The Organisation shall estimate the requirements of transport equipment and material for the territories under the authority of the member Governements in Continental Europe.

2. The Organisation shall to the extent necessary for the fulfilment of its purposes, allocate and determine the distribution for use to the member Governments concerned on such conditions as it may prescribe and within the framework of priorities determined by the appropriate authorities of the United Nations, of transport equipment and material;-

(a) imported into Continental Europe or made available by the Allied Commanders in Chief;
(b) made available for export from any territory of Continental Europe to any other such territory;
(c) made available to the Organisation by occupation authorities from the transport equipment and material under their control.

The Organisation may from time to time set apart any such transport equipment and material referred to in (a), (b) and (c) above as it may deem necessary for facilitating traffic of common concern, and retain or take direct control over itsuse for such period or periods as it may deem necessary.

The Organisation shall keep full records of transport equipment and material allocated and set apart in accordance with the provisions of this section.

3. In respect of equipment belonging to a member Government or to persons or bodies under the authority of a member Government and found during the liberation of Europe outside the territories under the authority of that member Governement, the Organisation shall endeavour to arrange the restoration of such equipment to its rightful owners as soon as is

Declassified E.O. 12356 Section 3.3/NND No. 785021

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(c) made available to the Organisation by occupation authorities from the transport equipment and material under their control.

The Organisation may from time to time set apart any such transport equipment and material referred to in (a), (b) and (c) above as it may deem necessary for facilitating traffic of common concern, and retain or take direct control over itsuse for such period or periods as it may deem necessary.

The Organisation shall keep full records of transport equipment and material allocated and set apart in accordance with the provisionsof this section.

3. In respect of equipment belonging to a member Covernement or to persons or bodies under the authority of a member Government and found during the liberation of Europe outside the territories under the authority of that member Covernement, the Organisation shall endeavour to arrange the restoration of such equipment to its rightful owners as soon as is practicable and convenient, acting in accordance with the general policies of the appropriate authorities of the United Nations regarding restoration and restitution of property removed by the enemy. Where immediate restoration would unduly prejudice the operation of essential transport in any area, the Organisation may make arrangements for the temporary use of equipment pending its restoration.

4. The organisation shall at the earliest practical time organise a census of rolling stock in Continental Europe and of such other transport equip ment and material there as may appear necessary for the proper discharge of its functions.

Traffic.

5. The Organisation may make such recommendations to the appropriate authorities as it deems necessary with respect of particulars of 3123 projected movements of supplies, stores or persons, having regard to the transport facilities available for the movement of such traffic.

Continued...../6.....

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

6. The Organisation may direct, within the framework of the priorities determined by the appropriate authorities of the United Nations, the movement of traffic of common concern on all routes of transport in Continental Europe.

7. The Organisation may take any practicable step to supervise and regulate the use and movement of transport equipment engaged in the carriage of traffic of common concern.

Charges.

8. The Organisation shall recommend to member Governments the principles by which transport charges for traffic of common concern in Continental Europe should be fixed by them in accordance with the provisions of Section 8 of Article VIII with a view to securing that such charges shall be as low and simple and as uniform in the various territories as may be practicable. This paragraph shall not apply to military traffic under the control of the Allied Commanders-in-Chief except at their request.

Rehabilitation of Transport Systems.

9. The Organisation may make recommendations to any member Government designed to promote the rehabilitation of the transport systems in Continental Europe, and as to the priority in which works or projects in respect of the rehabilitation or improvement of transport facilities shall be carried out.

10. While it remains the task of each member Government to provide for the efficient operation of the transport systems in Continental Europe for which it is responsible, the Organisation may exceptionally, at the request of any member Government, give any practicable assistance in the rehabilitation or operation of transport in any territory in Continental Europe under the authority of such Government on such conditions as may be agreed between such Government and the Organisation.

Co-ordination of European Transport.

11. The Organisation shall initiate and co-ordinate common action to secure the inauguration, maintenance or resumption of international arrangements for through working of railways and circulation of rolling stock, and shall promote the establishment of appropriate machinery for co-operation between railway administrations.

12. The Organisation shall initiate the establishment of suitable administrations for the international waterways of Europe designed to promote their restoration and maintenance and to ensure the greatest possible freedom of movement on and between the several waterways, their tributaries and connecting canals. Such administrations may be established provisionally pending international regulation of the matter.

13. The Organisation shall take such steps as may be practicable to facilitate [illegible] of road transport vehicles across frontiers.

Declassified E.O. 12356 Section 3.3/NND No. 785021

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13. The Organisation shall take such steps as may be practicable to facilitate the movement of road transport vehicles across frontiers.

14. The Organisation shall make recommendations to the member Governments designed to promote adequate co-ordination of all European transport for the fulfilment of the common military needs of the United Nations or in the interests of the social and economic progress of Europe, and of the general well-being of the nations.

Relations with Other Agencies.

15. The Organisation shall collaborate as may be required with appropriate authorities and agencies of the United Nations and other international organisations. It shall give any assistance in its power to the Allied Commanders-in-Chief in the fulfilment of the common military needs of the United Nations.

3122

16. The Organisation shall arrange for consultation through appropriate machinery with representatives of persons employed in inland transport.

Continued...../Miscellaneous

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

Miscellaneous.

17. The Organisation may advise the member Governments and any appropriate authorities of the United Nations on the priority to be given in the interests of the rehabilitation of European transport to the repatriation of displaced transport personnel and skilled and other workers required for the production, maintenance or repair of transport equipment and material, and when requested by the responsible authorities, the Organisation shall endeavour, with the co-operation of the Governments, to secure additional transport personnel or other suitable workers for any areas in which shortages of workers in any category may have occurred.

18. The Organisation shall give all practicable assistance through the appropriate authorities to any member Government when requested by that Government in obtaining supplies of fuel, power and lubricants to meet the needs of traffic of common concern in order that that Government may fulfil the obligations under Section 6 of Article VIII.

ARTICLE VIII - Obligations of member Governments.

1. Every member Government shall, upon request, provide the Organisation with such information as is essential for the performance of its functions.

2. Every member Government undertakes that-

(i) it will facilitate the execution of Section 3 of Article VII and will recognise the arrangements for temporary use made by the Organisation under that Section;

(ii) It will not, except with the consent of the Organisation-

(a) seize nor make use of any transport equipment and material in Continental Europe found outside the territories under its authority, even though belonging to it or to persons or bodies under its authority;

(b) seize nor make use of transport equipment and material found within territory under its authority but not belonging to it or to persons or bodies under its authority

(c) Seize nor make use of transport equipment and material coming within territory under its authority under arrangements made under the auspices of the Organisation for the movement of traffic of common concern.

The provisions of this Section shall not affect the rights of the Allied Commanders in Chief within any territory in respect of which the Organisation has not begun to exercise its functions under Article VII.

3. Every member Government undertakes to co-operate fully in the census for which provision is made in Section 4 of Article VII.

Declassified E.O. 12356 Section 3.3/NND No. 785021

ARTICLE VIII - Obligations of member Governments

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(a) seize nor make use of any transport equipment and material in Continental Europe found outside the territories under its authority, even though belonging to it or to persons or bodies under its authority;

(b) seize nor make use of transport equipment and material found within territory under its authority but not belonging to it or to persons or bodies under its authority

(c) Seize nor make use of transport equipment and material coming within territory under its authority under arrangements made under the auspices of the Organisation for the movement of traffic of common concern.

The provisions of this Section shall not affect the rights of the Allied Commanders in Chief within any territory in respect of which the Organisation has not begun to exercise its functions under Article VII.

3. Every member Government undertakes to co-operate fully in the census for which provision is made in Section 4 of Article VII.

4. So long as the Organisation deems necessary for the exercise of its functions under Section 2 of Article VII every member Government undertakes that, except with the consent of the Organisation, it will not-

(a) permit the import into territories in Continental Europe under its authority of any transport equipment and material.

(b) permit the export from its own territories of transport equipment and material to any territories in Continental Europe under the authority of member Governments.

The provisions of this Section shall not debar the Allied Commanders in Chief from importing or exporting or permitting the import or export of transport equipment and material into or out of any territory. The provisions of this Section shall apply to the disposal of military transport equipment and material provided that the Allied Commanders in Chief are satisfied that military necessities permit.

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

5. Every member Government shall put into effect directions as to movement of traffic in Continental Europe given by the Organisation in accordance with Section 6 of Article VII.

6. Every member Government shall take all measures practicable and necessary to ensure in respect of the territory in Continental Europe under its own authority that adequate supplies of fuel, power and lubricants are available for the movement of traffic of common concern through or within any territory in Continental Europe.

7. Every member Government undertakes not to levy nor permit the levy of customs duties or other charges, other than transport charges and admissible transit charges, on traffic of common concern in transit through territories in Continental Europe under its authority.

8. Every member Government undertakes to secur that transport charges made within territories in Continental Europe under its authority on traffic of common concern, including such traffic in transit through such territories, shall be as low and simple and as uniform with those in other territories (to which this Agreement applies) as is practicable. Every member Government shall give the fullest consideration to recommendations made by the Organisation in accordance with Section 8 of Article VII and report to the Organisation on the action taken.

9. Every member Government undertakes to co-operate with the Organisation in the exercise of its functions under Sections 11, 12 and 13 of Article VII.

10. Every member Government shall use its best endeavours in its relations with any other international organisations, agencies or authorities to give effect to the provisions of this Agreement.

11. Every member Government shall give the fullest consideration to any recommendations made by the Organisation, in accordance with Sections 9 and 14 of Article VII and report to the Organisation on the action taken.

12. Every member Government shall grant all facilities to and confer authority on members of the staff of the Organisation so far as such facilities and authority are necessary to the performance by the Organisation of its functions in accordance with Article VII.

13. Every member Government shall in territory under its authority take all steps in its power to facilitate the exercise by the Organisation of any of the powers referred to in Article IV.

ARTICLE IX.

The Organisation shall be related to any general international organisation to which may be entrusted the co-ordination of the activities of international organisations with specialised responsibilities.

Declassified E.O. 12356 Section 3.3/NND No. 785021

of common concern, including such traffic in transit through such territories, shall be as low and simple and as uniform with those in other territories (to which this Agreement applies) as is practicable. Every member Government shall give the fullest consideration to recommendations made by the Organisation in accordance with Section 8 of Article VII and report to the Organisation on the action taken.

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12. Every member Government shall grant all facilities to and confer authority on members of the staff of the Organisation so far as such facilities and authority are necessary to the performance by the Organisation of its functions in accordance with Article VII.

13. Every member Government shall in territory under its authority take all steps in its power to facilitate the exercise by the Organisation of any of the powers referred to in Article IV.

ARTICLE IX.

The Organisation shall be related to any general international organisation to which may be entrusted the co-ordination of the activities of international organisations with specialised responsibilities.

ARTICLE X.

The functions of the Organisation shall relate to all forms of transport by road, rail, waterway or pipeline, within the territories of the Continent of Europe in which the Organisation operates, but shall not include seagoing shipping save such shipping as may from time to time be agreed between member Governments and the shipping authorities of the United Nations to be available for coastwise traffic within any territory in Continental Europe under the authority of that Government and any shipping organisation set up by them to ensure;-

(a) The rapid turn round of ships;
(b) the efficient use of port facilities in the best interests of the prompt clearance of cargo of common concern.

3126

ARTICLE XI

1. This Agreement shall come into force on

SECRET

Continued...

Declassified E.O. 12356 Section 3.3/NND No. 785021

SECRET

It shall remain in force for two years from the date of general suspension of hostilities with Germany and shall thereafter remain in force, subject to the right of any member Government after the expiry of eighteen months to give six months' notice in writing to the Council of its intention to withdraw from this Agreement.

2. The organisation shall begin to exercise its functions under the provisions of Article VII (other than Section 1 thereof) and Article X in any territory in Continental Europe as soon as the member Government concerned becomes the effective authority for transport in that territory provided that the Allied Commanders in Chief are satisfied that military necessities permit, and under such conditions as they may find it necessary to impose.

ARTICLE XII.

In the event of there being any inconsistency between the provisions of this Agreement and the provisions of any Agreement already existing between any of the member Governments, the provisions of this Agreement shall, as between such member Governments, be deemed to prevail.

ARTICLE XIII

Until the end of the period of two years after the general suspension of hostilities with Germany, the provisions of this Agreement may be amended, suspended or terminated only by a unanimous vote of the Council. At any time, however, after that date any provision of this Agreement may be amended, suspended or terminated by a two thirds majority of the Council, provided that no alteration shall be made in the provisions of this Agreement so as to extend the financial liability or obligations of any member Government without that Government's consent.

ARTICLE XIV - Definitions.

For the purpose of this Agreement the following definitions have been adopted:-

(i) The term "inland transport" shall comprise all forms of transportation listed in Article X of this Agreement.

(ii) The term "transport equipment and material" shall include, so far as the Executive Board deems it necessary for the execution of the functions of the Organisation-

(a) any items of fixed and mobile equipment, stores (other than fuel) plant and spares and accessories of all kinds specifically intended and required for use of transport undertakings, including equipment required for use in ports whether ashore or afloat or required for use in connection with pipelines;

Declassified E.O. 12356 Section 3.3/NND No. 785021

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(a) any items of fixed and mobile equipment, stores (other than fuel) plant and spares and accessories of all kinds specifically intended and required for use of transport undertakings, including equipment required for use in ports whether ashore or afloat or required for use in connection with pipelines;

(b) material specifically intended and required for the rehabilitation or construction of roads, railways, bridges, ports, pipelines and inland waterways

(c) major plant and tools specifically required for use in the repair of equipment for use by transport authorities.

3119

(iii) The term "traffic of common concern" shall include

(a) personnel, stores, supplies or other traffic to be moved in accordance with the requirements of the Allied Commanders-in-Chief;
(b) displaced persons to be repatriated and other civilians to be moved in accordance with the priorities determined by the appropriate United Nations authority;
(c) supplies for civil needs to be moved in Continental Europe in accordance with the priority determined by the appropriate United Nations authority.

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785021

(iv) The term "persons or bodies under the authority of a member Government" shall mean "persons or bodies operating within territory under the authority of a member Government".

(v) The term "transport charges" shall include, in addition to freight or conveyance charges, any other incidental charges, such as tolls, port charges, charges for warehousing and handling goods in transit, which may affect the cost of transport.

(vi) The term "Allied Commanders-in-Chief" shall mean "those Commanders-in-Chief designated by the appropriate authorities of the Union of Soviet Socialist Republics, United Kingdom and United States of Americas for commands on the Continent of Europe".

Declassified E.O. 12356 Section 3.3/NND No. 785021

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3118

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785021

0965