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

ACC 10000|148|276 (1 of 2 folders)

870/TN/1

E.C.I.T.O. MATTERS - OPENED FROM

AUG. 1945 - SEPT. 1946

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

T.O. MATTERS - OPENED FROM № 72

1945 - SEPT. 1946

0968

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

Ext.470 HEADQUARTERS ALLIED COMMISSION AMB/fm
APO 794
Transportation and Shipping Branch

3707

AC/870/Tn.1 26 Sept.46

Subject : Restitution of Vehicles in Austria.

To : Ministry of Transport
Italian Government
Rome.

1. Reference your 5319/A.C.O.1 of 27th July.

2. Herewith copy of reply received from E.C.I.T.O. to whom the matter was referred.

3. If you wish further action to be taken please deal with E.C.I.T.O. direct.

A.H. STREET
Lt.Colonel
Director.

1 - Incl. As above.

128

0969

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



ECITO (ORMOA) ITALY

A.P.O. S. 551

C.M.F.

3706

Ministero dei Trasporti,
Piazza della Croce Rossa,
ROMA.

Telegrams : ECITO ORMOA ROME

Telephone : 843.450

Reference : RD - 304

18 September 1946.

Subject : Restitution of Vehicles in AUSTRIA.

To : Lt. Col. A. H. Street,
Transportation and Shipping Branch,
H.Q., Allied Commission,
APO. 794,
C.M.F.

Copy to : The Director,
Transport Division
ACA (British Element),
C.M.F.

Transportation Division, Allied Commission AUSTRIA, (British Element), in their TN/TRS/311 of 11 September, state that the British are claiming the vehicles which are the subject of your letter AC/870/Tn.1 of 21 August. If direct negotiation has broken down, it is not felt that any useful purpose will be served by ECITO attempting to intervene in this case. If, however, you still wish to press the matter, we will put it to our Headquarters.

T. Fellowes

R. W. L. FELLOWES,
Divisional Officer,
ECITO (ORMOA) ITALY.

1280

0970

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

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation & Shipping Branch

3705

24 September 1946.

To: E.C.I.T.O., Rome.

1. We are grateful for copy of "The Transport Situation in Europe" for May 1946.

2. We should be glad to receive a copy of No.7 for April, which so far has not reached us.

A.H.STREET
Lt.Colonel
Director

1271

0971

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

Ext.470

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

AHS/fm

3704

21 August 1946

AC/370/Tn.1

Subject:Restitution of Vehicles in Austria.

To :Regional Director
R.C.I.T.O. Rome.

1. Copies of the following letters are attached.

a. From Minister of Transport 5319/AG01 of 27 July.
b. From A.T.A.C. No 6285 of 30 March.
c. From ACTN AC/370/Tn.1 of 1 August.
d. From Allied Commission Austria TT/RDS/311 of 14 August.

2. The above correspondence is forwarded for your information.

3. Should it be possible for your organisation to assist in the return of these vehicles, it would be much appreciated.

A.H. STREET
Lt. Colonel
Director.

126

4. - Encl.
Correspondence.

0972

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

ALLIED COMMISSION FOR AUSTRIA.

(British Element) Ref:- TN/RDS/311

Subject:- Restitution of Vehicles of Italian Origin.

To:- Headquarters, Allied Commission Rome,
Transportation and Shipping Branch,
A.P.O. 794.
C.M.F.

3703

1. This will acknowledge your letter AC/870/Tn.1. dated 1 Aug 46 forwarding sundry correspondence wherein a request was made for the restitution of certain Italian vehicles alleged to have been removed by the Germans from Italy and to be situated at present within the British Zone of Austria.

2. It is regretted that we cannot see our way clear to release the vehicles, if in fact they exist, and for information and future guidance you are informed that claims for restoration of War Booty of original Italian source cannot be entertained.

K.W. EARLE.
for Director.
Transport Division.

VIENNA HQ
14 Aug 46
KWE/JMS

Copy to:- R.D. and R. Division.

126a

Ref: S.504/1/Adg. Accommodation.

SIGNAL DESPATCHED THURSDAY, 8TH AUGUST, 1946.

FROM: ECITO ORMOA ROME

TO: (1) ALLIED SECRETARIAT ACA VIENNA
(2) SOVIET ELEMENT ACA VIENNA
(3) US ELEMENT ACA VIENNA
(4) BRITISH ELEMENT ACA VIENNA
(5) FRENCH ELEMENT ACA VIENNA
(6) HQ MOV ACA VIENNA
(7) AFHQ MOV.
(8) MOV 13 CORPS
(9) DDTN TRIESTE
(10) AMG 13 CORPS
(11) UNRRA TRIESTE FOR NEDERBRACT
(12) UNRRA VIENNA FOR DAVIS (13) B.T.E.
(14) BRITISH MILITARY MISSION TO BELGIUM BAOR FOR ORMOA ROME
Info: (15) BAS FRANCE FOR ECITOTRANS FOR ORMOA REAR

Originator's No: 275.

3702

FIRST: BIDAC MEETING WILL BE HELD AT KLAGENFURT ON FRIDAY THE SIX AUGUST 1946 AT ZERO NINE THREE ZERO HOURS(.)
SECOND: BTA WITH AGREEMENT AFHQ KINDLY PROVIDING ACCOMMODATION AT HOTEL MOSER(.)
THIRD: SIGNAL NAMES OF REPRESENTATIVES ATTENDING AND NUMBER OF NIGHTS FOR WHICH ACCOMMODATION REQUIRED(.) CIVILIANS COMING FROM OUTSIDE AUSTRIA REQUESTED SIGNAL PASSPORT OR IDENTITY CARD NUMBER(.)
FOURTH: AGENDA(.)
(A) CONSIDERATION MINUTES OF PREVIOUS MEETING(.)
(B) CONSIDERATION OF BIDS FOR SEPTEMBER FOR INTERNATIONAL TRAFFIC IN ACCORDANCE WITH USUAL PROCEDURE(.)
(C) CONSIDER WAGON SUPPLY TO MEET BIDS(.)
(D) PASSENGER TRAFFIC AUSTRIA-ITALY(.)

Copy by hand to: Director General, I.S.R.
UNRRA Mission to ITALY.
Ing. Caliendo, I.S.R.
Q (Mov.) Liaison.
A.C., Tn. Sub-Comm. ✓

Through civilian channels to: ECITO, PRAHA.
EUROTRANS, WARSAW.
Mov. Div. London, ECITO.

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

(13) UNRRA MISSION FOR DAVIS (14) B.M.M.B.
(14) BRITISH MILITARY MISSION TO BELGIUM BAOR FOR ORMOA DOUBLE
Info:(15) BAS FRANCE FOR ECITOTRANS FOR ORMOA REAR

Originator's No: 275.

3702

FIRST: BIDAC MEETING WILL BE HELD AT KLAGENFURT ON FRIDAY THE SIX AUGUST 1946 AT ZERO NINE THREE ZERO HOURS(.)
SECOND: BTA WITH AGREEMENT AFHQ KINDLY PROVIDING ACCOMMODATION AT HOTEL MOSER(.)
THIRD: SIGNAL NAMES OF REPRESENTATIVES ATTENDING AND NUMBER OF NIGHTS FOR WHICH ACCOMMODATION REQUIRED(.) CIVILIANS COMING FROM OUTSIDE AUSTRIA REQUESTED SIGNAL PASSPORT OR IDENTITY CARD NUMBER(.)
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Q (Mov.) Liaison.
A.C., Tn. Sub-Comm. ✓

Through civilian channels to: ECITO, PRAHA.
EUROTRANS, WARSAW.
Mov. Div. London, ECITO.

Signed: A. C. PING.
Lt.-Col.

IMMEDIATE.

125

870

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0975

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

EGITO (ORMOA) ITALY

A.P.O. S. 551

C.M.F.

Ministero dei Trasporti,
Piazza della Croce Rossa,
ROMA.

6 August 1946.

Telegram : EGITO ORMOA ROME

Telephone : 863.551 - Ex. 9322

Reference : RY - 408/3/1

Subject : Journey of San Carlo Opera, Naples, to England.

To : Wagons-Lits Coy., - attention Comm. Benini, Rome.

3701

Copy to : Allied Commission, ✓
Transportation Sub-Commission.

Headquarters,
Naples Liaison Group,
Allied Commission,
APO. 794.

Director General,
Italian State Railways.

Q (Mov.) Liaison.

We understand the San Carlo Opera Company is anxious to travel from NAPLES to ENGLAND on or about 28 August next, and that they are asking for five wagons-lits and two baggage vans to be put at their disposal. It seems most unlikely that you will have such a number of wagons-lits available, but doubtless you will arrange to contact the authorities concerned to ascertain what arrangements can be made.

If any assistance is required from this Organization, please communicate with us further.

for R. W. L. FELLOWES,
Divisional Officer,
EGITO (ORMOA) ITALY.

0976

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

Ext.470 HEADQUARTERS ALLIED COMMISSION AMG/fm
APO 794
Transportation and Shipping Branch

AC/870/Tn.1 2 August 1946

Subject : Railway Reservation.

To : E.C.I.T.O.
Rome.

1. Attached is copy of letter MIG/92/857 of 30 July, received from the Chief Liaison Officer Naples.

2. As this requires international cooperation will you please deal with same.

A.H. STUART
Lt. Colonel
Director.

Copy to : H.Q. Naples Area.

5709

123

0977

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

HEADQUARTERS
NAPLES LIAISON GROUP
ALLIED COMMISSION
APO. 794.

Transport Pol.
9917

30 July, 1946

Ref. : NLG/9r/857

SUBJECT : Railway reservation.

TO : A. C. HQ.

3699

1. A contract has been signed for the Naples San Carlo Opera Company to go over to London where they will give a series of Italian operas in the Covent Garden Opera House. This visit is receiving official support, and it is hoped it will be of very great value in creating good relations between the two countries.

2. May an immediate application, please, be made to the Italian Government State Railways for the necessary rolling stock to be made available. The party will require: 5 wagon lits and 2 baggage wagons and facilities for the move to be made straight through from Naples to Calais, leaving Naples on the 28th or 29th of August next.

3. As this office is closing down, may details, please, be communicated direct to Naples Area HQ. as soon as they are known.

C/2848

J. A. C. PENNYCUICK
Colonel
Chief Liaison Officer
Naples Liaison Group
Allied Commission.

Copy to:- HQ. Naples Area - C.M.F.
Maj Lines (Welfare)

123a

0978

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

Ext.470 HEADQUARTERS ALLIED COMMISSION AHS/fm
AFO 794
Transportation and Shipping Branch

0698

AC/870/Tn.1 1 August 1946

Subject : Recovery of A.T.A.C. Rolling Stock.

To : Chief of Transportation Officer A.C.
Austria.

1. Herewith copies of letters received from Ministro dei Trasporti, Rome.

2. Any help you can give in obtaining the return of the vehicles at Klagenfurt will be appreciated.

A.H. SEWELL
Lt. Colonel
Director.

2 - Encl.
Copies of ltrs.

129

TRANSLATION.

FROM : MINISTRY OF TRANSPORT ,
Inspect.Gen. of Civ.Motorization.

REF.No. : 5319/AGO 1 27 July 1946 .

SUBJECT : Recovery of A.T.A.C. Rolling-Stock.

TO : HQ.AC.Rome.

1. Attached herete is a report on A.T.A.C. Rolling-Stock damaged by the German Occupational Authorities.

2. The a/m Municipal Tram & Bus Service apply to you for a favourable action and assistance in recovering the rolling-stock seized by the Germans.

3. All assistance from the part of AC will be appreciated.

(sgd) Illegible,

The Minister .

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

the German Occupational Authorities.

2. The a/m Municipal Tram & Bus Service apply to you for a favourable action and assistance in recovering the rolling-stock seized by the Germans.

3. All assistance from the part of AC will be appreciated.

(sgd) Illegible,

The Minister .

122a

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

TRANSLATION.

FROM : A.T.A.C. (Municipal Tram & Bus Service).

3697

REF.No. : 6285

30 March 1946.

SUBJECT : Recovery of A.T.A.C. Rolling-Stock.

TO : HQ. AC. Rome.

The Municipal Tram & Bus Service, managing almost all urban tram & bus public lines in Rome, was badly damaged during the war, the bulk of our rolling-stock having been seized and requisitioned by the Germans without any formality.

List of Damages :

a. 30 buses (LANCIA, ALFA ROMEO, FIAT) ;
b. 3 auto-cars, ordinary & 5 vehicles, various;
c. 27 filobuses;
d. 40 trams;
e. 40 trailers.

Further, the bulk of the 136 buses, previously requisitioned by the Italian Army, were later seized by the Germans (Italian Military Authrities are willing to derequisition the above vehicles and to return them to us), while 66 trams, 24 buses and 23 filobuses were destroyed by bombing.

- - - - - - - -

As it appears from the above list, the lack of means of conveyance has taken on such proportions as to threaten with insufficiency all performance of transport services so vital for the economic life of our Metropolis.

Inquiries have shown that the bulk of the above rolling-stock were taken to Germany and other countries formerly under German occupation, for instance the following 8 buses, now laid up at Klagenfurt concentration camp in the U.S. Occupational Zone, but supposed to pass into French hands in the nearest future:

	Management	Reg.No.	Chassis No.	Motor No.
1. LANCIA OMICRON	203	12718	15/6	80797
2. " "	279	24480	15/432	80734
3. FIAT 656 R.N.	1519	44459	23126	

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

ℓ bus public lines in Rome, was badly damaged during the war, the bulk of our rolling-stock having been seized and requisitioned by the Germans without any formality.

List of Damages:

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b. 3 auto-cars, ordinary & 5 vehicles, various;
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3. FIAT 656 R.N.	1519	44459	23476	000020
4. " " "	1537	44995	23485	000029
5. " " R.N.A. 2	3509	76432	37016	000123
6. " " "	3531	79081	45817	000146
7. FIAT 635 R BTCF 13		35590	000086	247
8. " " BTCF 21		35587	000119	000234

..... 2/

122 a 1

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

NOTE : The above vehicles from 1 to 6 were seized by the Germans,while 7 & 8 were originally requisitioned by Italian Army and passed into German hands later on.

3596

According to our information,the French Command,supposed to take over the Klagenfurt camp,intend to assign the a/m vehicles to Yugoslavia.It is likely enough that other material,stored at the a/m camp,will also be handed over to Yugoslavs.We are not in position to verify the above statement,but we deem it our duty to intimate this to you,as the allegedly planned action would cause a heavy loss to our firm.

AC are familiar with the efforts in reestablishing communication links in Rome made by our firm since Liberation and crowned more or less with success thanks to your assistance,therefore,we take the liberty to apply to you to take action for recovery of the a/m rolling-stock at the appropriate Allied Commands.

Hoping that this application will be favourably accepted,

I have the honour to remain,

Respectfully yours

(sgd) Illegible,

The Director .

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

0984

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

I.G.M. 210

Roma 27-7-1946

Ministero dei Trasporti
ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

ON. COMMISSIONE ALLEATA
ROMA

Divisione UFF.C.L.G. Sez.
Prot. 5319/AG01 Allegati Risposta al foglio

OGGETTO Recupero di materiale dell'Azienda Tramvie e Autobus del Comune di Roma

I sensibili danni causati dai tedeschi all'Azienda Tramvie e Autobus del Comune di Roma, durante il periodo della loro dominazione, sono descritti nell'unita lettera con la quale detta Azienda si rivolge a codesta On.Commissione, perchè voglia adoperarsi perfar sì che una parte del materiale asportato possa essere recuperato e restituito alla richiedente.

Si gradirà conoscere le decisioni che codesta On.Commissione riterrà adottare al riguardo.

IL MINISTRO

3695

M/B

1221

Mod. 4 (Serv. Affari Generali)

AZIENDA TRAMVIE E AUTOBUS
DEL COMUNE DI ROMA

Roma, li 30 MAG 1946

VIA VOLTURNO, 65 - Telef. 485.251 - Ind. Telegrafico ATAC - ROMA

SERVIZIO

N. 6285

Cat. 7 Classe 9 Fasc. 1

Risposta al N.

del

Allegati N.

All'ON.COMMISSIONE ALLEATA

3694

R O M A

OGGETTO

Nelle verie vicende di questa guerra questa Azienda - la quale, come è noto, gestisce quasi tutti i trasporti collettivi della città di Roma - è stata privata da parte dei Tedeschi - o sotto forma di forzata cessione o sotto forma di materiale asportazione senza alcuna formalità - di un ingente parte del suo materiale mobile, e precisamente di :

a) 30 vetture autobus di vari tipo (Lancia, Alfa Romeo, Fiat);
b) 3 autovetture comuni e 5 altri autoveicoli vari;
c) 27 vetture filoviarie (filobus);
d) 40 vetture tramviarie motrici;
e) 40 rimorchi tramviari.

Infine gran parte dei 136 autobus che già erano stati prima requisiti a questa Azienda dal R.Esercito Italiano - e che esso oggi sarebbe disposto a derequisire a nostro favore - è pure andata a finire preda dei Tedeschi.

Se a questo ingente numero si aggiunge quello del materiale interamente distrutto dai bombardamenti aerei (66 tram; 24 autobus; 23 filobus), si avrà l'idea esatta della riduzione quantitativa che il parco aziendale ha subito e la spiegazione principale dell'inefficienza dei servizi di trasporti collettivi che in atto grava sulla vita e sull'economia

Nella risposta citare: Servizio numeri e Sigle della presente.

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

OGGETTO

Nelle varie vicende di questa guerra questa Azienda - la quale, come è noto, gestisce quasi tutti i trasporti collettivi della città di Roma - è stata privata da parte dei Tedeschi - o sotto forma di forzata cessione o sotto forma di materiale asportazione senza alcuna formalità - di un ingente parte del suo materiale mobile, e precisamente di :

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Dalle pratiche e ricerche effettuate allo scopo di ritornare in possesso di quanto di detto materiale disperso siasi salvato da successive distruzioni, è risultato che la maggior parte di esso è stata trasferita in Germania o in altri paesi di occupazione tedesca.

Per sicuro accertamento ci risulta, anzi, che a fine dello scorso di-

./.

Nella risposta citare: Servizio numeri e Sigle della presente.

10.000 (474) S.E.T. Apollon, Roma 1945 (374)

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

cembre si trovavano a Klagenfurt - accantonati in un campo di concentramento autoveicoli, allora in potere degli Americani, ma in procinto di passare ai Francesi - i seguenti 8 autobus aziendali :

	Eserc.	Targa	Telaio	Motore
1) Lancia Omicron	203	12718	I5/6	80797
2) " "	279	24480	15/423	80734
3) Fiat 656 R.N.	1519	44459	23476	000020
4) " " "	1537	44995	23485	000029
5) " " R.N.A.2	3509	76432	37016	000123
6) " " "	3531	79081	45817	000146
7) Fiat 635 R BTCFI3		35590	000086	247
8) " BTCF21		35587	000119	000234

Di queste macchine le prime sei erano state direttamente asportate a quest'Azienda dai Tedeschi durante il tempo della loro occupazione di Roma; mentre le ultime due, già a noi requisite dall'Esercito Italiano, vennero a cadere solo successivamente in mano ai Tedeschi.

Dalle notizie avute sembra che il Comando Francese, che doveva subentrare nell'occupazione del campo di raccolta di Klagenfurt, avesse intenzione di cedere quegli autobus, o forse tutto il materiale contenuto nel detto campo, agli Yugoslavi. Non sappiamo se ciò corrisponda al vero o se sia avvenuto; ma di fronte al danno che tale eventualità arrecherebbe a questa Azienda, ci permettiamo segnalare quanto sopra a codesto Cm.le Comando, rappresentando la nostra necessità di scongiurarla. Nell'attuale situazione della città di Roma è di somma importanza agevolare un efficiente ripristino del servizio autobus urbano e sono noti a codesta Commissione - anche per gli efficaci contributi da noi ricevuti da parte del Comando Alleato - quanti sforzi abbia compiuto questa Azienda a tal

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

5) " " R.R.A.2 — 3531 79081 45817 . 000146

6) " " " — 35590 000086 247

7) Fiat 635 R BTCFI3 — 35587 000119 000234

8) " BTCF21

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Nell'avanzare tale richiesta confidiamo che le particolari ragioni

2000 (521) S.E.T. Apollon, Roma 1945 (475)

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

che la giustificano saranno tenute in benevola considerazione e con questa fiducia ringraziamo.

Con ogni osservanza.

IL DIRETTORE

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

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

NSC 1/4c

Con ogni osservanza.

IL DIRETTORE

Ref.: RY - 410/1/1.

E C I T O (ORMCA) ITALY

PROGRESS REPORT FOR J U N E AND J U L Y 1946.

3692

PART I - JUNE.

1. Monthly Statistical Railway Report.

The Statistical tables for the month of June are forwarded herewith to Rail Division and ORMCA. Figures for the I.S.R. and the Private Railways are given separately as well as combined in a summary.

The tables are prepared according to the new requirements (ORMCA/212 of 25.6.46.).

Table 1, para I Locomotives, as done in the previous report, has been divided into a. Locomotives (steam and electric) and b. Electric Motor Coaches and Railcars. Table 2 shows Wagons (para II), and Coaches (para III). To complete the picture, para IV Baggage Vans and para V Postal Vans, were added. Table 3 shows the average monthly repair of Motive Power.

A limited report on the position in the Allied Zone "A" of Venezia Giulia is included at Appendix 8, and it is hoped to submit further figures in subsequent reports.

2. General Situation of Rolling Stock. (Italian State Railways)

a) Locomotives :

ITALIAN.

(i) Steam engines: ISR Steam Locomotives in service on 30 June 1946 were 1764, as against 1845 on 31 May 1946; decrease 81. The serviceable stock stored increased from 133 to 192 units. The number of Locomotives " under or awaiting repair " increased by 23 to 1803 units.

(ii) Electric Locomotives: ISR Electric Locomotives in use increased from 736 to 767 units. Those " under or awaiting repair" decreased by 46 units.

FOREIGN.

(i) Steam engines: Foreign Steam engines in use decreased by 10 to 209 units. The serviceable foreign Locos stored increased from 7 to 13 units, and those "under or awaiting repair" from 134 to 138 units.

(ii) Electric Locomotives: In the foreign electric Locos there was a movement of 1 unit from the Stock "under or awaiting repair" to the Stock in use.

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A limited report on the position in the Allied Zone "A" of Venezia Giulia is included at Appendix 8, and it is hoped to submit further figures in subsequent reports.

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a) Locomotives :

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(ii) Electric Locomotives: ISR Electric Locomotives in use increased from 736 to 767 units. Those " under or awaiting repair" decreased by 46 units.

FOREIGN.

(i) Steam engines: Foreign Steam engines in use decreased by 10 to 209 units. The serviceable foreign Locos stored increased from 7 to 13 units, and those "under or awaiting repair" from 134 to 138 units.

(ii) Electric Locomotives: In the foreign electric Locos there was a movement of 1 unit from the Stock "under or awaiting repair" to the Stock in use.

There is no improvement in the overall situation of steam engines, although the increase of serviceable stock stored denotes the favourable condition of the park with regard to traffic requirements. This situation, however, is bound to change with the elimination of traffic restrictions on steam operated lines. These restrictions were lifted by the middle of June and it must be expected that in the near future, the limited number of steam engines available will not allow full use of the capacity of lines and available Freight Stock.

On the other hand, the park of Electric Locomotives improved also in June, thus going hand in hand with the extension of electrified track. The increase in this stock will result in an increase of traffic on electrified lines, subject, of course, to the availability of electric power.

..... (b)Freight

121

870

2660

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b) Freight Rolling Stock.

ISR owned serviceable freight cars on 30 June 1946 amounted to 55,324, showing an increase of 1495. The Stock "under or awaiting repair" increased by 401 to 2476 units. The Total Stock available therefore increased by 1896, due mainly to the repatriation of damaged Italian stock from abroad, stock repaired and normal exchange of wagons at frontiers.

Serviceable freight cars of Foreign Administrations increased by 137 to 29,217. Damaged foreign wagons decreased by 628 units.

The available stock could have met heavier traffic than was actually accepted, if loading restrictions due to shortage of coal had not shown their result. The turn round of wagons is still high for the same reason. (It must also be noted that due to the lack of port clearance traffic with its low turn round of wagons, the average turn round is remaining high).

c) Passenger Rolling Stock.

ISR owned serviceable Passenger Coaches on 30 June 1946 amounted to 1307, as against 1374 on 31 May 1946, with a decrease of 67 units. The Coaches " under or awaiting repair" increased by the same figure to 3278.

There was a decrease of 13 units in the serviceable Foreign Stock (from 99 to 86) and a corresponding increase in those " under or awaiting repair".

360 serviceable coaches are still used by the Allied Forces.

The situation of this Stock continues to cause grave concern, as there are no new constructions and repairs, due to the bad state and the extensive use of the coaches, do not even cover the number of coaches coming out of circulation for running repairs.

As said in May report, if the quantity of this Stock cannot be increased, by returning to civilian use the portion at present used for other purposes in the country and abroad and if the repair work cannot be intensified, the situation during next Winter will become tragic.

Apart from the inavailability of materials for coach construction, there is no direct incentive to produce good stock, as there is no guarantee that such new stock will not be requisitioned for military purposes.

It must be noted that probably many more box cars are used for Passenger services than is actually shown (155) and this, during the Winter months might lead to disorders.

3. Traffic on Italian State Railway system.

a) Freight:

The average number of wagons loaded daily was 5824 against 5911 in May. The

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1397, as against 1374 on 31 May 1946, with a decrease of 67 units. The Coaches " under or awaiting repair" increased by the same figure to 3278.

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It must be noted that probably many more box cars are used for Passenger services than is actually shown (155) and this, during the Winter months might lead to disorders.

3. Traffic on Italian State Railway system.

a) Freight:

The average number of wagons loaded daily was 5824 against 5911 in May. The decrease is due to lower Military loadings, whilst Civilian loadings show a slight increase from 4569 to 4613 wagons per day.

In June, some of the traffic restrictions were still effective.

The movement of loaded and empty wagons at frontier stations (App.7) has decreased from 57,549 in May to 51477 in June, due mainly to lighter port clearance traffic.

The loss of 2253 wagons in May has partially been balanced by a gain of 517 wagons in June.

The number of damaged cars exchanged at Brenner and Ventimiglia during the period 16.5. - 30.6.1946 was:
2359 damaged foreign wagons sent to home country and
2318 damaged Italian wagons received from abroad, ... Breakdown

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Breakdown of figures is given in Appendix 2 chart 4.

Appendices 4 and 5 show the trend of Wagon exchanges with Switzerland and France, according to reports submitted to RMW Paris. 3691

Balancing movements ordered were the following:

Period:	Movement in period:		
1 - 7.6.46.	15 - 21.6.46.	=	Italy to France = 50 box cars
8 -14.6.46.	22 - 28.6.46.	=	None
15 -21.6.46.	29.6.-5.7.46.	=	France to Italy = 50 box cars
22 -28.6.46.	6.7.-12.7.46.	=	None

The daily average of freight train - kms. covered in June is 90,685 as against 85,915 in May. The increase of 4,770 is accounted for by 3239 train - kms. of military traffic and 1528 train - kms. of Civilian traffic.

b) Passenger.

During June the following services were introduced:

- 1 daily Railcar service between Leghorn and Florence;
- 2 daily trains(instead of 4 times weekly) between Rome and Genoa w.e.f. 15 June 1946;
- 2 daily trains(instead of thrice weekly) between Turin and Venice w.e.f. 15 June 1946;
- 2 daily trains(instead of thrice weekly) between Naples and Taranto w.e.f. 15 June 1946;
- from the same date, Wagons Lits services between Turin and Rome, Milan - Genoa - Rome; the second class through coaches Ventimiglia - Rome, Milan - Genoa - Roma and Genoa Venice, the second and third class through coaches Rome - Lecce, Rome - Taranto via Foggia and via Naples-Potenza were run daily.

Train - kms. run during June amount to 101,101 as against 92,916 in May. The increase is totally accounted for by Civilian traffic, whilst Military traffic slightly decreased.

Passenger - kms. increased heavily due to resumption of the issue of weekly and monthly season tickets.

c) Comparison of steam, electric and oil traction figures:

Type of traction :	Train-kms.(daily)			Tons per kilometer (daily)		
	May	June	Difference	May	June	Difference:

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b) Passenger.

During June the following services were introduced:

- 1 daily Railcar service between Leghorn and Florence;
- 2 daily trains(instead of 4 times weekly) between Rome and Genoa w.e.f. 15 June 1946;
- 2 daily trains(instead of thrice weekly) between Turin and Venice w.e.f. 15 June 1946;
- 2 daily trains(instead of thrice weekly) between Naples and Taranto w.e.f. 15 June 1946;
- from the same date, Wagons Lits services between Turin and Rome, Milan - Genoa - Rome; the second class through coaches Ventimiglia - Rome, Milan - Genoa - Roma and Genoa Venice, the second and third class through coaches Rome - Lecce, Rome - Taranto via Foggia and via Naples-Potenza were run daily.

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Passenger - kms. increased heavily due to resumption of the issue of weekly and monthly season tickets.

c) Comparison of steam, electric and oil traction figures:

Type of traction :	Train-kms.(daily)			Tons per kilometer (daily)		
	May	June	Difference	May	June	Difference:
STEAM - Passenger	30,849	32,036	+ 1,187	7,177,742	6,931,705	- 246,037
Goods	31,854	33,179	+ 1,325	15,449,482	15,415,847	- 33,635
ELECTRIC-Passenger	41,483	47,551	+ 6,068	12,603,034	9,673,909	-2,929,125
Goods	36,291	40,488	+ 4,197	21,705,513	22,346,201	+ 640,688
OIL - Passenger	20,584	21,514	+ 950	3,768,952	2,934,511	- 834,441
Goods	17,772	17,016	- 756	11,464,322	7,999,294	-3,465,028

..... (d)

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a) International Italian Wagon-Lits services:

		May 1946 (Passengers)	June 1946 (Passengers)
Bologna	- Bari	124	-
Rome	- Venice	435	355
"	- Palermo	459	387
"	- Brindisi	445	196
"	- Milan(via Falconara)	834	837
"	- " (via Genoa)	610	885
"	- Bologna	923	832
"	- Reggio Calabria	1568	1146
"	- Taranto	79	86
"	- Turin	826	995
Milan	- Rome (via Florence)	1329	751
"	- Bari	477	516

4. Fuel Situation.

Coal consumption during June 1946 was 87,133 tons (93,728 tons in May); existing stocks on 30 June 1946 decreased to 127,423 (185,199 end of May). Although coal consumption was reduced, stocks fell heavily, due to very small arrivals in Italian ports.

It will be noted that train - kms. on steam operated lines were higher in June than in May; consequently coal consumption per unit was considerably reduced. This is due:

(i) to a strict control over the fuel consumption and Locomotive personnel;
(ii) to a smaller use of isolated Locomotives in circulation;
(iii) to the substitution of steam shunting by electric shunting in stations were electric traction is available:
(iv) to making the maximum use of trains in order to avoid the running of special trains;
(v) to intensification in the maintenance of Locomotives in order to improve services.

5. Reconstruction progress of permanent plant and electrification of lines:

a) During June the lines in operation increased by 64 kms; (single track 29 kms., double track 35 kms). Electrification was extended to 315 kms. of single track and 28 kms of double track lines.

b) Steam Traction:

(i) Single track: The reconstruction of the Fidenza-Cremona line, the section Mezzano - Ravenna of Ferrara - Ravenna line and Terni-Piediluco of the Terni - Sulmona line were the most important events.

(ii) Double track: Double track was restored between Caldiero-S.Bonifacio on the Verona - Vicenza line and Cesena - S. Arcangelo on the Bologna - Ancona line.

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(ii) Double track: Double track was restored between Caldiero-S.Bonifacio on the Verona - Vicenza line and Cesena - S. Arcangelo on the Bologna - Ancona line.

c) Electric traction:

The electrification of the Parma - Bologna and the Rome - Villa Literno line has gone a long way towards the through electrification between Milan - Reggio Calabria, over which line some of the heaviest traffic of the Italian system is moved.

6. Repair Situation of Rolling Stock.

Appendix 2 gives under chart 1 the newly built Rolling Stock delivered by Private Workshops. During June, only Freight cars and no coaches were delivered to the I.S.R. Charts 2, 3 & 4 give the Situation of damaged wagons, Statement of repairs and return of damaged wagons to owner countries, as submitted to WRWP meeting of July 24, 1946. ..... 7.Motor veh.

8660

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7. MOTOR VEHICLES:

In June, the output of the Italian Motor vehicles industry comprised:

3690

Constructing firms :	Tourist Cars	BUSSES	Small vans	Lorries		Total
				Medium	Heavy	
F I A T	531	39	414	244	190	1418
S P A	-	1	-	143	3	147
LANCIA	134	22	72	[illegible]	101	329
ALFA ROMEO	9	19	-	52	27	107
ISOTTA FRASCHINI	-	-	-	52	12	64
EDOARDO BLANCHI	-	-	-	41	-	41
O.M.	-	-	-	105	-	105
BREDA ERNESTO	-	-	-	-	-	-
MASERATI	1	-	-	-	-	1
S.A.M.E.M.	12	-	-	-	-	12
	687	81	486	637	333	2224

PART II - J U L Y .

1. Passenger Traffic.

Passenger traffic increased heavily during July especially to seaside and mountain resorts; this made the paucity of coaching stock still more acute. New services were introduced and many others were increased from thrice weekly or four times weekly runnings to daily runnings. The new fast train between Rome and Milan, running in 12.05 hrs from Rome to Milan and 12.15 hrs. on the way back, deserves special mention.

Negotiations have continued during the month to improve civilian services with Austria. It is understood that nationals of other than occupying powers can now enter Austria on visas only. (There appears to be a demand for military permits in the Russian Zone and this is being investigated). This makes it even more desirable that satisfactory services should exist via Brenner and via Tarvisio and the matter is therefore being pursued with the Authorities concerned.

2. Freight Traffic.

During July the traffic accepted at stations has increased. Traffic was particularly heavy at ports due to the simultaneous arrivals during the second half of the month, of coal and grain cargoes.

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BREDA ERNESTO	-	-	-	105	-	105
MASERATI	1	-	-	-	-	-
S.A.M.E.M.	12	-	-	-	-	1
						12
	687	81	486	637	333	2224

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The average daily loadings at ports during the first half of the month were:

1457 wagons, of which 565 wagons were coal and 188 wagons grain.
During the second half of July, the daily average surpassed 2000 wagons, of which 850 were coal and 230 grain. Also the traffic to Austria increased during the second half with regard to the first, with 55 daily loadings against 13. International traffic, according to accepted BIDAC programme has also grown considerably.

The demands for freight cars are far beyond the supply available, and in view of anticipated heavier demands due to increase in imports, it has been considered necessary to draw the attention of the Minister of Transport to the situation.

..... 3. Reopening

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3. Reopening of Tarvisio transit.

On the 9th JULY 1946 the bridge at Arnoldstein was reopened and traffic, temporarily rounted via Fortezza - S. Candido and Brenner, again moves over the normal route. From the same date also the exchange of damaged Italian and German stock via Brenner was resumed.

4. Electrification.

During July, re-electrification work has been continued on the Genoa - Ventimiglia Line and electric traction was restored on the section Albenga - Porto Maurizio (Km. 28). Re-electrification was also completed on the Rome - Fiumicino Line (Km. 34) and of various station sidings in the Rome Area, as well as from Ancona Central to Ancona Harbour (Km.2).

On the 4th July the 120,000 Volt H.T. circuit between Cassino and Segni stations of the Rome - Formia - Naples line was completed, and on July 10th, the first group of 12,000 KWA of the Sagittario electric power station was reactivated.

5. Bridge repair.

On the 18th of July, by means of a temporary structure, the Po bridge at Pontelagoscuro was reopened, thus restoring a direct connection between Bologna and Padova.

6. Road Transports.

a) The Italian Government officially agreed to become a party to the international agreement of Fuel coupons. Instructions were issued at the same time, to facilitate the issue of petrol to foreign tourists entering the country.

b) An application was received during the month for authority to haul by road from Italy to Ostend. The apparent difficulty is in the obtaining of tryptiches for transit through other countries. The matter was referred to the Government Department concerned.

7. The BIDAC Meeting was held at Venice on Friday and Saturday 19th and 20th July, ans was well attended. Brigadier R.W.L. Fellowes left for Paris immediately after the meeting.

6.8.46.

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for R. W. L. FELLOWES,
Divisional Officer,

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Rome Area, as well as from Ancona Central to Ancona Harbour (Km.2).

On the 4th July the 120,000 Volt H.T. circuit between Campolecne and Segni stations of the Rome - Formia - Naples line was completed, and on July 10th, the first group of 12,000 KWA of the Sagittario electric power station was reactivated.

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6.8.46.

a.c. Ping
for R. W. L. FELLOWES,
Divisional Officer,
ECITO (ORMOA) ITALY.

Distribution:

ECITO - Rail Division (1)
- Movements Division
- Road Transport Division (See Pt. I, para 7 and Pt.II, para 6)
- Supplies and Equipment Div. (Continent).
- Supplies and Equipment Div. (U.K.) London.
- Inland Water Transport Div.

ORMOA - BRUSSELS (2)
- REAR (4)

Allied Commission, (Tn. Sub - Commission)
H.B.M. Embassy, Commercial Attache.
U.S. Embassy - Economic Section (Mr.Pope) (8)
AFHQ., G-5.

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Railway system : ITALIAN STATE RAILWAYS. TABLE 1.

Period : J U N E 1946.
MONTHLY SITUATION REPORT.

I. a LOCOMOTIVES.	O W N		FOREIGN		T O T A L	
	Steam	Electr.	Steam	Electr.	Steam	Electr.
1. Total stock available	3759	1397	360	54	4119	1451
2. Stock in use :						
a. Goods	1298	767	205	19	1503	786
b. Passenger						
c. Shunting	466	-	4	14	470	14
Total	1764	767	209	33	1973	800
3. Stock stored :						
a. Serviceable	192	-	13	-	205	-
b. Under repair or awaiting repair....	1803	630	138		1941	651
c. Damaged beyond repair..	-	-	-		-	-
d. Inacoessible	-	-	-		-	-
Total	1995	630	151		2146	651
4. Average daily kilometers covered by Locmotives:...	Will be given later.					

I. b. ELECTRIC MOTOR COACHES & RAILCARS.	O W N		FOREIGN		T O T A L	
	Steam	Electr.	Steam	Electr.	Steam	Electr.
1. Total Stock available	640	233	10	-	650	233
2. Stock in use :						
a. Goods	154	88	2	-	156	88
b. Passenger						
c. Shunting	-	-	-	-	-	-
Total	154	88	2		156	88
3. Stock stored :						
a. Serviceable	-	-	-	-	-	-
b. Under repair or awaiting repair	486	145	8	-	494	145
c. Damaged beyend repair..	-	-	-	-	-	-
d. Inacessible	-	-	-	-	-	-

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3. Stock stored :						
a. Serviceable	192	-	13	-	205	-
b. Under repair or awaiting repair....	1803	630	138	-	1941	651
c. Damaged beyond repair..	-	-	-		-	-
d. Inacessible	-	-	-		-	-
Total	1995	630	151		2146	651
4. Average daily kilometers covered by Locmotives:...	Will be given later.					

I. b. ELECTRIC MOTOR COACHES & RAILCARS.

	OWN		FOREIGN		TOTAL	
	Steam	Electr.	Steam	Electr.	Steam	Electr.
1. Total Stock available	640	233	10	-	650	233
2. Stock in use :						
a. Goods	154	88	2	-	156	88
b. Passenger	-	-	-	-	-	-
c. Shunting						
Total	154	88	2		156	88
3. Stock stored :						
a. Serviceable	486	145	8	-	494	145
b. Under repair or awaiting repair	-	-	-	-	-	-
c. Damaged beyond repair..	-	-	-	-	-	-
d. Inacessible						
Total	486	145	8	-	494	145
4. Average daily kilometers covered :	Will be given later.					

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Railway system : Italian State Railways.

TABLE 3 (2)

Period : J U N E 1946.

MONTHLY SITUATION REPORT.

II. W A G O N S :	O W N	FOREIGN	TOTAL
1. Total Stock available	80,088	45,084	125,172
2. Stock in use	55,324	29,217	84,541
3. Wagons loaded daily for:			
a. Military requirements			602
b. Military sponsored			-
c. Commercial Undertaking			4613
d. Transport for use of Railway system ...			609
			5824
4. Average number of wagons loaded entering country			77
Total			5901
5. Stock stored :			
a. Serviceable	-	-	-
b. Awaiting repair or under repair	24,765	15,867	40,631
c. Damaged beyond repair	-	-	-
d. Inaccessible	-	-	-
Total	24,764	15,867	40,631

6. Turn round of wagons :(1553 wagons in use for Pass.Serv. etc.not included)

a) $\frac{\text{Average number of serviceable wagons}}{\text{Average number loaded per day + number of wagons entering loaded}} = \frac{84541 - 1553}{5901} = 13 \text{ d. } 22 \text{ hrs.}$

b) $\frac{\text{Total serviceable wagons}}{\text{Average number loaded per day}} = \frac{84541 - 1553}{5824} = 14 \text{ d. } 3 \text{ hrs.}$

III. C O A C H E S :	O W N	FOREIGN	TOTAL
1. Total Stock available	4,585	597	5,182
2. Stock in use	1,307	86	1,393
3. Stock stored:			
a. Serviceable	-	-	-
b. Under repair or awaiting repair	3,278	511	3,789
c. Damaged beyond repair	-	-	-
d. Inaccessible	-	-	-
Total	3,278	511	3,789

IV. BAGGAGE VANS :			
1. Total Stock available	2,459	308	2,767

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5. Stock stored :			
a. Serviceable	24,765	15,867	40,631
b. Awaiting repair or under repair	-	-	-
c. Damaged beyond repair	-	-	-
d. Inaccessible	-	-	-
Total	24,764	15,867	40,631

6. Turn round of wagons :(1553 wagons in use for Pass.Serv. etc.not included)

a) $\frac{\text{Average number of serviceable wagons}}{\text{Average number loaded per day + number of wagons entering loaded}} = \frac{84541 - 1553}{5901} = 13 \text{ d. } 22 \text{ hrs.}$

b) $\frac{\text{Total serviceable wagons}}{\text{Average number loaded per day}} = \frac{84541 - 1553}{5024} = 14 \text{ d. } 3 \text{ hrs.}$

III. C O A C H E S :

	O W N	FOREIGN	TOTAL
1. Total Stock available	4,585	597	5,182
2. Stock in use	1,307	86	1,393
3. Stock stored:			
a. Serviceable	-	-	-
b. Under repair or awaiting repair	3,278	511	3,789
c. Damaged beyond repair	-	-	-
d. Inacessible	-	-	-
Total	3,278	511	3,789

IV. BAGGAGE VANS :

1. Total Stock available	2,459	308	2,767
2. Stock in use	1,075	161	1,236
3. Stock stored :			
a. Serviceable	-	-	-
b. Under or awaiting repair	1,384	147	1,531
c. Damaged beyond repair	-	-	-
d. Inaccessible	-	-	-
Total	1,384	147	1,531

V. POSTAL VANS :

1. Total Stock available	330	7	337
2. Stock in use	205	-	205
3. Stock stored:			
a. Serviceable	-	-	-
b. Under or awaiting repair	125	7	132
c. Damaged beyond repair	-	-	-
d. Inaccessible	-	-	-
Total	125	7	132

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Railway system: Italian State Railways. TABLE 3

Period : J U N E 1946.
MONTHLY SITUATION REPORT

0088

AVERAGE MONTHLY REPAIR OF MOTIVE POWER

I. LOCOMOTIVES:	Usable	Repairs in Workshops			Newly built	Total
		Heavy	Medium	Light		
1. Heavy:						
a. Electric.....	767	17	1	14	-	32
b. Steam.....	1,708	32	6	5	-	43
c. Diesel.....	-	-	-	-	-	-
2. Light:						
a. Electric.....	9	1	2	-	-	3
b. Steam.....	466	7	-	1	-	8
c. Diesel.....	10	-	-	-	-	-

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Italian Railways in Concession to
Railway system : Private Industry. TABLE 1.

Period : J U N E 1946.
MONTHLY SITUATION REPORT.

I. a LOCOMOTIVES.	O W N		FOREIGN		T O T A L	
	Steam	Elect.	Steam	Elect.	Steam	Elect.
1. Total stock available	316	70	-	-	316	70
2. Stock in use :						
a. Goods	36	17	-	-	36	17
b. Passenger	119	27	-	-	119	27
c. Shunting	18	-	-	-	18	-
Total	173	44	-	-	173	44
3. Stock stored:						
a. Serviceable	29	2	-	-	29	2
b. Under repair or awaiting repair	114	24	-	-	114	24
c. Damaged beyond repair .	-	-	-	-	-	-
d. Inaccessible	-	-	-	-	-	-
Total	143	26	-	-	143	26
4. Average daily kilometers covered by Locomotives.	13673	5943				

I. b ELECTRIC MOTOR COACHES & RAILCARS.	O W N		FOREIGN		T O T A L	
	Steam	Electr.	Steam	Elect.	Steam	Elect.
1. Total Stock available	53	80	-	-	53	80
2. Stock in use :						
a. Goods	1	5	-	-	1	5
b. Passenger	34	48	-	-	34	48
c. Shunting	-	-	-	-	-	-
Total	35	53	-	-	35	53
3. Stock stored:						
a. Serviceable	2	6	-	-	2	6
b. Under repair or awaiting repair.....	16	21	-	-	16	21
c. Damaged beyond repair..	-	-	-	-	-	-

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c. Damaged beyond repair .	-	-	-	-	-	-
d. Inaccessible	-	-	-	-	-	-
Total	143	26	-	-	143	26
4. Average daily kilometers covered by Locomotives.	13673	5943				

I. b ELECTRIC MOTOR COACHES & RAILCARS.

	OWN		FORRIGN		TOTAL	
	Steam	Electr.	Steam	Elect.	Steam	Elect.
1. Total Stock available	53	80	-	-	53	80
2. Stock in use :						
a. Goods	1	5	-	-	1	5
b. Passenger	34	48	-	-	34	48
c. Shunting	-	-	-	-	-	-
Total	35	53	-	-	35	53
3. Stock stored:						
a. Serviceable	2	6	-	-	2	6
b. Under repair or awaiting repair.....	16	21	-	-	16	21
c. Damaged beyond repair..	-	-	-	-	-	-
d. Inaccessible	-	-	-	-	-	-
Total	18	27	-	-	18	27
4. Average daily kilometers covered :	4458	10942				

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

Railway system: Italian Railways in Concession to Priv.Ind. TABLE 1. (2)

Period : J U N E 1946.

MONTHLY SITUATION REPORT.

II. WAGONS.	OWN	FOREIGN	TOTAL
1. Total Stock available	3,753	117	3,875
2. Stock in use	2,830	-	2,830
3. Wagons loaded daily for :			
a. Military requirements			16
b. Military sponsored			-
c. Commercial undertaking			553
d. Transport for use of Rly. system			55
			624
4. Average number of wagons loaded entering country			-
Total			624
5. Stock stored :			
a. Serviceable	-	117	117
b. Awaiting repair or under repair	928	-	928
c. Damaged beyond repair	-	-	-
d. Inaccessible	-	-	-
Total	928	117	1045

6. Turn round of wagons :

a) -----

b) $\frac{\text{Total serviceable wagons}}{\text{Average number loaded per day}} = \frac{2830}{624} =$ 4. 12 hrs.

III. COACHES.	OWN	FOREIGN	TOTAL
1. Total Stock available	1,246	-	1,246
2. Stock in use	915	-	915
3. Stock stored :			
a. Serviceable	40	-	40
b. Under or awaiting repair	291	-	291
c. Damaged beyond repair	-	-	-
d. Inaccessible	-	-	-
Total	331	-	331

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4. Average number of wagons loaded entering country			624 -
Total			624
5. Stock stored :			
a. Serviceable	-	117	117
b. Awaiting repair or under repair	928	-	928
c. Damaged beyond repair	-	-	-
d. Inaccessible	-	-	-
Total	928	117	1045

6. Turn round of wagons :

a) -----

b) $\frac{\text{Total serviceable wagons}}{\text{Average number loaded per day}} = \frac{2830}{624} = 4.12 \text{ hrs.}$

III. COACHES.

	OWN	FOREIGN	TOTAL
1. Total Stock available	1,246	-	1,246
2. Stock in use	915	-	915
3. Stock stored :			
a. Serviceable	40	-	40
b. Under or awaiting repair	291	-	291
c. Damaged beyond repair	-	-	-
d. Inaccessible	-	-	-
Total	331	-	331

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

Railway system : Railways in Concession to Private Industry.

TABLE 2.

Period : J U N E 1946.

MONTHLY SITUATION REPORT.

	Military Traffic	Civilian Traffic	Total
I. GOODS.			
1. Number of trains daily in use...	3	105	108
2. Number of train-kilometers per day	63	2972	3035
3. Number of ton-kilometers per day	3940	628,317	632,257

	Military Traffic	Civilian Traffic	Total
II. PASSENGER.			
1. Number of trains daily in use:			
a) For internal services	4	893	897
b) For international services .	-	-	-
2. Number of train-kilometers per day.....	186	26651	26837
3. Number of passenger-kilometers per day ...	11,565	6,440,331	6,455,896

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

Railway system : ITALY. (Summary) TABLE 1.

Period : J U N E 1946.

MONTHLY SITUATION REPORT.

I. a. LOCOMOTIVES.	O W N		FOREIGN		T O T A L	
	Steam	Foreign	Steam	Foreign	Steam	Foreign
1. Total stock available	4075	1467	360	54	4435	1521
2. Stock in use:						
a. Goods	1453	811	205	19	1658	830
b. Passenger						
c. Shunting	484	-	4	14	488	14
Total	1937	811	209	33	2146	844
3. Stock stored :						
a. Serviceable	221	2	13	-	234	2
b. Under repair or awaiting repair	1917	654	138	21	2054	675
c. Damaged beyond repair .	-	-	-	-	-	-
d. Inaccessible	-	-	-	-	-	-
Total	2138	656	151	21	2289	677
4. Average daily kilometers covered by Locomotives.	-	-				

I. b. ELECTRIC MOTOR COACHES & RAILCARS.	O W N		FOREIGN		T O T A L	
	Steam	Foreign	Steam	Foreign	Steam	Foreign
1. Total Stock available.....	693	313	10	-	703	313
2. Stock in use :						
a. Goods	189	141	2	-	191	141
b. Passenger						
c. Shunting	-	-	-	-	-	-
Total	189	141	2	-	191	141
3. Stock stored:						
a. Serviceable.....	2	6	-	-	2	6
b. Under repair or awaiting repair	502	166	8	-	510	166
c. Damaged beyond repair.:	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-

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a. Serviceable	221	2	13	-	234	2
b. Under repair or awaiting repair	1917	654	138	21	2054	675
c. Damaged beyond repair .	-	-	-	-	-	-
d. Inaccessible	-	-	-	-	-	-
Total	2138	656	151	21	2289	677
4. Average daily kilometers covered by Locomotives.	-	-				

I. b. ELECTRIC MOTOR COACHES & RAILCARS.

	OWN		FOREIGN		TOTAL	
	Steam	Foreign	Steam	Foreign	Steam	Foreign
1. Total Stock available.....	693	313	10	-	703	313
2. Stock in use :						
a. Goods	189	141	2	-	191	141
b. Passenger						
c. Shunting	-	-	-	-	-	-
Total	189	141	2	-	191	141
3. Stock stored:						
a. Serviceable.....	2	6	-	-	2	6
b. Under repair or awaiting repair	502	166	8	-	510	166
c. Damaged beyond repair..	-	-	-	-	-	-
d. Inaccessible	-	-	-	-	-	-
Total	504	172	8	-	512	172
4. Average daily kilometers covered :	-	-				

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Railway system : ITALY. (Summary)

TABLE 1. (2)

Period : J U N E 1946.

MONTHLY SITUATION REPORT.

II. WAGONS :

	O W N	FOREIGN	TOTAL
1. Total Stock available	83,846	45,201	129,047
2. Stock in use	58,154	29,217	87,371
3. Wagons loaded daily for:			
a. Military requirements			618
b. Military sponsored			-
c. Commercial Undertaking			5166
d. Transport for use of Rly. system			664
Total			6448
4. Average number of wagons loaded entering country (see details in Appendix)			77
Total			6525
5. Stock stored:			
a. serviceable	-	117	117
b. Awaiting repair or under repair	25,692	15,867	41,559
c. Damaged beyond repair	-	-	-
d. Inacessible	-	-	-
Total	25,692	15,984	41,676

6. Turn round of wagons :

a) $\frac{\text{Average number of serviceable wagons}}{\text{Average number loaded per day + number of wagons entering loaded}} = \frac{87371 - 1553}{6525} = 13 \text{ d. } 3 \text{ hrs.}$

b) $\frac{\text{Total serviceable wagons}}{\text{Average number loaded per day}} = \frac{87371 - 1553}{6448} = 13 \text{ d. } 7 \text{ hrs.}$

III. C O A C H E S :

	O W N	FOREIGN	TOTAL
1. Total Stock available	5,831	597	6,428
2. Stock in use	2,222	86	2,308
3. Stock stored:			
a. Serviceable	40	-	40
b. Under repair or awaiting repair	3,569	511	4,080
c. Damaged beyond repair	-	-	-
d. Inaccessible	-	-	-
Total	3,609	511	5,120

IV. BAGGAGE VANS :

	O W N	FOREIGN	TOTAL
1. Total Stock available	2,459	308	2,767
2. Stock in use	1,075	161	1,236
3. Stock stored:	-	-	-

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d. Inacessible	-	-	-
Total	25,692	15,984	41,676

6. Turn round of wagons :

a) $\frac{\text{Average number of serviceable wagons}}{\text{Average number loaded per day + number of wagons entering loaded}} = \frac{87371 - 1553}{6525} = 13 \text{ d. } 3 \text{ hrs.}$

b) $\frac{\text{Total serviceable wagons}}{\text{Average number loaded per day}} = \frac{87371 - 1553}{6448} = 13 \text{ d. } 7 \text{ hrs.}$

III. C O A C H E S :

	O W N	FOREIGN	TOTAL
1. Total Stock available	5,831	597	6,428
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3. Stock stored:			
a. Serviceable	40	-	40
b. Under repair or awaiting repair	3,569	511	4,080
c. Damaged beyond repair	-	-	-
d. Inaccessible	-	-	-
Total	3,609	511	5,120

IV. BAGGAGE VANS :

	O W N	FOREIGN	TOTAL
1. Total Stock available	2,459	308	2,767
2. Stock in use	1,075	161	1,236
3. Stock stored:			
a. Serviceable	-	-	-
b. Under or awaiting repair	1,384	147	1,531
c. Damaged beyond repair	-	-	-
Total	1,384	147	1,531

V. POSTAL VANS :

1. Total Stock available	330	7	337
2. Stock in use	205	-	205
3. Stock stored:			
a. Serviceable	-	-	-
b. Under or awaiting repair	125	7	132
c. Damaged beyond repair	-	-	-
d. Inaccessible	-	-	-
Total	125	7	132

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Railway system : ITALY. (Summary)

TABLE 2.

Period : J U N E 1946.

MONTHLY SITUATION REPORT.

	Military Traffic	Civilian Traffic	Total
I. GOODS TRAINS.			
1. Number of trains daily in use ..	331	1005	1336
2. Number of train-kilometers per day	15,163	78,557	93,720
3. Number of ton - kilometers per day	8,008,506	38,384,095	46,393,601

	Military Traffic	Civilian Traffic	Total
II. PASSENGER TRAINS.			
1. Number of trains daily in use: a. For internal services	102	2,599	2,701
b. For international services ..	5	-	5
2. Number of train - kms. per day .	9,141	116,797	125,938
3. Number of Passenger-kilometers per day ...	-	40,025,546	-

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Railway system: Italian State Railways.

APPENDIX 1.

(Supplementary information)

Period : J U N E 1946.
MONTHLY SITUATION REPORT

1) FUEL SITUATION:

	Consumption in J U N E 1946.	Stocks existing on 30 June 1946
Coal - metric tons	87,133	127,423
Fuel Oil - U.S. gallons (1)	4,619,949	1,221,210
Gas Oil - U.S. gallons (1)	114,407	233,964

(1) Fuel oil is burnt exclusively on oil burning steam locomotives, whilst gas oil is used for Diesel cars, etc.

.. .. ..

2) SITUATION OF LINES:

	LINES IN OPERATION							Re-activated lines not in operation
	Single Track		Double Track		Total		Total	
	S.T.	E.T.	S.T.	E.T.	S.T.	E.T.	Kms.	
30 June 1946	9,708.3	2702.2	1272.2	1176.4 (1)	10980.5	3878.6	14859.1	262.5
Compartment of Trieste Zone B.	154.5	57.-	-	56.5	154.5	113.5	268.-	32.4

Remarks: (1) of which Km. 97.6 double track, only single track electrified.

Reactivation of new lines :

Compartment	Line	Section	Kms.
Steam T. Milan	Fidenza - Cremona		34
Bologna	Ferrara - Rimini	Mezzano - Ravenna	11
Ancona	Terni - Sulmona	Terni - Piediluco	18

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2) SITUATION OF LINES:

	LINES IN OPERATION							Re-activated lines not in operation
	Single Track		Double Track		Total		Total	
	S.T.	E.T.	S.T.	E.T.	S.T.	E.T.	Kms.	
30 June 1946	9,708.3	2702.2	1272.2	1176.4 (1)	10980.5	3878.6	14859.1	262.5
Compartment of Trieste Zone B.	154.5	57.-	-	56.5	154.5	113.5	268.-	32.4

Remarks: (1) of which Km. 97.6 double track, only single track electrified.

Reactivation of new lines :

Compartment	Line	Section	Kms.
Steam T.	Milan	Fidenza - Cremona	34
	Bologna	Ferrara - Rimini	Mezzano - Ravenna 11
	Ancona	Terni - Sulmona	Terni - Piediluco 18
Elec. T.	Genoa	Genoa Samp. - Genoa S.	Limbania 2
	Reactivation of double track:		
Steam T.	Verona	Verona - Venezia	Caldiero-Sambonifacio 8
	Bologna	Bologna - Ancona	Cesena - S. Arcangelo di R. 19
Elec. T.	Milan	Alessandria - Voghera	S. Giuliano P. - B. Tortona 9
	Genoa	Genova Sampierdarena -	Genoa S. Limbania 2
	Reactivation of electric traction:		
	Verona	Verona - Trento	Ala - Ceraino 26
	Bologna	Milan - Bologna	Parma - Bologna 90
	"	Fidenza - Salsomaggiore	10
	Florence	Parma - La Spezia	Berceto - Borgo Val di Taro 15
	"	" "	Grondola G. - Pontremoli 9
	Roma	Roma - Naples	Rome - Formia 129
	Naples	Rome - Naples	Formia - Villa Literno 52

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Railway system : Italian State Railways.
(Supplementary Information)
Period : J U N E 1946.
MONTHLY SITUATION REPORT.

Appendix 2.

1. Newly built Rolling Stock delivered to the I.S.R. by private workshops.

Type of Rolling Stock	Delivered	
	June 1946	From: 1. 7. 45. To :30. 6. 46.
Blocked electric trainsets	-	4
Electric Motor Coaches	-	2
Coaches	-	-
W a g o n s	451	3911

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2. Situation of Damaged wagons on 30 June 1946. (WRWP 24 July)

	Repairable				Irrepairable
	Cat.A Running Repairs	Cat. B Medium Repairs (30-100 h)	Cat.C Heavy Repairs (over 100)	Total Repairable	
German	1590	3096	7030	11716	1540
French	220	255	715	1190	312
Belgian	91	179	415	685	45
Italian	4529	4930	15305	24764	2435
Czech	103	121	349	573	56
Polish	-	5	6	11	3
Dutch	19	34	79	132	10
Austrian	37	56	138	231	15
U.S.A.	120	38	44	202	4
Others	194	251	682	1127	90
Total	6903	8965	24763	40631	4510

3. Statement of Repairs executed during period: 15.5. - 30.6.1946. (Working hours)

Repairs executed:	Cat. A	Cat. B	Cat.C	Total	Remarks
Railway Workshops	14200	6170	550	20920	
Private Workshops	-	1351	1794	3145	
Total	14200	7521	2344	24065	
Estimated monthly repairs in following 6 months :					
Railway Workshops	8800	3800	400	13000	
Private Workshops	-	850	1200	2050	
Total	8800	4650	1600	15050	

4. Statement on return of Damaged Wagons - Period : 16.5. - 30.6. 1946.

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French	91	179	435	1	2435
Belgian	4529	4930	15305	24764	56
Italian	103	121	349	573	3
Czech	-	5	6	11	10
Polish	19	34	79	132	15
Dutch	37	56	138	231	4
Austrian	120	38	44	202	90
U.S.A.	194	251	682	1127	
Others					
Total	6903	8965	24763	40631	4510

3. Statement of Repairs executed during period: 15.5. - 30.6.1946.(Working hours)

	Cat. A	Cat. B	Cat.C	Total	Remarks
Repairs executed:					
Railway Workshops	14200	6170	550	20920	
Private Workshops	-	1351	1794	3145	
Total	14200	7521	2344	24065	
Estimated monthly repairs in following 6 months :					
Railway Workshops	8800	3800	400	13000	
Private Workshops	-	850	1200	2050	
Total	8800	4650	1600	15050	

4. Statement on return of Damaged Wagons - Period : 16.5. - 30.6. 1946.

Nationality:	Damaged wagons: Number sent back to home country:	Accross border of:	Number received	Accross border of:
French	1521	Ventimiglia	1125	Ventimiglia
Italian				
German	838	Brenner	1093	Brenner
Italian.....				
.....				
.....				
.....				
.....				
.....				
.....				
.....				
Total	2359		2318	

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Railway system : Italian State Railways.
(Supplementary Information)

Period : J U N E 1946.

Repair of Rolling Stock in I.S.R. shops, Roundhouses, Car shops and Private Works

H - Heavy M - Medium	Steam Locos		Electric Locos		Coaches		Baggage Vans		B o x Cars		Open wagons		
											High Gondolas		Lo &
	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.
Italian State Railways	26	37	20	5	44	147	9	35	51	308	50	343	11
Private Workshops.	12	3	3	-	41	44	25	30	289	348	296	318	39
Total	38	40	23	5	85	191	34	65	340	656	346	661	50

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Appendix 3.

(on)

Period : J U N E 1946.

U.S.S.R. shops, Roundhouses, Car shops and Private Workshops.

Coaches		Baggage Vans		B o x Cars		Open wagons				Quantity of repair foreseen for succeeding month :				
						High Gondolas		Low Gons. & Flats		Steam Locos	El. Lec.	Vehicles		
H.	M.	H.	M.	H.	M.	H.	M.	H.	M.			Coaches	Bagg. Vans	Cars
44	147	9	35	51	308	50	343	11	88	56	19	246	81	1073
41	44	25	30	289	348	296	318	39	82	17	9	89	70	1565
85	191	34	65	340	656	346	661	50	170	73	28	335	151	2638

1931

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Railway system : Italian State Railways. (Supplementary Information).

Period : JUNE 1946. MONTHLY SITUATION REPORT.

Trend of Wagon Exchange with Switzerland (figures from B.M.W. repor

Period: I = Imports E = Exports	Box		Open		Flats		L. flats		Refriger.		Tanks		Large capacity		Va
	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.
1 - 7 June 1946	644	431	557	642	27	21	-	-	109	133	75	110	2	-	-
8 -14 June 1946	794	556	628	423	16	17	-	-	114	102	111	35	1	-;	-
15 -21 June 1946	427	493	451	668	24	20	158	215	113	64	1	1	-	-	-
22 -28 June 1946	859	923	665	584	18	28	-	-	230	408	164	129	5	2	-
.....															
Total	2724	2403	2301	2317	85	86	158	215	566	707	351	275	8	2	
Difference	+ 321		- 16		- 1		- 57		- 141		+ 76		+ 6		
Period: 4.5. to 28.6.46. TOTAL	6337	6698	4318	4541	233	222	165	219	695	937	1625	1620	12	3	
Difference	- 361		- 223		+ 11		- 54		- 242		+ 5		+ 9		

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

ys. (Supplementary Information).

Appendix 4.

Period : JUNE 1946. MONTHLY SITUATION REPORT.

Trend of Wagon Exchange with Switzerland (figures from B.M.W. report)

n	Flats		L. flats		Refriger.		Tanks		Large capacity		Vans		Total		Difference.
E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	
642	27	21	-	-	109	133	75	110	2	-	-	-	1414	1337	+ 77
423	16	17	-	-	114	102	111	35	1	-	-	-	1664	1133	+ 531
668	24	20	158	215	113	64	1	1	-	-	-	-	1174	1461	- 287
584	18	28	-	-	230	408	164	129	5	2	-	-	1941	2074	- 133
2317	85	85	158	215	566	707	351	275	8	2	-	-	6193	6035	+ 188
16	- 1		- 57		- 141		+ 76		+ 6						
4541	233	222	165	219	695	937	1625	1620	12	3	2	-	13387	14240	- 853
223	+ 11		- 54		- 242		+ 5		+ 9		+ 2				

0865

1026

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

Railway system : Italian State Railways. (Supplementary Information)

Period : J U N E 1946 - Monthly situation report.

Trend of Wagon Exchange with France (figures from HMW report.

Period: I = Imports E = Exports	Box		Open		Flats		L. flats		Refrigerat.		Tanks		L.c
	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.
1 - 7 June 1946	321	298	99	53	7	8	-	3	2	-	-	-	4
8 -14 June 1946	224	239	129	54	2	22	-	-	2	-	1	2	1
15 - 21 June 1946	143	256	119	73	30	19	-	-	2	-	5	2	5
22 - 28 June 1946	152	146	78	123	23	32	-	-	7	-	1	3	15
.....													
Total	840	939	425	303	62	81	-	3	13	-	7	7	25
Difference	- 99		+ 122		- 19		- 3		+ 13		-		
OF WHICH: DAMAGED WAGONS:	440	648	216	253	41	54	-	1	12	-	2	4	13
Difference	- 208		- 37		- 13		- 1		+ 12		- 2		
SERVICEAHLE WAGONS:	400	291	209	50	21	27	-	2	1	-	5	3	12
Difference	+ 109		+ 159		- 6		- 2		+ 1		+ 2		
Period 4 May 1946 to 28 June 1946. Tot.	1347	1812	641	490	150	122	2	12	19	3	15	18	39
Difference	- 465		+ 151		+ 28		-10		+ 16		- 3		
Damaged wagons:	779	1194	342	423	101	84	-	8	17	2	10	15	25
Difference	- 415		- 81		+ 17		- 8		+ 15		- 5		
Serviceable Wagons:	568	618	299	67	49	38	2	4	2	1	5	3	18
Difference	- 50		+ 232		+ 11		- 2		+ 1		+•2		

1027

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

Appendix 5.

s. (Supplementary Information)

N E 1946 - Monthly situation report.

n Exchange with France (figures from BMW report.

e n		F l a t s		L. flats		Refrigerat.		Tanks		L.capacity		V a n s		Total		Diffe-
	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	rence:
	53	7	8	-	3	2	-	-	-	4	-	5	7	438	369	+ 69
	54	2	22	-	-	2	-	1	2	1	-	2	7	361	324	+ 37
	73	30	19	-	-	2	-	5	2	5	2	3	5	307	357	- 50
	123	23	32	-	-	7	-	1	3	15	-	13	2	289	306	- 17
	303	62	81	-	3	13	-	7	7	25	2	23	21	1395	1356	
	122		- 19		- 3		+ 13		-		+ 23		+ 2			+ 39
	253	41	54	-	1	12	-	2	4	13	2	17	16	741	978	
	37		- 13		- 1		+ 12		- 2		+ 11		+ 1			-237
	50	21	27	-	2	1	-	5	3	12	-	6	5	654	378	
	159		- 6		- 2		+ 1		+ 2		+ 12		+ 1			+276
	490	150	122	2	12	19	3	15	18	39	6	32	53	2246	2515	
	151		+ 28		-10		+ 16		- 3		+ 33		- 21			-269
	423	101	84	-	8	17	2	10	15	25	5	25	45	1299	1776	
	81		+ 17		- 8		+ 15		- 5		+ 20		- 20			-477
	67	49	38	2	4	2	1	5	- 3	14	1	7	8	947	739	
	232		+ 11		- 2		+ 1		+*2		+ 13		- 1			+208

67 C.

1028

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

Railway system : Italian State Railways. (Supplementary Information)

Average distance run by Locomotives - Tons hauled and weight of complete trains

Average weight of trains.

MARCH 1946.

	Average of Locomotives and Railcars used during month		Actual distance run		Shunting distance covered by Locomotives and Railcars	Total with trains and shunting	Average daily distance run by Locomotives and Railcars		Tons we
	Booked for trains	Booked and banking	For Passenger and Freight trains	Banking Locos			With trains	With trains and shunting	T ha
	Number		Kilometers						M
NORMAL GAUGE:									
Steam Traction	1410	1864	2,134,302	403,839	1,179,580	3,717,721	58.1	64.3	
Electric Traction	660	-	2,092,520	361,138	111,983	2,565,641	119.9	125.4	
Railcars	56	-	162,737	87,262	522	250,521	144.0	144.3	
Petrol driven engines	126	-	327,283	187,895	3,308	518,486	131.9	132.7	
Diesel electric Locos	22	29	13,788	35,368	35,132	84,288	72.1	93.7	
Oil burning Locos(ISR)	13	13	41,108	5,372	1,220	47.700	153.3	183.6	
Steam Traction(Allied)	181	188	819,336	83,175	19.741	922,252	160.8	158.2	
NARROW GAUGE:									
Steam Traction	23	23	27,516	3,510	2.262	33,288	43.5	39.2	

1029

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

Supplementary Information)

Appendix 6.

otives - Tons hauled and weight of complete trains

Average weight of trains.

MARCH 1946.

al distance run		Shunting distance covered by Locomotives and Railcars	Total with trains and shunting	Average daily distance run by Locomotives and Railcars		Tons hauled and weight of complete trains :		Average weight	
Passen and ight ains	Banking Locos			With trains	With trains and shunting	Tons hauled	Weight of complete trains	Per train	Per Locomotive
K i l o m e t e r s						Millions tons		T o n s	
34,302	403,839	1,179,580	3,717,721	58.1	64.3	959.6	1,501.5	546	332
92,520	361,138	111,983	2,565,641	119.9	125.4	1160.5	1,462.6	523	372
62,737	87,262	522	250,521	144.0	144.3	27.8	37.9	199	94
27,283	187,895	3,308	518,486	131.9	132.7	0.7	17.7	40	-
13,788	35,368	35,132	84,288	72.1	93.7	14.0	18.3	1008	428
41,108	5,372	1,220	47.700	153.3	183.6	21.8	30.7	694	452
19,336	83,175	19.741	922,252	160.8	158.2	537.0	747.5	820	577
27,516	3,510	2.262	33,288	43.5	39.2	5.0	11.7	148	59

8,736

Railway system : Italian State Railways.

Appendix 7.

Period : J U N E 1946.

MONTHLY SITUATION REPORT.

EXCHANGE OF FREIGHT WAGONS WITH FOREIGN COUNTRIES.

Country or zone :	Imports			Exports		
	Loaded	Empty	Total	Loaded	Empty	Total
Brit.Zona Austria	645	5572	6217	5124	80	5204
French Zone Austria	884	1556	2440	3103	342	3445
Yugoslavia	1519	7639	9158	7852	1155	9007
Switzerland	1042	5693	6735	6190	238	6428
France	189	1248	1437	216	1190	1406
Total	4279	21708	25987	22485	3005	25490

Yugoslav traffic registered at Fiume and Postumia, is generally unloaded at these stations or in Zone B.

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

Appendix 8.

REPORT ON POSITION IN ALLIED ZONE " A "
VENEZIA GIULIA REGION.

1. UNRRA TRAFFIC FOR YUGOSLAVIA.

There has been a steady increase of traffic during the month, due to arrival of bulk grain at the beginning and horses and cattle towards the end of the month. The supply of emptiss has been well sustained and no difficulty was experienced to meet increased traffic.

The consignment of 30 UNRRA Locomotives has been completed.

2. UNRRA TRAFFIC FOR AUSTRIA.

Traffic during the first week, due to the arrival of bulk grain was heavy.

The interruption of the Tarvisio Line, initially created some difficulty, but re-routing via Fortezza - S. Candido was organised and soon traffic moved smoothly and the supply of empties over these routes was good.

3. UNRRA TRAFFIC FOR CZECHOSLOVAKIA.

Traffic was heavy at the beginning, due to large arrivals of Pyrites and Phosphates, but decreased towards the end of the month.

4. UNRRA TRAFFIC FOR HUNGARY.

Only a very small quantity of traffic is passing.

5. LOCAL TRAFFIC. Is on a very reduced scale.

6. AVERAGE DAILY LOADINGS.

Yugoslav	166	wagons
Austria	107	"
Czech	32	"
Hungary	6	"
Cisterns	56	"
Local	8	"

7. WAGON BALANCES on 29 June 1946:

	Box	H.S.	L.S.
Sesana (Yugoslav Zone B)	+ 476	+ 107	+ 72
Tarvisio (Brit.Zone Austria)	- 645	- 531	- 291
Vicenza (Italy proper)	+3649	- 537	+ 1353

8. WAGON SUPPLY AND WAGON REPAIR.

[illegible] examination road is working and repair facilities

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

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Vicenza (Italy proper)	+3649	- 537	+ 1353

8. WAGON SUPPLY AND WAGON REPAIR.

At Gorizia a wagon examination pool is working and repair facilities are provided to ensure that all box cars arriving in the port are in sound condition and fit for loading. A pool of 200 wagons is maintained and arriving trains of empties leave all wagons for examination and pick up reformed trains of sound wagons.

9. TRAINS HANDLED (3.6. - 29.6.46)

Section	Daily average Trains	Wagons	Nett tons	Total Tons Nett (3.6. - 29.6.46.)
Trieste-Cervignano	1	30	320	8960
Cervignano-Trieste	1	25	160	4480
Trieste - Sesana	9	262	3650	102200
Sesana - Trieste	7	250	149	4187
Trieste - Gorizia	6	205	2839	79495
Gorizia - Trieste	6	246	720	20156

1038

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

1033

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

EXITO (ORMDA) ITALY

A.P.O. S. 551

C.M.F.

Ministero dei Trasporti,
Piazza della Croce Rossa,
ROMA.
17 July 1946.

Telegrams : EXITO ORMDA ROME

Telephone : 863.551 - Ex. 9322

Reference : RY - 404/3

Subject : French locomotives in ITALY

3875

To : ORMDA/EXITO,
c/o British Military Mission to Belgium,
BARI.

Copy to : Director of Railways,
EXITO,
PARIS.

Regional Director,
EXITO,
PARIS.

Allied Commission,
Transportation Sub-Commission.

Reference is to your letter ORMDA/616 of 29 May, and our reply of 12 June last.

The only description we can obtain of these locomotives at the present time is that they are numbered E.248, E.249 and E.269, and the following information is given by Allied Commission in MILAN area as a result of an inspection of the machines:-

" 1. The three French electric locomotives referred to are still at the Breda works; they are the property of the Italian Army - Direzione di Artiglieria Milanese, and were taken to the Breda works for repairs as follows:-

(a) Nos. E.248 and E.269 on 26 October, 1942.

(b) No. E.249 on 12 December, 1942.

2. (a) Maker's name is not distinguishable but they were certainly made by a French firm.

(b) The present owners are the Direzione di Artiglieria Milanese.

120 870

.../Other

1034

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

Other details are as follows:-

Petrol-Engine made by Panard Levassour
Horsepower 125/130
Cylinders 4
1200 RPM

Electric-Engine made by Thomson-Houston
Dynamo: Kilowatt 80
Volts 500
1200 RPM

Traction-Engine: Kilowatt 40
Volts 500
750 RPM

According to the report as furnished to us, these small locomotives were behind a considerable quantity of rubbish, and presumably are still in need of repair.

We cannot know that the three standing locomotives of French manufacture are the established property of the Italian Army, although we know that they were sent from TIBURNA to MILAN for repairs in 1942.

In order to secure the release of these locomotives for transfer to FRANCE, a letter has been sent to the Minister of War asking for clearance authority for presentation to the Fiesole works, and a copy of that letter is attached hereto.

Further advice will be sent you as soon as it is possible to take definite action in the matter.

R. W. D. FELLOWES
Divisional Officer,
MCWO (GREGA) ITALY.

Encl: 1.

1035

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

COPY

ECITO (ORMOA) ITALY

A.P.O. S.551

C.M.F.

Telegrams : ECITO ORMOA ROME

Telephone : 863.551 - Ex. 9322

Reference : RY - 4.04/3

Subject : French locomotives in ITALY

To : The Minister for War,
ROME.

Copy to : Land Forces Sub-Commission, A.C.,
M.M.I.A.,
ROME.
(Q.155 8 July refers)

Ministero dei Trasporti,
Piazza della Croce Rossa,
ROMA.
17 July 1946.

3074

I would refer to correspondence with Land Forces Sub-Commission, Allied Commission, under their reference Q.155, and your 4439/F of 15 June, concerning three shunting locomotives of French manufacture at present in Breda Works, MILAN, in damaged condition.

It would appear that these locomotives are not established as the purchased property of the Italian Army, and in the circumstances they should be returned to FRANCE.

It is asked that a letter of authority be given by your Ministry to this Organization for presentation to the Breda Works in MILAN, in order to secure the release of the locomotives, when arrangements will be made with the Italian State Railways to convey them to FRANCE.

It is emphasised that the locomotives are damaged and are likely to remain at Breda Works for a long time if no speedy action is taken, whereas their release and return to FRANCE will permit repairs to be effected and enable them to make some contribution to the transport of Europe as a whole.

Signed: R. W. L. FELLOWES,
Divisional Officer,
ECITO (ORMOA) ITALY.

S.504/1/August

MESSAGE FORM

Call	Srl. No.	Priority	Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM	Originator	Date-Time of Origin.	Office Date Stamp
	EDITO ORMDA ROME	JULY 131230	3673

For Action

TO
(1) ALLIED SECRETARIAT ACA VIENNA
(2) SOVIET ELEMENT ACA VIENNA
(3) US ELEMENT ACA VIENNA
(4) FRENCH ELEMENT ACA VIENNA
(5) BRITISH ELEMENT ACA VIENNA
(6) HQ MOV ACA VIENNA
(7) AFHQ MOV
(8) MOV 13 CORPS
(9) ZONE TRIESTE

(W) For Information (INFO)

Message Instructions	GR

Originator's No.

(10) AMG 13 CORPS
(11) EDITO PRAHA
(12) BRITISH MILITARY MISSION TO BELGIUM PASS FOR ORMDA
(13) UNRRA TRIESTE FOR REDDIRACT
(14) UNRRA VIENNA FOR VELLER
(15) UNRRA PRAGUE FOR DAVIS
(16) UNRRA MISSION ITALY

FOR INFORMATION:
(17) EDITO 79 CHAMPS ELYSEES PARIS FOR MOV DIV AND ORMDA REAR

Originator's No: Two Hundred and Forty-Three:

OUR SIGNAL TWO THREE THREE OF NINE JULY REFERS(.)
AGENDA FOR BIDAG MEETING TO BE HELD VIENNA AT ONE ONE FOUR FIVE HOURS ON FRIDAY ONE NINE JULY(.)
ONE(.) POINTS ARISING FROM MINUTES OF MEETING HELD FRANKFURT TWENTY JUNE(.)
TWO(.) RAIL CAPACITIES AVAILABLE FOR AUGUST MOVEMENT(.)
THREE(.) CONSIDERATION OF BIDG NOTIFIED IN ORMDA TWO FOUR TWO/FIVE OF SIX JULY FOUR SIX AND ORIGINATED IN ORMDA SIGNAL E FOUR ZERO SEVEN OF SIX JULY NOT TO ALL ADDRESSEES(.)
LED MOVS COAL FROM POLAND ON UNRRA ACCOUNT NOW INCREASED TO THREE ZERO ZERO ZERO ZERO TONS (SIX ZERO TRAINS) (.)
FOUR(.) WAGON SUPPLY FOR AUGUST INTERNATIONAL MOVEMENTS(.)
FIVE(.) PROSPECT OF INAUGURATION OF REGULAR PASSENGER COACHES FOR CIVIL

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

(10) AMG 13 CORPS
(11) EUCO HRAMA
(12) BRITISH MILITARY MISSION TO BELGIUM BAGR FOR CMDA
(13) UNRRA TRIESTE FOR HEDERIMACE
(14) UNRRA VIENNA FOR VLEER
(15) UNRRA PRAGUE FOR DAVIS
(16) UNRRA MISSION ITALY

FOR INFORMATION:
(17) EUCO 79 CHAMBS WYSHAM PARIS FOR MOV DIV AND CMDA REAR

Originator's No: Two Hundred and Forty-Three:

OUR SIGNAL TWO THREE THREE OF FOUR JULY REFERS(.)
AGENDA FOR EUCO MEETING TO BE HELD VIENNA AT ONE ONE FOUR FIVE HOURS ON FRIDAY ONE NINE JULY(.)
ONE(.) POINTS ARISING FROM MEETING OF MEETING HELD ALLIED ART TWENTY JUNE(.)
TWO(.) RAIL CAPACITIES AVAILABLE FOR AUGUST MOVEMENT(.)
THREE(.) CONSIDERATION OF EUCO NOTICED IN CMDA TWO FOUR TWO/FIVE OF SIX JULY FOUR SIX AND RECEIVED IN CMDA SIGNAL E FOUR TWO SEVEN OF SIX JULY NOT TO ALL ADDRESSEES(.)
EID LETTS COAL FROM POLAND ON UNRRA ACCOUNT NOT INCREASED TO THREE ZERO ZERO ZERO ZERO TONS (SIX ZERO TRAINS) (.)
FOUR(.) WHEAT SUPPLY FOR AUGUST INTERNATIONAL MOVEMENTS(.)
FIVE(.) PROHIBIT OF EMBARKATION OF THROUGH PASSENGER COACHES FOR CIVIL USE BETWEEN ITALY AND AUSTRIA VIA TARVISIO AND BRENNER(.) IT IS UNDERSTOOD FROM ONE JUNE FOUR SIX NORMAL PASSPORT VISAS ONLY ARE REQUIRED FOR AUSTRIA BY CIVILIANS OTHER THAN NATIONS OF FOUR OCCUPYING POWERS(.)

Copy by hand to: D.G., I.S.R.
G.Mov. Liaison.
Allied Commission, Tn, S.S.

This message may be sent AS WRITTEN by any means except ... WIRELESS	If liable to be intercepted or to fall into enemy hands this message must be sent IN CIPHER	Originator's Instructions Degree of Priority
Signed	Signed	
R. W. L. FELLOWES Brig.	IMPORTANT	

Time	System	Op.
THI or TOR		
Time cleared		

8 10

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

OO T.

S. 504/1/July.

FROM: [illegible] JULY 091030

TO: (1) ALLIED SECRETARIAT ACA VIENNA
(2) SOVIET ELEMENT ACA VIENNA
(3) US ELEMENT ACA VIENNA
(4) FRENCH ELEMENT ACA VIENNA
(5) BRITISH ELEMENT ACA VIENNA

(6) HQ AEW ACA VIENNA
(7) ATAC AEW
(8) AEW 13 CORPS
(9) [illegible]
(10) [illegible] 13 CORPS
(11) ROTID PRAHA
(12) BRITISH MILITARY MISSION TO BULGARIA SOFIA FOR INFORMATION
(13) DERTA TRIESTE FOR INFORMATION
(14) DERTA VIENNA FOR YELLOW
(15) DERTA PRAGUE FOR DAVIS
(16) DERTA MISSION ITALY

FOR INFORMATION:
(17) USE A VENICE
(18) 86 AFRA CAF
(19) 20 H MAJOR V HUGS
(20) ROTID 7: CHAS'S FLYERS (WIS FOR DIV DIV HQ DRAGA REAR

ORGANIZATION NO. 23%.

FIRST: AS AGREED AT ELEVENTH MEETING WILL BE HELD VIENNA AT 1145 HOURS FRIDAY 19 JULY FOLLOWING DERTA MEETING(.) GREETINGS AND NOTE TO BRATISLAVA FOR TWELFTH SESSION ON THIRTEEN JULY

SECOND: ALL APPROACHES EXPERT ADDRESSES INVITED TO SEND REPRESENTATIVES(.) ROTID PRAHA ALSO NOTIFY CZECH (GOVERNMENT AND RAILWAY DEPARTMENT AND ACA DES DANUBIAN RAILWAY CONFERENCE

THIRD: ACCOMMODATION FOR CIVILIANS OTHER THAN DERTA WILL BE ARRANGED BY ROTID AT HOTEL LUNA IF POSSIBLE(.) MILITARY DELEGATES ALLIED COUNTRIES OR AEW SHOULD APPLY FOR ACCOMMODATION TO JOINT MAJOR VENICE AGENCY(.) ALLIED AFRA V HUGS WILL HANDLE DERTA REPRESENTATIVES

FOURTH: AGENDA FOLLOWS AAFCA(.) KEY POINTS FOR DELEGATE USE BE HIGHLIGHTED FOREGOING

3672

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

(13) [illegible]
(14) DEPTA VIENNA FOR WILSON
(15) DEPTA BAGHDAD FOR DAVIS
(16) USFCA KARACHI STALT

FOR INFORMATION:
(17) USS A TUNICA
(18) 86 AFMA CSP
(19) TWO MAJOR V STEEN
(20) NUTTO 7) USMTS ELEVEN ACTS FOR NEW DEV AND CHEDA RSHQ

ORIGINATOR'S NO. 233.

FIRST: AS AGREED AT ELEVENTH BIDDU TESTING MTG. I HELD V TUDS AT 1145 HOURS FRIDAY 19 JULY FOLLOWING USFCA MEETING(.) ADDRESS MAY HAVE TO REASONABLE FOR MORNING SESSION ON THURSDAY JULY

SECOND: ALL ADDRESSEES REPEAT ADDRESSEE DIVIDED TO SEND REPRESENTATIVES(.) EUCOM PARIS PLEASE NOTIFY CHIEF GOVERNMENT AND RAILWAY DELEGATION AND AFA THE SOVIET RAILWAY DELEGATION

THIRD: ACCOMMODATIONS FOR DIVISIONS OTHER THAN USFCA WILL BE ARRANGED BY EUCOM AT HOTEL LUNA ET DEGUNZ(.) HEADQUARTERS ALLIED COMMISSION AUSTRIA AND AMB SHOULD APPLY FOR ACCOMMODATION TO EACH MAJOR VISITOR DESIRED(.) ALLIED USFCA VIENNA WILL HANDLE USFCA REPRESENTATIVES

FOURTH: ADVISE FOLLOWING DATES(.) NOT POSSIBLE FOR ENGLISH TIME BE REVEALED FURTHER

COPY NOT SENT TO: D.G., L.S.E. (Please notify names of reps attending and whether accommodation at LUNA required)
((illegible)) Madison
Allied Commission, Trieste

Signed: E. W. L. FYLOMAN.

Brig.

118

870

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

1040

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

ECITO (ORMOA) ITALY

A.P.O. S. 551

C.M.F.

Ministero dei Trasporti,
Piazza della Groce Rossa,
ROMA.
4 July, 1946.

Telegrams : ECITO ORMOA ROME

Telephone : 843.458

Reference : G - 134/1

3871

Subject : International Movement of Freight.

To : The Minister of Foreign Trade,
Rome.

Copies to : The Minister of Transport, Rome.
Allied Commission, Tn. Sub-Commission.
Q. Mov. Liaison.
ECITO (ORMOA), BRUSSELS.
ORMOA (REAR), PARIS.
Dott. Laloni, Commercial Service, I.S.R.

I would refer to our letter G - 134/1 of 31 May, 1946, your reply 252545 of 13 June, 1946, and issue No.24 of "Bollettino Informazioni per il Commercio Estero", dated 15 June, 1946.

It is regretted that in your Bulletin, the notice to traders was altered to read "exporters" instead of "importers", in conformity with the views expressed in your letter, but without waiting for any reply on the subject from our Office.

The system at present in operation, whereby importers bid for traffic, has been working for a number of months in a satisfactory way, because the importer has obviously tied up all the necessary details. On the other hand, at a recent meeting attended by representatives of this Office to discuss a detailed programme for Italian exports to Austria, it was eventually revealed that nothing had really been agreed with Austria, although the impression was given that firm traffic was offering.

The result of this would be that ECITO would accept bids for prospective exports based on the hopes of the exporter, and not on the real basis of goods bought and sold. We should have a large number of hypothetical bids put in, in the hope that by the time the date of movement was reached, satisfactory agreements would have been achieved. And we should have a repetition of what occurred in Italy - a large number of people bidding for movement and ready to sell at high prices the paths allotted to them.

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The difficulties of transit through the occupied zones are very obvious. Failure to move traffic when authority has been granted reflects unsatisfactorily on the forwarding country when future bids are considered. We therefore feel that, in spite of the obvious difficulties mentioned in your letter, the existing method is the best for the present time.

You are therefore asked to amend in a subsequent issue of the Bollettino the reference to "exporter" in paragraph 3 (b), and the reference to "exports" in the last paragraph to read "imports".

At the same time, the Swiss Federal Railways feel that paragraph "d", as now worded, reflects unfavourably on the routes they are able to offer for traffic from Italy, and in order to maintain a purely impartial position, you are asked to amend paragraph 3(d) to read as under:-

"So far as Italy is concerned, traffic exported or imported to or from France, Luxembourg, Switzerland, Belgium, Holland, Great Britain, Portugal and Spain, when conveyed by any route not involving transit through any of the occupied zones, need not be bid for".

R. W. L. FELLOWES
Divisional Officer
ECITO (ORMOA) ITALY.

ECITO (ORMOA) ITALY

A.P.O. S. 551,

C.M.F.

Telegrams : ECITO ORMOA ROME

Telephone : 843,458

Reference : RY - 401/6

Subject : Wagon Repairs.

To : See Distribution below.

Ministero dei Trasporti,
Piazza della Groce Rossa,
ROMA.
3 July, 1946.

3670

Attached hereto are notes of a meeting held in this Office on 27 June last to discuss wagon repairs. Ing. Caliendo followed on his statement by having a telephone conversation jointly with the Stores Section and Wagon Repair Section of the Italian State Railways at Florence.

During this conversation, the Wagon Repair Section admitted that coal was not a bottleneck. All coal asked for by wagon repair firms had been supplied, and if more was needed the Stores Section would supply it. The only shortage was linseed oil. Perhaps UNRRA will investigate the position of supply in this respect.

It would appear that the various Departments have used the shortage of coal caused by the American strike as an excuse for not increasing repair productions. The Director General of the Italian State Railways is putting the matter in order for the future.

R. W. L. FELLOWES
Divisional Officer
ECITO (ORMOA) ITALY.

Distribution:

Allied Commission (Transportation Sub-Commission)

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

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R. W. L. FELLOWES
Divisional Officer
ECITO (ORMOA) ITALY.

Distribution:

Allied Commission (Transportation Sub-Commission) ✓
UNRRA - Coal Division.
UNRRA - Transport Division.
I.S.R. - Wagon Repair Section.
Director General, I.S.R.
D.M.R.S.

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

ECITO (ORMOA) ITALY

A.P.O. S. 551

C.M.F.

Telegrams : ECITO ORMOA ROME

Telephone : 843,458

Reference : S. 509.

Subject : Movement of civil commercial traffic between ITALY, CZECHOSLOVAKIA and AUSTRIA.

To : See Distribution below.

Ministero dei Trasporti,
Piazza della Croce Rossa,
ROMA.
1 July, 1946.

3669

Enclosed is a translation of Minutes of the Meeting held at KLAGENFURT on 20 - 21 June, 1946, between representatives of the Austrian, Czechoslovak and Italian Railways. The Regional Director, ECITO, PRAGUE was present.

It is emphasized that the agreements are subject to the approval of the General Directorate of each of the Railways and, as regards AUSTRIA, require the consent of the Allied Authority. It will be seen in Minute 18 that ECITO, PRAGUE, is sending a copy to the last-named.

R. W. L. FELLOWES,
Divisional Officer,
ECITO (ORMOA) ITALY.

Distribution:

ECITO, PARIS - Rail Division
- Movements Division
- ORMOA (Rear)
ECITO, LONDON - Movements (Rear)
ORMOA/ECITO, BRUSSELS
Q (Mov) Liaison (2)
D.M.R.S.
A.C., Transportation Sub-Commission ✓

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

To : See Distribution below.

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R. M. L. FELLOWES,
Divisional Officer,
ECITO (ORMOA) ITALY.

Distribution:

ECITO, PARIS - Rail Division
- Movements Division
- ORMOA (Rear)
ECITO, LONDON - Movements (Rear)
ORMOA/ECITO, BRUSSELS
Q (Mov) Liaison (2)
D.M.R.S.
A.C., Transportation Sub-Commission ✓
A.C., AUSTRIA - Transportation Br. Element (3)
Mov. 13 Corps.
D.D.Tn. TRIESTE.
UNRRA, ITALY - Transportation Division.

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

Ref: - S - 509.

TRANSLATION

MINUTES OF THE MEETING CONVENED BY ECITO (CRMOA) ITALY AND ECITO, PRAGUE, HELD AT KLAGENFURT ON 20 - 21 JUNE, 1946, ATTENDED BY REPRESENTATIVES OF ITALIAN STATE, AUSTRIAN AND CZECHOSLOVAK RAILWAYS.

I. REGULATIONS FOR FREIGHT TRAFFIC BETWEEN CZECHOSLOVAKIA AND ITALY THROUGH AUSTRIA.

In connection with the BIDAC Conference of 20 June 1946, at KLAGENFURT, a meeting was held by the delegates of the Czechoslovak, Italian and Austrian Railways, in order to set up the regulations in subject. 3668

(1) For this traffic, the provisions of Annex IV to the Minutes of the BASLE Conference, held on 4 - 6 April last, will be applied, amended as follows:-

To Article 11 (CIM) - The "term of delivery" will be increased by an "additional term" of 30 days (making 60 days in all).

(2) To Article 17 (CIM) - ISR and Austrian Railways delegates asked the CSD representatives whether charges might be paid, by users, up to and from the Austrian - Italian frontier in both directions. It agreed Austrian Railways would get their charges from CSD and no financial settlement between ITALY and AUSTRIA would be necessary. The request was made because, at present, no exchange rate between schilling and lira is fixed; consequently the payment by the user as well as the financial settlement of Austrian charges are matters of great difficulty.

The CSD delegates regret not being able to comply with this request because, not only would this be contrary to the decisions of BASLE, but above all on account of financial reasons. In fact, in similar cases, CSD had to get an indemnity from user, by which the user himself was obliged to pay later any difference arising from possible alteration of the exchange rate.

(3) The Austrian charges will be notified to ISR and to CSD through the handing over statement (elenco di transito). Due to the present situation a "through booking" is not possible.

(4) The Austrian charges for the North-South traffic will be credited to the Austrian Railways by ISR, and the financial settlement will take place between the National banks of the two countries as soon as a rate of exchange is fixed; the question whether interest is to be charged on the above credit will be dealt with later.

The financial settlement between CSD and Austrian Railways (South-North traffic) will be made through special agreement.

(5) The frontier stations for this traffic are:-

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The financial settlement between CSD and Austrian Railways (South-North traffic) will be made through special agreement.

(5) The frontier stations for this traffic are:-

(a) between AUSTRIA and ITALY: BRENNERO, S. CANDIDO and TARVISIO.

(b) between AUSTRIA and CZECHOSLOVAKIA: SUMMERAU, LUNDENBURG and MARCHEGG.

Considering the restriction to Article 10 (CIM), (which provides that in all traffic moved on a route other than that given by the consignor, the charges are to be paid for the route actually used), it is agreed to include in the "tariff bulletin" also the transit points LUNDENBURG and MARCHEGG.

The Austrian Railways will consider the CSD request to move this traffic through LUNDENBURG and MARCHEGG, in addition to the transit points already operating, and they are prepared to comply insofar as the present limited capacities permit. However, it must be borne in mind that through traffic is already foreseen between POLAND and ITALY and POLAND and JUGOSLAVIA, in addition to the four trains weekly in each direction allocated to the CSD through MARCHEGG. It is understood that the total capacity for transit traffic through AUSTRIA via MARCHEGG and LUNDENBURG will not exceed five trains daily in each direction. The CSD delegates agree thereon and will take the requisite measures to comply.

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II. ROLLING STOCK.

(6) The CSD, ISR and Austrian Railways will start at once the movement of bids accepted at the BIDAC Conference, KLAGENFURT, of 20 June 1946.

(7) The ISR will start also immediately the following movements:-

5.200 t. Pyrites from SCARLINO,

2.000 t. Salt from MARGHERITA DI SAVOIA;

since the CSD delegates have given their definite approval. These bids were accepted at BIDAC meeting (VENICE, 20 May) but till now could not be moved because the Ministry of PRAGUE had not consented, pending an agreement for settlement of Austrian charges.

(8) Civil goods from CSD to ISR will be loaded, firstly in repatriating ISR stock and, if necessary, in CSD stock. Likewise, civil goods from ISR to CSD will be loaded, firstly in repatriating CSD stock and, if necessary, in ISR wagons.

For goods (UNRRA and others) not of Italian origin, in transit through TRIESTE port, the CSD will supply the necessary stock.

(9) The agreement, para.8, applies also for traffic between ITALY and AUSTRIA.

(10) ISR and CSD undertake to send back, as soon as possible, either loaded or empty, the respective stock.

(11) Concerning the complaints made at BIDAC Conference, KLAGENFURT, about the large number of unserviceable empties sent to TRIESTE by CSD and Austrian Railways, the ISR delegates state that instructions will be given to ISR exchange points, so that in future wagons unfit for loading will no longer be accepted.

III. OTHER MATTERS PUT IN THE AGENDA.

(12) Freight traffic between POLAND and ITALY via AUSTRIA.

The CSD delegates expressed the wish to set up regulations for this traffic and stated that, pending the approval of the other Railways concerned, they had agreed with POLAND that the payment of charges in both directions should be made up to the Austrian - Czechoslovak frontier by the consignor, and for the remaining section by the consignee. For the rest, the regulations for the CZECHOSLOVAKIA - ITALY traffic should be applied. The Austrian and Italian delegates noted the above statement, and will notify the opinion of their Administrations as soon as possible.

(13) Transit traffic through ITALY.

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(8) Civil goods from CSD to ISR will be loaded, firstly in repatriating ISR stock and, if necessary, in CSD stock. Likewise, civil goods from ISR to CSD will be loaded, firstly in repatriating CSD stock and, if necessary, in ISR wagons.

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(13) Transit traffic through ITALY.

The ISR delegates stated that, for all transit traffic through ITALY, the ISR charges, shown in Swiss francs, are to be paid by the foreign consignor or consignee as translated into local currency.

However, the financial settlement between the Railway authorities would not be made by Swiss francs, but by the National currency of the debtor country. As regards the conversion and the exchange rate, they will be covered by the expected regulations. The CSD and Austrian Railways delegates undertake to have this question duly considered by their responsible departments.

(14) Tariff between TRIESTE and AUSTRIA and CSD.

The ISR delegates expressed the wish to set up, as soon as possible, a through tariff between TRIESTE and AUSTRIA, and between TRIESTE and CSD. The Austrian and Czechoslovak representatives stated that, once the currency problem is settled, no objection will be made by their Railways to set up such tariffs.

(15) The ISR delegates requested the Austrians to urge the Allied Transport

...../Committee

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Committee, VIENNA, to approve the agreement reached at VILLACH on 18 April last concerning the resumption of freight traffic between ITALY and AUSTRIA. (Copy attached)

The CSD delegates supported the aforementioned request, asking the Austrian representatives to urge the approval of:

(a) extension of AUSTRIA - CZECHOSLOVAKIA traffic to all occupied zones,

(b) inclusion of MARCHEGG exchange point for the traffic between SWITZERLAND and CSD.

The Austrian delegates stated that they had already urged the aforementioned questions and, as a result of a recent conversation, they hoped to get in a short time consent for this and other traffic.

(16) The meeting was informed that freight charges for UNRRA bids will be paid by the UNRRA Headquarters of the country whose railways carry out the movements. Since this procedure does not require any notification of charges among the Railways, no financial settlement is necessary.

(17) The aforementioned agreements are subject to the approval of each Railway General Direction.

(18) ECITO, PRAGUE, was requested to send a copy - for information - of these Minutes to the Allied Council, VIENNA.

(19) Exchange points between ITALY and AUSTRIA.

The ISR delegates, when asked to give some data about the capacity of the aforementioned exchange points, stated that, besides the normal internal traffic, following capacities are available:

Section UDINE - TARVISIO:	15 trains, totalling about	* 5850 t. net daily.		
" VERONA FORTEZZA-BRENNERO:	11 trains	"	"	* 4880 " " "
" FORTEZZA - INNICHEN:	8 (9) trains"		"	* 2200 " " (maxim. 2600 t. daily)

Note: * These capacities are available for civil international traffic, after deducting military and local civil traffic on these lines.

Movements between ITALY and AUSTRIA and vice versa will in principle be made as follows:-

Via TARVISIO: Movements for British and Russian occupation zones in AUSTRIA,

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" VERONA FORTEZZA-BRENNERO:	11 trains " "	*	4880 "	" "
" FORTEZZA - INNICHEN:	8 (9) trains" "	*	2200 "	" (maxim. 2600 t. daily)

Note: * These capacities are available for civil international traffic, after deducting military and local civil traffic on these lines.

Movements between ITALY and AUSTRIA and vice versa will in principle be made as follows:-

Via TARVISIO: Movements for British and Russian occupation zones in AUSTRIA, as well as movements in transit through these zones and bound East, South-East and North-East, in so far as allowed by Austrian capacity.

Via BRENNERO: Movements for the French and American zones of occupation in AUSTRIA, as well as movements through AUSTRIA bound to North and North-East.

In case of operational difficulties or other interruptions, it is permitted to use S. CANDIDO, in order to relieve the load of one of the aforementioned transit points. When the cause of the difficulties or interruption is in AUSTRIA, the Austrian Railways, with the consent of the British Occupation Authorities, will put at ISR's disposal, but only in such a case, the coal required for power between FORTEZZA and S. CANDIDO.

The supply will be made by British Mvt, VILLACH.

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Minute of Meeting, called by the British Occupation Authorities, held on 18th April, 1946 in the Offices of the Direction of the Austrian State Railways, between Representatives of the Italian State Railways and the Austrian State Railways.

Present : British Occupation Authorities:

Lt. Col. H.A. Hansen, Economic Division, Trade Branch.
Lt. Col. T.L.P. Back, Finance Division.
Mr. A. W. Garnett, Transportation H.Q. Villach.

Italian State Railways:

Dr. Ing. Edoardo Di Tarsia, Gen.Direction ISR, Movement Service, Chief Inspector
Dr. Beniamino Arnao, " " " Commercial & Traffic Service, Inspector
Dr. Alfonso Piloni, " " "

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Austrian State Railways:

Dr. Polischka Adolf, President, Gen.Direction A.S.R., Villach
Lasch Othmar, Hofrat, " " " Vienna
Dr. Kunewalder Gustav, Central Inspector, Gen.Dir.ASR, Vienna
Richter Josef, Commercial Reporter, A.S.R., Direction, Villach
Hausmann Heinrich, Counsel, " " "

The following questions were discussed:

1) - Civilian neighbouring services between Italy and Austria (over all the lines via Tarvisio, Brenner and S. Candido)

2) - Civilian through traffic from Italy to other countries.

3) - Exchange of Freight Rolling Stock.

4) - Questions of a general nature relative to above questions.

---

1) - Civilian neighbouring services between Italy and Austria.

It was agreed that the direct freight traffic would be subject to the RIC and supplementary regulations with variations and supplements as per attached copy of pubblication of tariff. The variations are within the lines laid down at the International Conference at Basle on 4 - 6 April 1946, but both parties think it advisable not to abolish but to maintain the present terms of loading, prolonging them, however, according to the conditions prevailing in each case. The costs should always be prepaid to the frontier and payable at destination from there on. All the Railway lines leading over the Italian / Austrian frontiers should be considered as transits.

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

Dr. Antonio Pironi,

Austrian State Railways:

Dr. Polischka Adolf, President, Gen.Direction A.S.R., Villach
Lasch Othmar, Hofrat, " " " Vienna
Dr. Kunewalder Gustav, Central Inspector, Gen.Dir.ASR, Vienna
Richter Josef, Commercial Reporter, A.S.R., Direction, Villach
Hausmann Heinrich, Counsel, " " "

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With regard to local passenger traffic, the necessity of introducing through tickets now, should be examined.

The competent departments of both Railways should meet as soon as possible to work out the tariff; according to the Austrian representatives only a tariff with separate rates for each Railway Administration and expressed in the National currency, could be accepted as a basis.

2) - Civilian through traffic from Italy to other countries.

In general, the same rules will be in force as for services between neighbouring countries. The payment of freight and other expenses on transit railways has always to be made at the arrival station. These costs have to be submitted

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to the accepting railway at the frontier station together with the frontier handing over statement (elenco di transito). Further agreements will fix the method of settling these through fares. This also applies to Coal traffic. The parties concerned do not consider that the time is ripe for the settlement of traffic between Italy - Hungary and Italy - Yugoslavia.

The same must be said of the traffic between Italy and Germany via Austria, but due to the importance of this traffic, an early settlement is considered essential.

The use of the Italian lines with regard to the importance of Trieste for Austria's Foreign Trade was discussed. This will form the subject of another special conversation between the Administrations interested in this traffic.

3) - Exchange of Freight Rolling Stock.

ISR wagons, located in Austria, should be used for traffic from Austria to Italy. Failing ISR wagons, traffic for Italy will be loaded in Austrian wagons and only as a last resort will wagons of other nations be used. Similarly wagons, which can be assumed to be of Austrian ownership will be used for traffic from Italy to Austria. If sufficient Austrian wagons are not available, German (DR) wagons will be used and lastly ISR vehicles. The exchange between the two Administrations will be on a wagon for wagon and type for type basis, i.e. box cars will be exchanged for box cars, open wagons for open wagons and other wagons group for group. The exchange of special cars (Heater cars, Refrigerators and Large capacity cars etc.) will be arranged by common agreement.

4) - Questions of a general nature.

For traffic between Italy and Austria, it has been agreed that the " Common despatch regulations for International Freight Traffic (RIC)" of the 1.10.1938 will apply for the acceptance, despatch and delivery of goods, as well as the handling of the L/V (Way bills) and other accompanying papers, except where other arrangements have been made. The above applies equally to the "Unified Agreement between Railway Administrations on International Railway Traffic" of 1.4.1932. The "Regulations on Frontier settlement, control work and balancing of accounts" of 1.1.1941, should temporarily remain in force, with the result that the balancing of the amounts will only take place when a mutual rate of exchange has been fixed.

The British Occupation Authorities in Austria recommended that an agreement should be reached between the Italian and Austrian Administrations concerning the payment of agents on service in the neighbouring country.

The representatives of both Administrations make this agreement subject to approval by their General Directions.

It is noted that the final arrangements between the two State Railways will have to be approved by the Allied Council in Vienna and they cannot come into force until such approval is notified.

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

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signed : T. Back, Lt. Col. illegible signature
H. Hansen, Lt. Col. G. Kunowalder
B. Arnao Hausmann
Richter

Translation from the German.
Sp. 1.7.46.

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

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ROMA (CAMPO) ITALY

A.P.O. S. 551

C.M.F.

Ministero dei Trasporti,
Piazza della Croce Rossa,
ROMA.
28 June 1946.

Telegrams : ALLIED CAMA ROME

Telephone : 863.551 - No. 9322

Reference : RT - 404/9

Subject : Foreign Rolling Stock in use by Railways in Concession.

3005

To : Lott. Di Capua,
Director General,
Inspectorate General of Civil Motorization and Transports in Concession,
Rome.

Copies to : Allied Commission,
Transportation Sub-Commission.

G. Mov. Liaison.

Ing. G. Di Raimondo,
Director General,
Italian State Railways.

Reference is to your No. 7.3/043 from R.S.T. Division, dated 12 June, which reached us on the 22nd instant.

The difficulties outlined in your letter are fully understood, as is your responsibility for safeguarding the interests of the private railways. In future, a representative of your department will be invited to be present at any discussions which may affect the private railways in concession.

We must point out, however, that the interests of the private railways would be better served if more reliable statistics were submitted. According to the monthly report submitted by your department to us, there are no foreign wagons on the private railway systems, and a clarification of this failure would be appreciated, with full particulars of the wagons involved.

There are several other points which appear to be overlooked in your letter, and which should in all fairness be clarified.

In the first place, the peculiar nature of the Italian campaign resulted in considerable damage to railway installations, both private and state

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owned, and the fact that a number of the private railways were of strategic importance meant that their networks were used for transport of traffic not normal to their functions. To this end, freight cars were moved on to their systems in order to meet the essential military needs, and these might have been I.S.R., or those of foreign administrations. It is presumed this applied both during German as well as Allied occupation.

It is to be expected that such private railways, on the other hand, managed to maintain on their own lines their own rolling stock, although it is admitted that much of it may have been damaged during hostilities.

However, it is not felt that any one of the private administrations expected that French, German, and other foreign wagons would permanently remain as the property of the railways concerned, and in fact decrees were passed which permitted the private railways to borrow State money for the purpose of rehabilitating their lines and stock, firstly in Southern Italy, and later in Northern Italy.

In normal times, foreign wagons on the system of another railway would require the payment of rent, and in common with the State Railways, the private railways have enjoyed the use of many foreign wagons without payment, during a period in which they could have devoted time to restoring and reconstructing their own stock. The difference is that the State has much of its stock spread out through Europe, whereas very few privately owned freight cars are outside Italy.

The time has come for the repatriation of rolling stock, and UNRRO has sponsored a "one for one" exchange of freight cars with France, with Germany, and with Czechoslovakia. To obtain its own stock back, therefore, the State Railways must hand over a wagon for a wagon.

S.H.A.E.F. has instructed that all foreign wagons shall be marked Northwards for exchange through the appropriate frontier, in order that Italian wagons can be repatriated. If foreign wagons remain on the private lines, therefore, it means that the State Railways are deprived of the return of the same number of their own wagons, and we imagine the rental charge being made by the State Railways is intended to ensure the release of the foreign wagons, rather than to receive actual payment.

Whilst the State Railways have suffered a great loss in wagons, we feel sure that they would not desire any private railway to be placed in such a position that it could not operate essential services, especially when it is remembered that private railways are, in fact, in connection from the State, and in many cases have exhaustive services and working agreements with the Italian State Railways.

Therefore, we feel that the Italian State Railways will take a very lenient view in translating the instructions to move foreign wagons Northwards for exchange through frontiers to the proper owning railway, and whilst there are wagons available on the Italian State Railways' network, withdrawal of essential wagons from private railways will not be enforced. In the event of

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withdrawal becoming essential because of the drying up of foreign wagons on the I.S.T. system, then no doubt suitable arrangements could be made with the I.S.R. for wagon assistance until the private railways have reconstructed sufficient stock.

In all fairness, however, we feel that the private railways should be informed that the census of rolling stock taken a month or so ago by [illegible] in process of examination, and steps may be necessary for a speedier return of foreign stock when the returns have been fully examined.

3004

The matter is being placed before the Director General of the State Railways for his observations, and information will be passed to you as soon as possible as to the I.S.R. attitude in the matter.

R. W. L. PHILLIPS
Divisional Officer
NORTH (DUBLIN) I.T.&.R.

Ref: RY - 401/6.-

NOTES OF MEETING HELD 27 JUNE, 1946, TO DISCUSS QUESTION OF STEPPING UP WAGON REPAIRS.

3663

Present: Brig. R. W. L. Fellowes, Lt. Col. A. C. Ping - ECITO.
Ing. G. Caliendo, Sig. A. Gori - ECITO Liaison.
Lt. Col. A. Street, Allied Commission.

Brigadier Fellowes opened the Meeting by saying that consequent on the visit of General Hewer, Deputy Director of ECITO, it was essential to ascertain the actual difficulties of production, and what was needed to increase wagon repairs. He referred to the statement of Ing. Strocchi at the Wagon Repair Meeting in BRUSSELS on 15 May, when he stated that 800 tons more of coal per month would enable increased production of essential parts. He himself had ascertained that the bottleneck was steel sheets, and that there were nine major firms producing steel sheets. It was desired to know how much steel sheeting was required and, consequent upon that, how much coal was necessary to produce the steel sheets. When this was available, it was our intention to apply to the Minister concerned to obtain the necessary coal allocation.

Brigadier Fellowes said that General Hewer was anxious to have factual figures on what additional output could be achieved if additional coal was allocated. If, however, the shortage went further, involving roofing, timber and the like, then a full statement was essential, for it did not just revolve on the coal to be supplied to siderurgical firms.

Ing. Caliendo said that he had investigated with the Stores Department and found that all coal asked for by firms undertaking wagon repairs had been consistently maintained. There was, in fact, no shortage of coal, and 400,000 tons were expected for July. It was, therefore, not necessary to press UNRRA for the small quantity of coal involved in international traffic convoyed on their behalf. He stated that the train suspensions which took place when the American coal strike occurred would all be restored by 1 July. The fault rested with the firms charged with repairs to wagons. In effect, they obtained all the coal they asked for, but fell off in wagon repair output. He suggested the coal was diverted to other uses when received, and that it was now necessary to reconsider all existing contracts to impose a penalty for failure to deliver the promised number of repaired wagons. He said that the ISR had, in fact, during the recent cuts in services more wagons than they needed.

Lt. Col. Ping said that the statement of Ing. Caliendo placed ECITO, ITALY, in a most difficult position. From the days of the Allied Commission, [illegible] told that the bottleneck was coal. ECITO had followed

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Lt. Col. Ping said that the statement of Ing. Caliendo placed ECITO, ITALY, in a most difficult position. From the days of the Allied Commission, they had always been told that the bottleneck was coal. ECITO had followed on where Allied Commission terminated in endeavouring to obtain from UNRRA coal to replace that used on UNRRA international transport. On Sig. Strocchi's statement at BRUSSELS, the repayment of this coal would have subscribed for to the extra tonnage alleged to be necessary. On Saturday last, General Hewer had been informed by Ing. di Raimondo that coal and steel sheets were the existing shortages, and as a result he had visited UNRRA, where he was promised special allocation of additional coal and the replacement of coal used for UNRRA international traffic. On Monday he visited Brigadier Lush, Executive Commissioner of Allied Commission, who promised support for the additional coal allocation essential to assist in the stepping up of wagon repairs.

Moreover, at the last Joint Traffic Meeting, ECITO had strongly supported the Director General in his request for extra coal to cover additional military moves, in order that no further hardship should be put on the Italian people by withdrawal of even more passenger trains. To learn now that the ISR had, in fact, sufficient coal to ensure additional distribution to firms engaged on repairs to wagons, plus the re-introduction of all the services recently cut, suggested that the Director General, ISR, and all those who had advised him, had not revealed the true position.

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Brigadier Fellowes said that in the light of the information now given by Ing. Caliendo, he must ask that the international passenger services be at once improved, particularly to VENTIMIGLIA, and at the same time on the MILAN - ROME and MILAN - VENICE sections of the Simplon-Orient Express. He had been told at previous meetings that the only thing preventing satisfactory international connections was the shortage of coal. As this was not true, then the services should be improved without further delay.

Ing. Caliendo agreed to take steps to ensure the improvements in international connecting services were made.

It was agreed that Ing. Caliendo should prepare a letter to Director General, ISR, setting out the position as now outlined by him, indicating that coal was available for additional allocation, advocating a more stringent penalty clause in contracts to avoid firms diverting coal and materials to other uses, and to arrange for the introduction of satisfactory international passenger train connections as required by Meeting 23 May, 1946.

R. W. L. FELLOWES
Divisional Officer,
ECITO (ORMOA) ITALY.

3 July, 1946.

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S. 509

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MINUTES OF BIDAC MEETING, HELD AT HOTEL MOSER, KLAGENFURT, ON THURSDAY, 20 JUNE 1946.

Present:

ECITO (ORMOA) ITALY
Brigadier R. W. L. Fellowes (In the Chair)

Movements, 13 Corps.
Lt. Col. A. J. Milman, AQMG(Mov), 13 Corps
Major C. M. Sykes, Rep. C.O. No. 1 Rly. Op. Gp., R.E.

AMG, 13 Corps.
Mr. C. A. W. Stephens
Mr. D. S. Bickersteth

Allied Commission, AUSTRIA.
Col. D. McMullen (Br. Element)
Lt. Col. Mounteney (Br. Element)
Captain N. S. Rowe (Economic Division) (Br. Element)
Lt. Col. Delmas (Fr. Element)
Major Vladimirov (Russian Element)
Mr. W. W. Kasanskiy (Russian Element)
Mrs. Filippowa (Economic Division) (Russian Element)
Mr. V. E. Lovett (U.S. Element)

Austrian Railways.
Dr. Heurteux, General Management, Vienna
Mr. Salinger, " " "
Mr. Hunna, " " "
Mr. Kulpka, " " "

Czech Government.
Lt. Masek

Czech Railways
Mr. M. Müller
Mr. O. Charvat

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Present:

ECITO (CRMCA) ITALY
Brigadier R. W. L. Fellowes (In the Chair)

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Mr. V. E. Lovett (U.S. Element)

Austrian Railways.
Dr. Heurteux, General Management, Vienna
Mr. Salinger, " " "
Mr. Munna, " " "
Mr. Kulpka, " " "

Czech Government.
Lt. Masek

Czech Railways
Mr. M. Müller
Mr. O. Charvat

Italian State Railways.
S/. Celli
S/. Olivieri
S/. Arnao
S/. Nastrini

ECITO, PRAGUE.
Mr. Fiala
Mr. Bernstein

UNRRA, Austrian Mission.
Lt. Col. Vidler

UNRRA, Czech Mission.
Lt. Col. S. Davis

UNRRA, Trieste.
Mr. E. V. Janssens (representing Chairman, Port of Trieste Committee)

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For distribution see over.

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13 Corps
Q(Mov) (3)
D.D. Tn., TRIESTE (2)
A.M.G.
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U.S. Element (3)
Russian Element (3)
French Element (3)

13 Corps
Q(Mov) (3)
D.D. Tn., TRIESTE (2)
A.M.G.
A.M.G. (Economic Section)

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UNRRA, AUSTRIA
UNRRA, CZECHOSLOVAKIA
UNRRA, HUNGARY
UNRRA, ITALY
UNRRA, YUGOSLAVIA
UNRRA, TRIESTE
UNRRA, VENICE
General Management, Austrian Railways (2)
Austrian Government Representative, TRIESTE

Czechoslovak Government Representative, TRIESTE

Hungarian Government Representative, TRIESTE

UNRRA Austrian Mission Port Rep., TRIESTE
UNRRA Czechoslovak Mission Port Rep., TRIESTE
UNRRA Hungarian Port Mission Rep., TRIESTE
UNRRA Jugoslav Mission Port Rep., TRIESTE

I.S.R. (3)

W.S.A., Naples

Spares (15)

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1. GENERAL.

The Chairman said that this meeting of BIDAC was the first attended by representatives of all four elements of the Transport Directorate, Allied Commission, AUSTRIA, of the Economic Division of the Soviet Zone and of the Czech and Austrian railways. He felt that this greatly enhanced the value of the meetings, and would enable more to be accomplished.

It would be necessary to translate each statement into French and Russian. The Transport Directorate, ACA, had kindly provided an interpreter.

2. MOVEMENTS IN JUNE.

AQMG (Mov), 13 Corps, said only about 60% of the traffic bid through the ports for June had materialized. The only difficulty experienced was the shortage of wagons for cargo for CZECHOSLOVAKIA, 4,000 tons of which was on the quays at TRIESTE.

UNRRA, TRIESTE, was satisfied with movement through the ports.

The Chairman pointed out that no reply had been received to signals asking for Czech Government confirmation of bids made for exports from ITALY to CZECHOSLOVAKIA. None of this traffic had been loaded.

The Czech representative replied that no arrangements had yet been made for payment for movement of traffic on civil account through AUSTRIA to and from ITALY. This had also been the reason why nothing had been exported from CZECHOSLOVAKIA to ITALY.

Transport Directorate, ACA, said the movement had been authorized, and asked the Austrian Railways why it had not been moved.

Representative Austrian Railways said no arrangements had yet been agreed for direct movement to and from ITALY for commercial traffic. There had also been operating difficulties, mainly shortage of coal.

IT WAS AGREED that the question of movement between ITALY and CZECHOSLOVAKIA of commercial traffic should be discussed between the Austrian, Czechoslovak and Italian railway representatives at a separate meeting. Their recommendations would then be submitted to the Allied and other authorities concerned.

3. Railway capacities for July.

(a) Transport Directorate, ACA, stated that traffic could be accepted through TARVISIO on the assumption that the ARNOLDSTEIN Bridge would be reopened for traffic on 4 July. (Note: The Transport Directorate ACA visited the bridge after the Meeting, and thought that this date may be optimistic.)

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(b) After discussion No. 1 Railway Operating Group said (subject to confirmation by D.D.Tn. 13 Corps) + that the capacity of the line UDINE - TARVISIO could be raised by 2,100 tons to 7,700 tons per day if steam was used to supplement electric traction. He emphasised the present shortage of coal.

(c) The I.S.R. and No. 1 R.O.G. agreed the capacity of line

(i) VERONA - BRENNER was 6,480 tons per day

(ii) FORTEZZA - SAN CANDIDO was 2,200 tons per day, and could be raised to 2,760 tons per day with heavier engines. These are available.

Transport Directorate, ACA, agreed to provide I.S.R. with coal (on loan) at the rate of 50 tons per day whilst this line was being used.

+ since confirmed

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(d) Transport Directorate, ACA, gave the capacity of the line BRENNER - INNSBRUCK as 5,000 tons per day.

The Austrian Railways stressed the need for using the FORTEZZA - SAN CANDIDO - SPITTAL route to the maximum, owing to their difficulties with power on the BRENNER route.

(e) Transport Directorate, ACA, said that up to eight trains each way per day of international traffic could be accepted through SUMMERAU. Czech traffic must be included in this figure.

4. BIDS FOR JULY.

(a) The bids for July as listed in CRMOA/242/4 of 4 June, Appx. A were considered. The bids and routes as accepted are given in Appx. A to these minutes.

The principal alterations and additions are given below:-

(b) TO AUSTRIA:

(i) M7AU1 reduced to 53,710 tons, 110 trains

(ii) M7AU2 deleted

D.D.S.T., UNRRA, Austrian Mission, said that it was hoped that two ships, totalling 19000 tons, from June programme would arrive in July. IT WAS AGREED that these need not be rebid as no doubt some July bids would not arrive in August.

(c) TO CZECHOSLOVAKIA:

Czech Government representative

(i) bid the following shipments through the Port of TRIESTE:-

2,500 tons raw sulphur shipped from ITALY, allotted No. M7CC3

2,500 tons food and fruit shipped from ITALY, allotted No, M7CC4

7,500 tons phosphates shipped from SFAX allotted No. M7CC5

(ii) Amended bid M7CC15 as follows:-

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(e) Transport Directorate, AOA, said that up to eight trains each way per day of international traffic could be accepted through SUMMERAU. Czech traffic must be included in this figure.

4. BIDS FOR JULY.

(a) The bids for July as listed in ORMOA/242/4 of 4 June, Appx. A were considered. The bids and routes as accepted are given in Appx. A to these minutes.

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7,500 tons phosphates shipped from SFAX allotted No. M7CC5

(ii) Amended bid W7CC15 as follows:-

104 tons walnuts W7CC15A
6,000 tons fruit (ex BOLZANO) W7CC15B

(ii) Bid, subject to arrangement with ITALY regarding supply of wagons, (since made)

6,240 tons pyrites (ex SCARLINO) allotted No. M7CC6
4,000 tons salt (ex MARGHERITA DI SAVOIA) allotted No. M7CC7

Representative of UNRRA, Port Committee, TRIESTE

(iv) deleted bid M7CU1

(v) amended M7CU2 to 7,700 tons phosphates from TRIESTE (ex SFAX)

Chief Transportation Officer, UNRRA Mission, PRAGUE, said that the Czech Government undertook to provide wagons for all bids except M7CC6 and M7CC7.

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NOTE: At their subsequent meeting the Czech and Italian representatives agreed that wagons should be provided as follows:-

By CZECHOSLOVAKIA for exports to ITALY and for imports through TRIESTE and VENICE

By ITALY for all exports railed from ITALY direct.

(d) To ITALY.

(i) W7I1 2,000 tons coal ex RUHR routed via INNSBRUCK - BRENNER 60

(ii) W7I5 increased to 45 trains empties to TRIESTE

(iii) Economic Div. (Br. Element) bid (on account of Timber Control ACA (Br.)) from British Zone AUSTRIA to TRIESTE for shipment, 6,000 tons sawn timber via TARVISIO, allotted No. W7I6. He said this was the first instalment of a timber export programme of 260,000 tons spread over twelve months.

AQMG(Mov), 13 Corps, pointed out that timber must not be loaded to rail till a ship was nominated. The storage space originally proposed for export timber had been taken over for a petrol depot owing to operational necessity.

(e) To SWITZERLAND.

No. W7SD6 30 trains coal ex POLAND.

Transport Directorate, ACA, declined to consider this bid until a request was received direct from the POLISH Government.

(f) To YUGOSLAVIA.

(i) Additional bid W7U3 (received by signal) 16850 tons coke and anthracite - 30 trains - ex RUHR was accepted.
ROUTE: MUNICH - SALZBURG - SPITTAL - ROSENBACH - MARIBOR

(ii) Representative of UNRRA Port of TRIESTE COMMITTEE said that imports through TRIESTE totalled 151,940 tons, mainly bulk cargo, and 1560 head of horses and cattle.

(g) To HUNGARY.

(i) Representative of UNRRA Port of TRIESTE Committee bid 1,500 tons of sugar through TRIESTE. This was accepted to move via LJUBLJANA on the understanding that HUNGARY supplies the wagons.

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AQMG(Mov), 13 Corps, pointed out that this bid brought the total to be railed via LJUBJANA appreciably over the capacity of 5,000 tons per day, but he would accept it, as all bids were unlikely to arrive.

(ii) Transport Directorate, ACA, said a bid had been received from the HUNGARIAN Government for the movement of 25 trains of motor vehicles from FRANCE and BELGIUM. This movement could be accepted through AUSTRIA and, assuming it was from Northern FRANCE should be routed via LINZ, VIENNA and HEGYESHALOM. The Chairman understood to request ORMOA (ECITO) BRUSSELS to obtain loading points and clearance through GERMANY.

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(h) Additional bids to AUSTRIA.

The Italian State Railways said that they had been asked to supply wagons to move the following to AUSTRIA:-

(i) by Messrs. Rottens' einer - 3,000 tons fruit from VENETO and BOLZANO

(ii) by Messrs. Montecatini - 200 tons sulphuric acid and 700 tons raw sulphur from VENICE - 5,000 pyrites

D.D.S.T., UNRRA Austrian Mission said he knew negotiations were proceeding for all the items except pyrites.

IT WAS AGREED that the bids must be confirmed by the Trade and Supply Dept., Economic Directorate, of Allied Council. Movements rep., ACA, undertook to submit the case.

5. ARRANGEMENTS FOR TRAFFIC IF TARVISIO IS NOT OPEN.

A summary of the bids, including the military and AMG bids given by AQMG(Mov), 13 Corps, is set forth at Appx B.

This shows a total of 6000 tons per day via TARVISIO

If the ARNOLDSTEIN Bridge is not ready, it is proposed (subject to AFHQ consent) to divert 2,250 tons via FORTEZZA - SAN CANDIDO - SPITTAL, and the remainder via BRENNER. Military and UNRRA traffic will be given priority. Of the 2,250 tons I.S.R. undertook that 750 tons per day of military traffic will be marshalled at VERONA; Mov., 13 Corps, will arrange for 1,500 tons per day of UNRRA Austria traffic to be marshalled at TRIESTE.

6. PAYMENT FOR MOVEMENT OF FREIGHT WHICH IS NOT UNRRA TRAFFIC.

(a) AQMG(Mov), 13 Corps, asked how the CZECHOSLOVAK Government proposed to pay for their commercial imports through TRIESTE; this also applied to the Austrian export of timber.

The Transport Directorate, ACA, asked how payment was to be made for this traffic and Italian commercial traffic through AUSTRIA.

(b) Czech representative replied that, as far as traffic between his country and ITALY was concerned, it was proposed that the exporting country

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(ii) by Messrs. Montecatini — 700 tons raw sulphur from VENICE
- 5,000 pyrites

D.D.S.T., UNRRA Austrian Mission said he knew negotiations were proceeding for all the items except pyrites.

IT WAS AGREED that the bids must be confirmed by the Trade and Supply Dept., Economic Directorate, of Allied Council. Movements rep., ACA, undertook to submit the case.

5. ARRANGEMENTS FOR TRAFFIC IF TARVISIO IS NOT OPEN.

A summary of the bids, including the military and AMG bids given by AQMG(Mov), 13 Corps, is set forth at Appx B.

This shows a total of 6000 tons per day via TARVISIO

If the ARNOLDSTEIN Bridge is not ready, it is proposed (subject to AFHQ consent) to divert 2,250 tons via FORTEZZA - SAN CANDIDO - SPITTAL, and the remainder via BRENNER. Military and UNRRA traffic will be given priority. Of the 2,250 tons I.S.R. undertook that 750 tons per day of military traffic will be marshalled at VERONA; Mov., 13 Corps, will arrange for 1,500 tons per day of UNRRA Austria traffic to be marshalled at TRIESTE.

6. PAYMENT FOR MOVEMENT OF FREIGHT WHICH IS NOT UNRRA TRAFFIC.

(a) AQMG(Mov), 13 Corps, asked how the CZECHOSLOVAK Government proposed to pay for their commercial imports through TRIESTE; this also applied to the Austrian export of timber.

The Transport Directorate, ACA, asked how payment was to be made for this traffic and Italian commercial traffic through AUSTRIA.

(b) Czech representative replied that, as far as traffic between his country and ITALY was concerned, it was proposed that the exporting country pay freight to its frontier; the importing country charge freight thence to destination, and collect it from consignee. This admittedly involved some risk until the rate of exchange for AUSTRIA is fixed.

As regards Czech commercial imports through TRIESTE, he agreed to send a financial expert from PRAGUE as soon as possible to discuss the question with the AMG, Zone A, VENEZIA GIULIA.

(c) Lt. Col. Delmas, Transport Directorate (Fr. Element), ACA, said he had attended a Conference which was held on 4/5 April at BASLE. There, on the initiative of the SNCF, charters for international traffic were agreed and general regulations were drawn up. The Governments represented agree to pay for international traffic on this basis. The essential difficulty was movement through countries for which rates of exchange had not been stabilised, - notably AUSTRIA and GERMANY. ECITO had been asked to call a Conference to obtain agreement regarding the method of payment in such cases. ECITO, when issuing the invitations, had made certain recommendations regarding the determination of a currency, to which all others can be linked for the purpose of calculating the payment due.

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If the recommendations are agreed the exporter pays the freight charges within his country, and the recipient pays the balance of the charges in the currency of his country through its Ministry.

The case of AUSTRIA is being considered by the Transport Committee, ACA.

Lt. Col. Delmas said that he personally felt that international traffic should be allowed to move, pending agreement being reached, particulars being registered by each country for future settlement.

(d) Transport Directorate, ACA, suggested that, as UNRRA served AUSTRIA, CZECHOSLOVAKIA and ITALY, it should undertake t pay the freight charges for the commercial traffic between these countries and adjust payments through their respective accounts.

All UNRRA representatives agreed this was not possible.

(e) Italian State Railways suggested that the representatives of the Railways concerned discuss the matter further at their meeting after the Conference.

In reply to the Transport Directorate, ACA, the Austrian Railways reps. said they could discuss a temporary arrangement. The Czech Railway rep. also agreed. Rep., AMG, 13 Corps, felt that he was not in a position to discuss the question here. He asked that traffic through Zone A, Venezia Giulia, should be deferred till the financial expert from PRAGUE visited TRIESTE.

(f) IT WAS AGREED that the Chairman arrange a meeting, as suggested, to take place on 21 June, and that its recommendations be submitted to the authorities concerned for approval.

7. CROSS MOVEMENT OF SUGAR.

The Chairman drew attention to the report by ACA of the movement of 800 tons of sugar from TRIESTE to AUSTRIA, on UNRRA account, at the same time as 1,250 tons arrived from CZECHOSLOVAKIA at TRIESTE for export. Transport Officer, UNRRA Mission, PRAGUE, said this was an isolated instance. It was not possible to synchronise movements of sugar from AMERICA which would be the only solution. The export of sugar from CZECHOSLOVAKIA involved considerable negotiation, and was an essential means of obtaining foreign exchange.

Representative of UNRRA Port Committee, TRIESTE, said that he could not know of the movements in time to take effective action.

Mr. Lovett, Transport Directorate (U.S. Element), ACA, said he was not satisfied that it should be necessary to ship sugar both in and out of TRIESTE in American bottoms. He asked UNRRA to do everything possible to buy sugar in the nearest market.

8. PASSENGER TRAFFIC BETWEEN ITALY AND AUSTRIA.

[illegible] present), said that efforts

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All UNRRA representatives agreed this was not possible.

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In reply to the Transport Directorate, ACA, the Austrian Railways reps. said they could discuss a temporary arrangement. The Czech Railway rep. also agreed. Rep., AMG, 13 Corps, felt that he was not in a position to discuss the question here. He asked that traffic through Zone A, Venezia Giulia, should be deferred till the financial expert from PRAGUE visited TRIESTE.

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8. PASSENGER TRAFFIC BETWEEN ITALY AND AUSTRIA.

(a) Lt. Col. Delmas, Transport Directorate (Fr. Element), said that efforts had been made to improve passenger traffic via the BRENNER for the past eight months, but that non-technical difficulties had so far interferred. A start had been made with improved services, but these had had to be immediately suspended for reasons outside the control of the Railways.

(b) Col. McMullen, Transport Directorate (Br. Element) hoped that the use, by a limited number of civilians, of the NAPLES - UDINE - VILLACH "International" (thrice weekly) might be extended beyond UDINE to VILLACH in the near future.

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9. RECEIPT OF DAMAGED WAGONS AT TRIESTE.

No. 1 Railway Operating Group complained that many Austrian, Czech and Yugoslav wagons arrived at TRIESTE unfit for loading. Few suffered from mechanical defects; the trouble was mainly caused by damaged doors and broken floors and walls. Over 1,400 had to be repaired at TRIESTE during the week ending 15 June. The Austrian Railways said that the VILLACH Direction had strict orders to send only fully serviceable wagons.

Transport Directorate, ACA. requested that the Austrian and Italian Railways issue orders to ensure that the joint examination at TARVISIO is more thorough in future.

10. EXCHANGE OF WAGONS.

(a) IT WAS AGREED that the Railway representatives present discuss, at a separate meeting, the possibility of improving the present methods of provision and exchange of wagons.

(b) No. 1 Railway Operating Group asked whether foreign wagons arriving at TRIESTE can be worked back to the owner countries, so long as equivalent stock was provided to load the goods of the sender.

Transport Directorate, ACA, did not, however, consider this is the appropriate time to exchange wagons in the manner proposed.

11. DELAY TO CZECH EMPTIES.

Transport Officer, UNRRA Mission, PRAGUE, said empties had been held up at SUMMERAU on 28, 30 and 31 May. At one time five trains were waiting. Transport Directorate, ACA, replied that this was due to a misunderstanding, which had now been cleared up.

12. LABELLING CZECH TRAFFIC.

In reply to Transport Directorate, ACA, Rep. UNRRA Port Committee, TRIESTE, admitted that some non-UNRRA traffic for CZECHOSLOVAKIA had been labelled UNRRA. This was a mistake and would not recur.

13. LOSS OF WAGONS BY ITALY.

Italian State Railways said that a net loss of 261 wagons had occurred during May and early June through TARVISIO and BRENNER.

Transport Directorate, ACA, said that active measures were being taken to rectify the position regarding TARVISIO, but thought that the I.S.R. still owed AUSTRIA wagons if all movements since October 1945 were considered.

14. NEXT MEETING OF BIDAC.

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14. NEXT MEETING OF BIDAC.

After discussion, it was agreed that the next meeting of BIDAC be held at VENICE on Friday, 19 July, subject to agreement by UNRRA that this date is convenient for their meeting. (This has since been confirmed.)

15. The Chairman said he felt all would join with him in thanking HQ, BTA, for providing accommodation, and for allowing the civilians attending to live at the Military Transit Hotel. Without their hospitality it would not have been possible to hold the Conference.

He thanked all present for their help and cooperation in dealing with the many problems raised.

The Meeting closed at 1630 hours.

R. W. L. FELLOWES
Divisional Officer
ECITO (ORMOA) ITALY

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KEY to Appx. A. Column 6.

S. 509

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A Czechoslovakia

B France

C Holland

D Italy

E Switzerland

F British Zone Germany

G French Zone Germany

H USSR Zone Germany

J US Zone Germany

K British Zone Austria

L French Zone Austria

M USSR Zone Austria

N Us Zone Austria

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INTERNATIONAL MOVEMENT PROGRAMME - BIDS APPROVED for month of

Serial No.	Despatching Point	Tonnage and Nature of cargo		No. of trains monthly	Route
TO AUSTRIA:					
M 7 AU 1	TRIESTE ex US 50,710 tons " UK 3,000 tons	General cargo Food and general cargo Food Wheat Flour	3000 tons 9760 " 14390 " 25370 " 1190 " 53710 tons	110	TARVISIO
TO CZECHOSLOVAKIA:					
W 7 CU 8 A	France (Marseilles)	Surprops		3	GENEVA-BUCHS-INNSBR SALZBURG-LINZ-SUMM
W 7 CC 15 A	Italy, Palma S.Gennaro	Shelled walnuts	104 tons	12	BRENNER-INNSBRUCK-S LINZ - SUMMERAU
W 7 CC 15 B	Italy, Bolzano	Fruit	6000 tons		
W 7 CC 14	Switzerland	General cargo		30	BUCHS-INNSBRUCK-SAL LINZ - SUMMERAU
M 7 CC 2	TRIESTE (ex Cyprus)	Pyrites	7500 tons	15	TARVISIO-VILLACH-SA LINZ - SUMMERAU
M 7 CU 2	TRIESTE (ex Sfax)	Phosphates	7700 tons	15	--- do ---
M 7 CC 3	TRIESTE (ex Italy)	Sulphur	2500 tons	5	--- do ---
M 7 CC 4	TRIESTE (ex Italy)	Food and fruit	2500 tons	5	--- do ---
M 7 CC 5	TRIESTE (ex Sfax)	Phosphates	7500 tons	15	--- do ---
M 7 CC 6	Italy, Scarlino	Pyrites	6240 tons	12	--- do ---
M 7 CC 7	Italy, S.Margherita di Savoia	Salt	4000 tons	8	--- do ---

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26 June 1946

...ATIONAL MOVEMENT PROGRAMME - BIDS APPROVED for month of JULY 1946.

...age and Nature of cargo		No. of trains monthly	Route	Transit zones or Transit countries	Remarks
...eral cargo	3000 tons				
...d and general cargo	9760 "	110	TARVISIO	-	
...d	14390 "				
...at	25370 "				
...ur	1190 "				
	53710 tons				
...props		3	GENEVA-BUCHS-INNSBRUCK-SALZBURG-LINZ-SUMMERAU	ELNM	
...elled walnuts	104 tons	12	BRENNER-INNSBRUCK-SALZBURG LINZ - SUMMERAU	LNM	I.S.R. provide wagons
...uit	6000 tons				
...neral cargo		30	BUCHS-INNSBRUCK-SALZBURG LINZ - SUMMERAU	LNM	
...rites	7500 tons	15	TARVISIO-VILLACH-SALZBURG LINZ - SUMMERAU	KNM	
...osphates	7700 tons	15	--- do ---	KNM	
...lphur	2500 tons	5	--- do ---	KNM	
...od and fruit	2500 tons	5	--- do ---	KNM	
...osphates	7500 tons	15	--- do ---	KNM	ISR provide wagons
...rites	6240 tons	12	--- do ---	KNM	--- do ---
...lt	4000 tons	8	--- do ---	KNM	

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Serial No.	Despatching Point	Tonnage and Nature of cargo	No. of trains monthly	R o u t e
TO ITALY:				
W 7 I 1	RUHR (to Milan)	3000 tons COAL (may be reduced to 1000 tons)	3	TROISDORF - WIESBADE MANNHEIM-LINDAU-INNS BRENNER
W 7 I 2 A	Czechoslovakia	1000 tons Cellulose (to VERZUOLO & CORSICO (TURIN) BESOZZO (Milan) PESCHIERA (Verona)	2	SUMMERAU-LINZ-SALZBU INNSBRUCK - BRENNER
W 7 I 2 B	"	1500 tons General cargo (details later)	3	--- dc ---
W 7 I 3	Czechoslovakia (to Florence)	10000 tons Clay	20	--- do ---
W 7 I 4	Czechoslovakia (to area Verona)	2500 tons Timber	5	--- do ---
W 7 I 5	Czechoslovakia (to Trieste)	Empty wagons for port clearance	45	SUMMERAU-LINZ-SALZBU VILLACH - TARVISIO
W 7 I 6	Austria Br.Zone (to Trieste for shipment)	6000 tons sawn Timber	12	--- do ---
TO POLAND:				
W 7 PC 1	Switzerland	Empty wagons	25	BUCHS-INNSBRUCK-SALZ LINZ-SUMMERAU-OSTRAV
W 7 PU 2	France (Marseilles)	Surprops	2	GENEVA- and thence a serial W 7 PC 1
TO SWITZERLAND:				
W 7 SD 6	Poland	Coal	30	MCR OSTRAVA-SUMMERAU SALZBURG-INNSBRUCK-B
W 7 SD 7	Czechoslovakia	General cargo	40	SUMMERAU-LINZ-SALZBU INNSBRUCK - BUCHS

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Appendix to S - 509 dated (2)
26 June 1946

and Nature of cargo	No. of trains monthly	Route	Transit zones Transit countries	Remarks
ns COAL (may be redu-ed to 1000 tons)	3	TROISDORF - WIESBADEN - MANNHEIM-LINDAU-INNSBRUCK BRENNER	JL	
ons Cellulose (to VER-CORSICO (TURIN) BESOZZO PESCHIERA (Verona)	2	SUMMERAU-LINZ-SALZBURG-INNSBRUCK - BRENNER	MNL	Czechs provide wagons
ons General cargo	3	--- do ---	MNL	--- do ---
letails later)	20	--- do ---	MNL	--- do ---
tons Clay	5	--- do ---	MNL	--- do ---
tons Timber	45	SUMMERAU-LINZ-SALZBURG-VILLACH - TARVISIO	MNK	
wagons for port clea-rance	12	--- do ---	--	
tons sawn Timber	25	BUCHS-INNSBRUCK-SALZBURG-LINZ-SUMMERAU-OSTRAVA	LNMA	See serial W 7 SD 6
wagons	2	GENEVA- and thence as for serial W 7 FC 1	FLNMA	
rops	30	MCR OSTRAVA-SUMMERAU-LINZ-SALZBURG-INNSBRUCK-BUCHS	AMNL	Transport Direc-torate ACA require - direct request from POLISH Govt. before accepting.
eral cargo	40	SUMMERAU-LINZ-SALZBURG-INNSBRUCK - BUCHS	MNL	

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Serial No.	Despatching Point	Tonnage and Nature of cargo	No. of trains monthly	Route
TO YUGOSLAVIA:				
W 7 YU 1	France (Le Bourget)	Surprops	6	VALLOREE-ISELLE-MILAN-PADOVA-LLUBJANA
W 7 YU 1 A	France (Marseilles)	Surprops	3	VENTIMIGLIA-PADOVA-LLUBJANA
W 7 YU 2	Belgium (Liege)	Surprops	3	HERBESTHAL-BONN-MAINZ-DAMRSTADT-STUTTGART-MUNICH-SALZBURG-SPITTAL-ROSENBACH - MARIBOR
W 7 YU 3	RUHR	16,350 tons coke 500 tons anthracite	30	MUNICH-SALZBURG-SPITTAL-ROSENBACH - MARIBOR
----	TRIESTE	ex US 115,140 tons ex UK 7,500 tons ex NE 29,300 tons 151,940 tons 1,560 head horses and cattle.		LLUBJANA
TO HUNGARY:				
M 7 HY U 1	TRIESTE (ex US)	1500 tons Sugar	3	LLUBJANA
W 7 HY C	FRANCE and BELGIUM	Motor vehicles	25	(through Austria) LINZ-VIENNA-HEGESLHAL

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Appendix A to S - 509 dated (3)
26 June 1946

ge and Nature of cargo	No. of trains monthly	Route	Transit Zones or Transit countries	Remarks
ops	6	VALLORBE-ISELLE-MILAN-PADOVA-LLUBJANA	ED	
ops	3	VENTIMIGLIA-PADOVA-LLUBJANA	D	
ops	3	HERBESTHAL-BONN-MAINZ-DAMRSTADT-STUTTGART-MUNICH-SALZBURG-SPITTAL-ROSENBACH - MARIBOR	FGJNK	
50 tons coke 00 tons anthracite	30	MUNICH-SALZBURG-SPITTAL-ROSENBACH - MARIBOR	FGJNK	
S 115,140 tons K 7,500 tons E 29,300 tons 151,940 tons 1,560 head horses and cattle.		LLUBJANA		
tons Sugar	3	LLUBJANA		
r vehicles	25	(through Austria) LINZ-VIENNA-HEGESLHALOM		Bid received from HUNGARIAN Govt.by Transport Directorate ACA - ORMCA (ECITO) to ascertain loading points and clearance through Germany.

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SUMMARY OF TRAFFIC OVER CRITICAL SECTIONS OF LINE

Trains per month

Serial No. (i)	Item (ii)	UDINE - TARVISIO 500 t.nett p. train		TRENTO - BRENNER 500 t.nett p. train		VIA SUMMER
		Northbd. (iii)	Southbd. (iv)	Northbd. (v) (a)	Southbd. (vi) (a)	Northbd. (vii)
-	Damaged wagons between Italy & Germany	-	-	30	30	
-	Military (AFHQ)	45	-	(45)	-	-
-	" for UNRRA	24	-	(24)	-	-
-	" Passenger trains	60 (b)	60 (c)	15 (d)	15 (e)	-
-	Civil " "	90 (b)	90 (c)	90 (d)	90 (e)	-
-	" Freight	30	30	60	60	-
M 7 AU 1	Food & General cargo (Trieste)	110	-	(110)	-	-
W 7 CU 8A	Surprops (Marseilles)	-	-	-	-	3
W7 CC 15A W7 CC 15B	Nuts & Fruit (Italy)	-	-	12	-	12
W7 CC 14	General cargo (Switzerland)	-	-	-	+	30
M 7 CC 2	Pyrites (Trieste)	15	-	(15)	-	15
M 7 CU 2	Phosphates (Trieste)	15	-	(15)	-	15
M 7 CC 3	Sulphur (Trieste)	5	-	(5)	-	5
M 7 CC 4	Food and Fruit (Trieste)	5	-	(5)	-	5
M 7 CC 5	Phosphates (Trieste)	15	-	(15)	-	15
M 7 CC 6	Pyrites (Scarlino)	-	-	12	-	12
M 7 CC 7	Salt (Margherita di Savoia)	-	-	8	-	8
W 7 I 1	Coal (Ruhr)	-	-	-	2	-
W7I 2A/B	Cellulose & General cargo (Czech)	-	-	-	5	-
W 7 I 3	Clay (Czech)	-	-	-	20	-
W 7 I 4	Timber (Czech)	-	-	-	5	-
W 7 I 5	Empties Czech	-	45	-	(45)	-
	C/f to page 2	414	225	227 (234)	227 (45)	120

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OVER CRITICAL SECTIONS OF LINE

ns per month

UDINE - TARVISIO 00 t.nett p. train		TRENTO - BRENNER 500 t.nett p. train		VIA SUMMERAU		Remarks
orthbd. (iii)	Southbd. (iv)	Northbd. (v) (a)	Southbd. (vi) (a)	Northbd. (vii)	Southbd. (viii)	(ix)
-	-	30	30	-	-	(a) figures in brackets in this column show traffic to be moved via BRENNER (including FORTEZZA - S.CANDIDO) route if TARVISIO route is closed.
45	-	(45)	-	-	-	
24	-	(24)	-	-	-	
60 (b)	60 (c)	15 (d)	15 (e)	-	-	(b) terminate at TARVISIO
90 (b)	90 (c)	90 (d)	90 (e)	-	-	(c) originate at TARVISIO
30	30	60	60	-	-	(d) terminate at BRENNER
110	-	(110)	-	3	-	(e) originate at BRENNER
-	-	-	-	12	-	
-	-	12	-	30	-	
-	-	-	-	15	-	
15	-	(15)	-	15	-	
15	-	(15)	-	5	-	
5	-	(5)	-	5	-	
5	-	(5)	-	15	-	
15	-	(15)	-	12	-	
-	-	12	-	8	-	
-	-	8	-	-	-	
-	-	-	2	-	5	
-	-	-	5	-	20	
-	-	-	20	-	5	
-	-	-	5	-	45	
-	45	-	(45)	-		
414	225	227 (234)	227 (45)	120	75	

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Appe

Serial No. (i)	Item (ii)	UDINE - TARVISIO 500 t.nett p.train		TRENTO - BRENNER 500 t.nett p.train		VIA SUMMERAU	
		Northbd. (iii)	Southbd. (iv)	Northbd. (v)(a)	Southbd. (vi)(a)	Northbd. (vii)	Southbd (viii)
	B/f from page 1 . . .	414	225	227 (234)	227 (45)	120	75
W 7 I 6	Timber (Austria - Brit.Zone). . .	-	20	-	(20)	-	-
W 7 FC 1	Empties (Switzerland)	-	-	-	-	25(f)	-
W 7 FU 2	Surprops (Marseilles)	-	-	-	-	2	-
W 7 SD 6	Coal (Poland)	-	-	-	-	-	50(
W 7 SD 7	General (Czech)	-	-	-	-	-	0
	T o t a l	414	245(g)	227 (234)	227 (65)(g)	147	125
	Daily average number of trains ( )	14	8(g)	7.5 (8)(h)	7.5 (2)(g)	5	5
	Capacity (500 tons nett per train for BRENNER & TARVISIO routes)	15.5	15.5	13	13	8( )	8(

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Appendix B to S - 509 dated (2)
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	ULDINE - TARVISIO 500 t.nett p.train		TRENTO - BRENNER 500 t.nett p.train		VIA SUMMERAU -		Remarks
	Northbd. (iii)	Southbd. (iv)	Northbd. (v)(a)	Southbd. (vi)(a)	Northbd. (vii)	Southbd. (viii)	(ix)
ge 1 . . .	414	225	227 (234)	227 (45)	120	75	
Zone). . .	–	20	–	(20)	–	–	(f) ACA await Polish Govt. request before acceptance.
. . . . .	–	–	–	–	25(f)	–	
. . . . .	–	–	–	–	2	–	
. . . . .	–	–	–	–	–	30( )	
. . . . .	–	–	–	–	–	( )	
Total	414	245(g)	227 (234)	227 (65)(g)	147	145	(g) Does not include empties from Austria for Military and UNRRA.
trains ( )	14	8(g)	7.5 (8)(h)	7.5 (2)(g)	5	5	(h) if traffic is diverted from TARVISIO, line is overbid 2.5 trains northbound. Repatriation of damaged wagons is lowest priority, next lowest are bids M 7 CC 6 and M 7 CC 7.
per RVISIO	15.5	15.5	13	13	8( )	8(j)	
							(j) for international traffic.

EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION.

Eighth Monthly Conference of Transport Movements (ECIMOT) held on the 17th June, 1946, at Brussels, 21, Rue de Louvain.

The Conference was opened at 1000 hours.

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PRESENT:

E.C.I.T.O.

Mr. J.A. Tuja	Director of Railways Division (In the chair).
Major Gen. Hewer	Deputy Director General, ORMOA, Brussels.
Mr. E.E. Descrghar	Director, Brussels Regional Office.
Mr. A. Van Lutsenburg Maas.	Assistant Director, The Hague Regional Office.
Col. Massa	ORMOA, Brussels.
Col. Potter	" "
Col. Van Stappen	" "
Mr. E.C. Verdin	" "
Mr. D.M. Kalis	Assistant to Director of Railways Division, ECITO, Paris.

Belgian Delegation.

Mr. J. Vanderborght	Chief Inspector, S.N.C.B.
Mr. J. Vandersmissen	" " "
Mr. L. Ver Elst	" " "
Mr. E. Piton	" " "
Mr. L.J. Lecosse	Inspector, S.N.C.B.
Mr. E. Fossoul	" "
Capt. Tillieux	Belgian Army, Headquarters of Movements and Transport.

French Delegation.

Mr. M.E. Astruc	Manager, S.G.W.
Mr. M. Martin	Chief Engineer, S.N.C.F.
Mr. P. Cousin	" " "
Mr. G. Morize	A.T.I.C. Paris.
Capt. Milan	A.T.I.C. Brussels.
Mr. E.E. Corbin	Ministry of Public Works, Paris.

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Mr. J.A. Tuja	Director of Railways Division (In the chair).
Major Gen. Hewer	Deputy Director General, ORMOA, Brussels.
Mr. E.E. Desorgher	Director, Brussels Regional Office.
Mr. A. Van Lutsenburg Maas.	Assistant Director, The Hague Regional Office.
Col. Massa	ORMOA, Brussels.
Col. Potter	" "
Col. Van Stappen	" "
Mr. E.C. Verdin	" "
Mr. D.M. Kalis	Assistant to Director of Railways Division, ECITO, Paris.

Belgian Delegation.

Mr. J. Vanderborght	Chief Inspector, S.N.C.B.
Mr. J. Vandersmissen	" " "
Mr. L. Ver Elst	" " "
Mr. E. Piton	" " "
Mr. L.J. Leroisse	Inspector, S.N.C.B.
Mr. E. Fossoul	" "
Capt. Tillieux	Belgian Army, Headquarters of Movements and Transport.

French Delegation.

Mr. M.E. Astruc	Manager, S.G.W.
Mr. M. Martin	Chief Engineer, S.N.C.F.
Mr. P. Cousin	" " "
Mr. G. Morize	A.T.I.C. Paris.
Capt. Milan	A.T.I.C. Brussels.
Mr. E.E. Corbin	Ministry of Public Works, Paris.

Italian Delegation.

Mr. De Anna	Ispettore 1st Class, Italian State Railways, Rome.
Mr. V. Paolucci	Ispettore 1st Class, Italian State Railways, Florence.

Luxembourg Delegation.

Mr. J.P. Musquar	Traffic Manager, Luxembourg Railways.
Mr. E. Conrot	G.I.S.L. Luxembourg.

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Netherlands Delegation.

Mr. D.H. Schoenewald	Ministry of Transport & Power, The Hague.
Mr. W.C. Burgers	Netherlands Railways.
Mr. K.J. Van Soest	" "
Mr. J.W. Ruskamp	" "

Czechoslovakian Delegation.

Mr. Reynek	Ministry of Communications, Prague.
Mr. L. Koutnik	" " "
Mr. Sladek	" " "

American Military Delegation.

Lt.Col. W.V. Sines	Transport Division, OMG APO 742
Lt. E.P. Delaney	" " OMG APO 742
Capt. E.S. Lloyd	" " OMG APO 757
Mr. L.E. Blachly	" " OMG APO 742
Consultant C. Gill	" " OMG APO 742

British Military Delegation.

Brig. R.E. Marriott	Railways Branch, C.C.G. BAOR.
Col. Suliver	Transport Division, C.C.G. BAOR.
Capt. L.T. Wilson	Tn Directorate, BAOR, Brussels.

French Military Delegation.

Lt. Col. ... Maillot	D.O.C.F.F. Spire, French Occupation Zone, Germany.
Cdt. J.G.E. Bouzon	" " " " "
Cdt. P. Levechin	French Occupation Zone in Austria, Innsbruck.
Cdt. M.O.J. Faynot	Transport Div., French Occupation Zone in Austria.

Czechoslovak Military Delegation.

Major V. Olsar	Liaison Transport Division, OMGUS (Rear) Frankfurt.

U.S. Embassy.

Miss R. Russell.	U.S. Liaison Officer to ECITO.

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Mr. L. Koutnik	" " "
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Cdt. P. Levechin	French Occupation Zone in Austria, Innsbruck.
Cdt. H.O.J. Faynet	Transport Div., French Occupation Zone in Austria.

Czechoslovak Military Delegation.

Major V. Olsar	Liaison Transport Division, CinCUS (Rear) Frankfurt.

U.S. Embassy.

Miss R. Russell.	U.S. Liaison Officer to ECITO.

European Coal Organisation.

Lt.Col. G.D.N. Geen.	E.C.O. London.

Secretary.

Miss R. Titton.	E.C.O, Paris.

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Minutes of Previous Meeting.

The Minutes of the last ECIMOT Meeting held on the 13th May, 1946, were approved with the following amendment:

Paragraph 224 (c).

For the divisor of the formula read:-

"Average number of wagons loaded per day plus average number of wagons entering loaded per day."

240. Census of European Railway Rolling Stock.

The CHAIRMAN made the following statement on the present position:

Up till now, figures had been received from a large number of countries but information was completely lacking from the same countries and zones mentioned in the Minutes of the last ECIMOT Meeting. As regards Austria, the delegate representing the French Zone stated that in that and the U.S. and British Zones of Austria, a private census will be held in the course of the month of July, on a similar basis as laid down by ECITO.

At the Conference in Copenhagen, the Polish representative undertook to send the information from Poland.

241. The CHAIRMAN explained that the work for the other countries, however, was being carried out and he wished to divide this work into three stages:

1) To establish the provisional numerical census, for which the target date had been set for the 1st June and which was accomplished by then. Copies of the tables had been circulated to the countries concerned.

2) To relate these numerical totals with the individual particulars of each wagon as rendered by the stations. This work will finish by the 15th July as planned. As far as locomotives were concerned, the objects of the second stage had already been accomplished, and the results distributed on the 15th June, 1946.

3) To record full particulars of rolling equipment outside its own country. The target date set was 15th August, 1946. This involved the working out of 500,000 separate card indices, of which 400,000 had already been dealt with.

The U.S. Zone in Germany, at the request of the CHAIRMAN, agreed to furnish packets 6, 8 and 9 of the census results before the 1st July.

242. The CHAIRMAN drew attention to the fact that, according to information received, a widespread practice existed of de-marking and re-marking wagons. It was decided by the Meeting that the existing directives issued

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countries but information was completely lacking from the same countries and zones mentioned in the Minutes of the last ECIMOT Meeting. As regards Austria, the delegate representing the French Zone stated that in that and the U.S. and British Zones of Austria, a private census will be held in the course of the month of July, on a similar basis laid down by ECITO.

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242. The CHAIRMAN drew attention to the fact that, according to information received, a widespread practice existed of de-marking and re-marking wagons. It was decided by the Meeting that the existing directives issued by the Conference held in Brussels in December last should be reiterated in the most emphatic terms.

243. The CHAIRMAN, closing this point of the Agenda, expressed the general feeling of gratitude to the International Census Office in Paris, and in particular to the special staff of the SNCF who had already done most valuable work.

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Movement of International Transit Traffic through Occupied Zones.

244. On the invitation of the Chairman, General HEWER (ORMOA, ECITO) gave a statement on the salient points as dealt with at the BIDAC Meeting held on Saturday, 15th June, at Brussels.

It was agreed that no alterations should be made at the present juncture to the procedure of the BIDAC Meetings and to examine the advisability of combining the Meeting with the similar one held at present in Venice.

It was recommended that the Wagon Repair Working Party, BIDAC and ECIMCT Meetings should be held on three consecutive dates, in the same town, Paris being considered the most suitable. This was agreed, with an amendment from the Chairman that the meetings however could be held in another town in Europe should special reasons necessitate that.

245. In answer to the reminder by the CHAIRMAN that at the Copenhagen Conference the question was raised on behalf of the Occupation Zones that the ECITO machinery for handling international traffic should confine itself only to traffic which caused serious difficulties and passed through bottle necks, General HEWER stated that all delegates of the BIDAC Meeting favoured maintaining the existing procedure for the present. However, the new policy to be adopted at I.M.P. Meetings, as well as BIDAC Meetings, is noted.

246. He went on to say that the May programme had been realised without operating difficulties. As regards Czechoslovakia, approximately 70% of the tonnage bidded for had been offered and moved. In some few cases, where it had not been possible to make up full train loads, isolated wagons had been sent and accepted. Only 1,000 tons a week of P.O.L. were at present moving from Hambourg to Czechoslovakia and only 1,500 tons had been cleared by I.W.T. since movement on the Elbe had been started.

With a view to reducing the backlog which was being accumulated at Hamburg and which would lead to an embargo being placed by the British Occupation Authorities on ships entering the port of Hambourg, Czechoslovakia undertook to send a steady flow of rail tank cars on a daily capacity of 850 tons.

247. On the 15th June, a Conference had been held in Frankfurt between the authorities of the U.S. Zone and of Czechoslovakia to settle the outstanding problems, but none of the matters dealt with have been finally settled. It was agreed to hold another meeting on the 25th June when every effort would be made to find a solution for:-

1) establishing fixed time schedules for trains;

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1) establishing fixed time schedules for trains;

2) establishing the debt of wagons owed by Czechoslovakia to the U.S. Zone;

3) setting up machinery for accurate daily recording of wagon exchange at border stations.

248. General HEWER, continuing his statement, stated that all supplementary bids for June had been accepted with the exception of that for 10,000 tons of Pyrites from Trieste to Czechoslovakia. The line from Trieste to Tarvisio would be closed for a period of four weeks owing to the bridge at Arnoldstein being damaged, necessitating the re-routing of traffic via the Brenner pass.

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249. The July bids had been accepted in general, the acceptance of traffic from Aschaffenburg to Czechoslovakia being conditional upon the Czechoslovak authorities providing the necessary wagons. After long discussion, it was agreed that, for this movement, the empty wagons sent from France to Poland to be loaded at the Silesian coal fields could be used subject to the following conditions: firstly, this solution should not affect the number of wagons provided by France; secondly, Czechoslovakia should assure the continuity of the flow of wagons to Poland by providing the necessary additional number of wagons, preferably consisting of French wagons running at present in Czechoslovakia. The details of this solution will be determined between France, Czechoslovakia and the French and U.S. Zones in Germany, in a special restricted meeting to be held in Brussels on the following day (18th June).

250. Following a statement by Mr. SLADEK, (Czechoslovakia), concerning the difficulties encountered by his country as regards the supply of wagons for international traffic, a long discussion took place.

251. The CHAIRMAN, summing up, said that the general policy was for the country or zone in which the traffic originated to provide the wagons, but there was nothing to prevent, in exceptional cases, assistance being given by mutual agreement.

252. It was agreed that Czechoslovakia should return 3,000 wagons to the U.S. Zone to reduce the debt she owed to that Zone, as soon as possible, but at latest by the next ECMOI Meeting, and then maintain an even balance on wagon exchange. This return of 3,000 wagons to the U.S. Zone was to be made without prejudice to any agreement to be reached as to the exact number of wagons owed by Czechoslovakia to the U.S. Zone of Germany.

On this understanding, the U.S. Zone representatives agreed to continue until further notice to provide rolling stock for such existing traffic programmed from Aschaffenburg for which the open wagons to be diverted from France were unsuitable.

253. Brigadier MARRIOTT (British Zone, Germany) remarked that he felt we had to return to normal railway operating practice and therefore proposed that all should bring demands for wagons to the C.I.W., giving detailed reasons why, and how much, assistance was required.

He took the opportunity of explaining the position of the Occupation Authorities in Germany and in particular the heavy task which had been laid upon them for the rehabilitation of the transport system with a view to maintaining the minimum economic level essential.

254. General HAWER, in concluding his statement, said that Czechoslovakia had agreed to make full use of the Elbe for downstream traffic to Hambourg. It was considered desirable, as soon as practicable, to open [illegible] routes from North German ports through the Russian Zone in Germany

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254. General HEWER, in concluding his statement, said that Czechoslovakia had agreed to make full use of the Elbe for downstream traffic to Hambourg. It was considered desirable, as soon as practicable, to open a new route from North German ports through the Russian Zone in Germany to Central and Eastern Europe.

A greater amount of capacity across the Rhine is anticipated when the bridges across the Rhine at Ludwigshafen and Müllheim are opened, which will relieve the present pressure over the Kehl bridge.

255. The CHAIRMAN thanked General Hewer for his interesting statement.

He wished to ask the delegates to give a short statement of the difficulties anticipated for next autumn as regards shortages of wagons, locomotives and marshalling or station facilities.

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The conclusion drawn from the statements made showed that the main problem would be shortage of wagons, and secondly the shortage of locomotives, and that the solution of both these problems was dependent upon accelerating the repair programme.

Movement of Coal from North German and Saar Coalfields.

256. The Chairman explained the situation of the loading of coal during the period 29th April to 26th May as shown in the table (Annex 1). An overall improvement in the percentages of loadings as compared with the loading programme was reached, in a particular case exceeding 100% by a considerable margin, which made up for the deficit during the previous period.

257. Col. GEDN (E.C.O.) explained that originally the loading programmes were planned over a three months period and pointed out that the variation of the percentages of the allocations received by the participants in one month might be compensated in the following months. No special observations were to be made.

Situation of wagons detained awaiting loading or unloading.

258. The CHAIRMAN asked the delegates to give their respective positions. The situation in all the liberated countries had returned to normal; in Germany, the French Zone had returned to normal too; in the British and American Zones a slight increase was noted but every effort was being made to bring the number down to normal.

The CHAIRMAN then called upon the delegates to provide at the next meeting the following figures:

1) Total wagon stock;
2) Number of serviceable wagons;
3) Average number of wagons loaded per day;
4) Average number of loaded wagons entering per day;

This would make it possible to establish the two turn-round figures asked for in the last meeting. It was decided that those figures should be based on a 7-day week.

Mr. MARTIN (SNCF) proposed to include the total ton kilometers in these figures for internal comparison in the countries or zones.

Brigadier MARRIOTT supported this proposal, but thought it should be extended to take in a more complete list of figures which would enable this Conference to follow closely the development and efficiency of the railway systems.

The CHAIRMAN thanked the delegates for these important suggestions

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The CHAIRMAN thanked the delegates for these important suggestions which would be followed up. ECITO would compile the list of figures necessary for this purpose and try to distribute it in advance to the delegates so that this information could be available for the next Meeting.

Restoration of regular train ferry services to and from England

259. The date of resumption of the Zeebrugge-Harwich ferry boat service was not yet definitely decided on as it depended on dredging in the Zeebrugge harbour; the resumption of the regular service between France and England depended upon the reconstruction of the port of Dunkirk which might be estimated to be completed at the end of summer.

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The [illegible] asked whether in view of re-establishing international ferry services before the end of the summer, consideration could be given to the availability of wagons for those services.

260. In the course of the discussion which followed, it appeared that the suitable wagons were scattered all over Europe and difficult to trace. The C.C.T. therefore suggested, firstly, that the Belgian proposal should be accepted - to watch the availability of wagons in the originating countries as soon as this traffic starts; secondly, that the census returns should be studied in order to ascertain the whereabouts of the wagons conforming to the British loading-gauge. He asked the railway administrations which would be represented at the Conference to be held at Speyer, if they would further discuss this problem there.

Report on Third Berne Repair Working Party Meeting.

261. General [illegible], at the invitation of the Chairman, gave a report on the third Berne Repair Working Party Meeting held in Brussels on the 13th and 14th of June. The period under review was 16th April to 15th May. He said that it was not intended to open up a further discussion on the subject, but that it might be convenient to consider certain operational matters concerned with it.

262. The return of unserviceable wagons to owner countries was generally satisfactory. France and Belgium had returned over 3,000 German wagons to the British zone, and France, Belgium and the Netherlands had received 10,786, 6,012 and 671 of their wagons respectively.

263. The Transport Directorate in Berlin had issued instructions that unserviceable wagons would be returned to the nearest frontier points in any of the Zones, and it was hoped that this instruction would result in more wagons being sent to the U.S. Zone, as up to the present few had been received there.

264. General [illegible] said that the SNCB had experienced an operating difficulty as there had been congestion on the British frontier, and 1,000 wagons had accumulated there. These were chiefly French wagons being returned to Germany through Belgium. The representative from the British Zone answered that this was only a temporary difficulty and would be dealt with on his return.

265. Figures were then quoted showing the large numbers of unserviceable foreign wagons in certain administrations, particularly in the British, U.S. and French Zones of Germany and in Italy.

General [illegible] suggested that ECITOT should consider the possibility of speeding up the return of unserviceable wagons during the ensuing months in view of the comparatively light traffic during that period. [illegible]

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Report on Third Wagon Repair Working Party Meeting.

261. General [illegible], at the invitation of the Chairman, gave a report on the third Wagon Repair Working Party Meeting held in Brussels on the 15th and 16th of June. The period under review was 16th April to 15th May. He said that it was not intended to open up a further discussion on the subject, but that it might be convenient to consider certain operational matters concerned with it.

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General [illegible] suggested that ECITOT should consider the possibility of speeding up the return of unserviceable wagons during the ensuing months in view of the comparatively light traffic during that period. After some discussion, it was decided to give first priority to the return of wagons to Belgium, and secondly to the French and U.S. Zone in Germany. The details of this decision will be worked out at the Wagon Exchange Meeting in Paris.

As regards the return of wagons in both directions between Italy and the U.S. Zone of Germany, the French Zone in Austria agreed to accept 1 train per day in each direction and would make every effort to work this up to 2 or 3 trains per day.

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Furthermore, the meeting expressed the desirability to expedite the return between Italy and France and it was decided that this would be arranged between the countries concerned.

266. The review of the situation regarding the number of wagons still awaiting repairs was disappointing, as the total number waiting in all Zones and countries at the end of the period had increased by 8,822 as compared with the figure at the beginning of the period. This in spite of good results notified by a number of administrations, noticeably France, Belgium and the U.S. Zone of Germany.

A very clear picture had been given by the representative from the U.S. Zone. In this Zone, a target had been set to reduce the number of repairable wagons to 25,000 by the end of September, 1946.

267. The chief difficulties in the U.S., British and French Zones of Germany were:-

(a) Lack of material;
(b) shortage of food for workers;
(c) shortage of skilled labour;
(d) poor state of rolling stock owing to indifferent workmanship and materials over a long period.

Due to the poor state of rolling stock, more wagons were becoming unserviceable in the British Zone. This does not apply to all administrations and it is of particular interest to note that in France the drive which has been made to reduce the number of wagons falling out of service has produced remarkably good results.

268. Regarding the preference given to certain types of wagons, it was noted that practically all administrations had given priority to covered wagons for repairs. This was satisfactory in view of the general shortage of this type of wagon. The CHAIRMAN asked that special attention should also be given to long flats.

269. Referring to future progress and return to normal percentages of unserviceable wagons, General HEWER said it had been agreed that under the existing circumstances, 10% of the total rolling stock could be considered to be the "normal percentage of unserviceable wagons".

The target aim of the British Zone was to get back to this figure by the end of 1946 but was dependent on the supply of materials. The other zones did not give an estimate as to when they will reach this accepted percentage.

270. Return to owner countries of wagons due for periodic overhaul had been discussed. In spite of some countries having reverted to the 3 year basis, it was agreed that wagons outside their own countries should be returned when

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270. Return to owner countries of wagons due for periodic overhaul had been discussed. In spite of some countries having reverted to the 3 year basis, it was agreed that wagons outside their own countries should be returned when they have done four years service without being overhauled.

The type of label required for these wagons will not be decided until the next meeting.

In the meantime, return of these wagons will be proceeded with.

271. Desirability of Working Party for locomotive repairs had been examined. It was agreed by all delegates that the repair of locomotives was a domestic affair and that a Working Party should not be established.

It was also agreed that the repair of locomotives should not be dealt with at the Wagon Repair Working Party Meeting.

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27.

Repatriation of damaged wagons and locomotives.

272. The CHAIRMAN said that as the question of return of damaged wagons had already been covered, he would merely touch on the question of locomotives. He was pleased to note that everyone agreed in principle to the return of damaged locomotives to owner countries.

273. The representative of the SNCB stated that from the provisional results of the census, it was known that about 200 of the 536 locomotives removed by the Germans were at present in the Zones, the majority being in the British Zone with a very high percentage damaged.

The CHAIRMAN asked the Zones for the speeding up of the return of these locomotives.

In addition to a statement by the representative of the Netherlands Railways, who objected to the return of German locomotives to Germany in view of the fact that 122 locomotives taken from them by the Germans were still missing, Brigadier MARRIOTT stated that the return of locomotives had been suspended pending a decision on a Governmental level. The subject could not therefore be dealt with at this meeting.

Wagon Exchange Situation.

274. The CHAIRMAN gave a short statement on the work of the C.E.W. He was glad to report that no major obstacles had had to be faced, and wished to mention that Austria was now up to date in the execution of orders. He particularly wanted to thank the representatives of the U.S. Zone of Germany for the efforts they had made, being faced with serious difficulties owing to the lowering of the wagon level in their zone. He gave the assurance that everything would be done to give assistance. Since the beginning of May, the Committee had dealt also with wagon exchange on the French-Italian border. Italy is now studying the possibility of incorporating the exchange on the Austria-Italian border. There was one more final problem to be settled which affected Italy, being the exchange on the Italian-Swiss frontier.

He contented himself with a short statement of appreciation for the spirit of harmonious and practical co-operation in the Wagon Exchange Committee.

275. Return of serviceable wagons to owner countries.

The CHAIRMAN observed that this return, under compensation arrangements, had been carried out quite satisfactorily.

With the exception of the French Zone which had lost both foreign and German wagons, the following countries and zones had decreased the number of foreign wagons and increased the number of own wagons in their terri-

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With the exception of the French Zone which had lost both foreign and German wagons, the following countries and zones had decreased the number of foreign wagons and increased the number of own wagons in their territories: Holland, Belgium, France and the British Zone. The total figure of own wagons gained was 80 700 and foreign wagons lost was 71,000, during the period 12th January till 31st May of this year.

276. He wished to raise the proposal to form up complete train loads of foreign empty wagons for return to their own countries during the coming period of less strenuous traffic. The general opinion of the Meeting, however, was that those movements could not be afforded in the present situation of shortage of rolling stock and in view of the additional coal consumption that would be involved.

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277. The CHAIRMAN pointed out that it was essential to proceed with the present efforts to use in trains the highest possible percentage of wagons belonging to the destination country. As long as the repatriation of all wagons had not been achieved, the standard of maintenance and repair will be generally low, and the situation will remain unstable.

278. Any other business.

In response to a question raised by the U.S. and British delegations, it was confirmed that the invitation to the ECEMOT meetings was regularly sent to the Quadrupartite Transport Directorate in Berlin.

The next meeting of ECEMOT was fixed for 10.15 on the 25th July in Paris at ECITO Headquarters, 79, Avenue des Champs Elysées. The Wagon Repair Working Party will hold its next meeting at the same address at 10.15 on the 23rd July and the BIDAC Meeting was arranged for 10.15 on the 24th July.

The meeting terminated at 16.00 hours.

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Repair Working Party will hold its next meeting at the same address at 10.15 on the 23rd July and the BIDAC Meeting was arranged for 10.15 on the 24th July.

The meeting terminated at 12.00 hours.

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MOVEMENT OF COAL FROM NORTH GERMAN COALFIELD - SITUATION REPORT FOR PERIOD 29 April - 26

TRANSPORT DE CHARBON EN PROVENANCE DES MINES DE L'ALLEMAGNE DU NORD - SITUATION POUR LA PERIODE DU 29

N.B. This report is prepared for the information of S.C.I.T.O. and is not officially confirmed by NORTH GERMAN COAL CONTROL.
Cette situation etablie pour renseigner seulement SCITO n'est pas confirmee officiellement par la Commission de Controle du Ch

DESTINATION.	Allocation for 4 week period - priorities 1, 2 &3 Allocation de la periode consideree - priorites 1,2 & 3				Tonnages loaded for 4 week period. Tonnage charge pendant la periode c		
	RAIL Voies ferrees (a)	IWT Voies Navigables interieures (b)	ROAD Routes (c)	TOTAL (d)	RAIL Voies ferrees (e)	IWT Voies Navigables interieures (f)	ROAD Routes (g)
FRANCE Incl. N. AFRICA	79,100	76,400	-	155,500	96,709	98,126	-
BELGIUM	29,650	115,500	350	145,500	44,672	100,522	664
HOLLAND	20,000	100,000	-	120,000	25,012	101,009	-
LUXEMBOURG	94,000	-	-	94,000	97,054	-	-
TOTAL	224,750	292,900	350	523,000	263,447	305,657	664
NORWAY	25,100	38,400	-	63,500	21,005	31,608	-
DENMARK	63,400	76,600	-	140,000	68,701	67,386	-
TOTAL	88,500	115,000	-	203,500	92,706	98,994	-
ITALY	1,000	9,500	-	10,500	925	10,903	-
SWITZERLAND	-	16,000	-	16,000	1,461	18,740	-
SWEDEN	38,000	-	-	38,000	36,281	-	-
FINLAND	11,000	-	-	11,000	10,520	-	-
TOTAL	50,000	25,500	-	75,500	49,187	29,643	-
BUNKER COAL	-	25,000	-	25,000	-	29,005	-
OTHER DESTINATIONS	2,816,113	311,887	211,500	3,339,500	2,382,661	416,796	102,98
GRAND TOTAL	3,175,363	777,287	211,850	4,164,500	2,788,004	880,895	103,64

Note: - Total tonnage moved for other destinations in colum (h) includes 176,480 tons locally collected in British Zone.
Le tonnage total pour autres destinations, colonne (h) comprend 176,480 tonnes ramassees localement dans la zone anglais

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

T OF COAL FROM NORTH GERMAN COALFIELD - SITUATION REPORT FOR PERIOD 29 April - 26 May 1946

N EN PROVENANCE DES MINES DE L'ALLEMAGNE DU NORD - SITUATION POUR LA PERIODE DU 29 avril au 26 mai 1946.

of C.C.I.T.O. and is not officially confirmed by NORTH GERMAN COAL CONTROL.
ment ECITO n'est pas confirmée officiellement par la Commission de Contrôle du Charbon de l'Allemagne du Nord.

eriod - priorities 1, 2 &3 e considered - priorities 1, 2 & 3		Tonnages loaded for 4 week period. Tonnage chargé pendant la période considérée.				Percentage of allocation loaded to date. Pourcentage du tonnage chargé par rapport à l'allocation de la période considérée.
ROAD Routes	TOTAL	RAIL Voies ferrées	IWT Voies Navigables Intérieures	ROAD Routes	TOTAL	
(c)	(d)	(e)	(f)	(g)	(h)	(j)
-	155,500	96,709	98,126	-	194,835	125.3 %
350	145,500	44,672	106,502	684	151,878	104.3 %
-	128,000	25,032	101,009	-	126,021	98.4 %
-	94,000	97,054	-	-	97,054	103.2 %
350	523,000	263,467	305,657	684	569,788	-
-	61,500	24,005	31,608	-	55,613	90.4 %
-	140,000	68,701	67,386	-	136,087	97.2 %
-	201,500	92,706	98,994	-	191,700	-
-	10,500	925	10,903	-	11,828	112.6 %
-	16,000	1,464	18,740	-	20,201	126.2 %
-	38,000	36,281	-	-	36,281	95.5 %
-	11,000	10,520	-	-	10,520	95.6 %
-	75,500	49,187	29,643	-	78,830	-
-	25,000	-	29,805	-	29,805	119.2 %
211,500	3,339,500	2,382,644	416,796	102,981	3,080,921	92.2 %
211,850	4,168,500	2,786,380	880,895	103,665	3,951,044	94.8 %

ons in colum (h) includes 178,480 tons locally collected in British Zone.
ns, colonne (h) comprend 178,480 tonnes ramassées localement dans la zone anglaise.

DISTRIBUTION LIST OF MINUTES OF SCIROT MEETING,
BRUSSELS - JUNE 17TH, 1946.

	F	E	French Text	English Text
ECITO, PARIS.			60	40
Executive Board	3	6		
Director General	-	1		
Movements Secretariat	-	3		
Equipment (U.S.)	-	1		
" (Continent)	1	-		
CRMCA (Rear)	-	2		
Information Section	-	1		
Translation Service	-	1		
Secretariat	-	1		
SNCF	10	-		
ATIC	8	-		
Transport Direct. Berlin	4	1		
DOCF	12	-		
Ministry of Public Works	2	-		
S.G.M.	2	-		
French Liaison Officer to ECITO.	1	-		
U.S. Liaison Officer to ECITO.	-	1		
Czechoslovak Liaison Officer to ECITO.	2	7		
Mr. G.P. Kennick, British Embassy, Paris.	-	1		
ECITO, LONDON.			8	20
Danish L.O. to ECITO.	2	2		
Netherlands L.O. to ECITO.	-	2		
Norwegian L.O. to ECITO.	-	5		
Mr. Larson, Danish Legation, London.	-	2		
Mr. Guseronik, French Embassy, London.	1	-		
ECITO, BRUSSELS.			20	7
SNCB	9	2		
Belgian Military Mission	2	-		
Czechoslovak Legation	4	-		
Commission Militaire du reseau.	2	-		
Luxembourg Embassy, Brussels.	3	-		
ECITO, THE HAGUE.			4	30

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Equipment (U.S.)	-	1		
" (Continent)	1	-		
CRMCA (Rear)	-	2		
Information Section	-	1		
Translation Service	-	1		
Secretariat	-	1		
SNCF	10	-		
ATIC	8	-		
Transport Direct. Berlin	4	1		
DOCF	12	-		
Ministry of Public Works	2	-		
S.G.M.	2	-		
French Liaison Officer to ECITO.	1	-		
U.S. Liaison Officer to ECITO.	-	1		
Czechoslovak Liaison Officer to ECITO.	2	7		
Mr. G.P. Kerrick, British Embassy, Paris.	-	1		
ECITO, LONDON.			8	20
Danish L.O. to ECITO.	2	2		
Netherlands L.O. to ECITO.	-	2		
Norwegian L.O. to ECITO.	-	5		
Mr. Larson, Danish Legation, London.	-	2		
Mr. Guesronik, French Embassy, London.	1	-		
ECITO, BRUSSELS.			20	
SNCB	9	2		
Belgian Military Mission	2	-		
Czechoslovak Legation	4	-		
Commission Militaire du reseau.	2	-		
Luxembourg Embassy, Brussels.	3	-		
ECITO, THE HAGUE.			4	30
Netherlands Railways.	2	8		
Ministry of Transport & Power	-	8		
Seaport & Rhine Traffic Affairs.	-	7		
ECITO, LUXEMBOURG.			15	-
Luxembourg Railways.	6	-		
C.I.S.I. Luxembourg.	2	-		
ECITO, PRAGUE.			2	-
ECITO, WARSAW.			2	-

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	F	E	French text.	English text.
ECITO, COPENHAGEN.			-	2
ECITO, OSLO.			-	2
European Coal Organisation			-	4
OEEC, BRUSSELS.			15	50
Quadripartite Commission, Berlin.	2	2		
British Zone; Germany.	-	15		
U.S. " "	-	20		
Russian " "	1	1		
Czech Mission, U.S. Zone.	-	2		
" " British Zone.	-	2		
French Zone in Austria.	8	-		
British Zone "	-	1		
U.S. Zone "	-	1		
Russian Zone "	1	1		
			7	3
OEEC, ROME.				
I.S.R. Rome.	2	-		
I.S.R. Florence.	3	1		

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RD - 305

THE ROAD TRANSPORT SERVICES OF ITALY AS AT 1 JUNE 1946.

(This information has been obtained from the Ministry of Transport - (Inspectorate of Civil Motorization and Transport in Concession))

1. PRE-1940 MOTOR TRANSPORT SERVICES.

Before the war ITALY had a network of motor transport services, carrying passengers, luggage and agricultural produce. This was largely run in connection with the rail tramway system, and, to a lesser degree, with the railways. There were, however, some passenger services which had no such connections, especially those operating on the main tourist motor routes. The last named were a fine achievement, and a great economic asset to ITALY, as they provided services to the most famous beauty spots of the country, - thereby greatly encouraging the tourist trade. (Maps showing the road passenger services run in connection with the railways are attached.)

At the beginning of the war passenger services in ITALY, excluding the cities, operated on a total of 3,547 routes. Of these, 2,888 were ordinary routes (permanent and temporary), whilst 441 were tourist routes and 218 seasonal.

3647

2. EFFECT OF THE WAR.

By the end of 1941 the ordinary motor routes (permanent and temporary) had decreased from 2,888 to 2,832. Owing, however, to the short supply of fuel and tyres the services on these routes were reduced, though providing the essential minimum in each area. Tourist services were completely suspended and seasonal services reduced to those essential to provide access to health resorts which could not be reached by any other means.

The events of 1943 seriously affected the motor transport services. In EMILIA, CENTRAL and SOUTHERN ITALY, and in the ISLANDS, services were almost completely paralysed. Of the 1,626 routes over which services were operated during the first half of 1943, only 251 continued in use after the Invasion. These were mostly in APULIA, SICILY and SARDINIA.

Even in NORTHERN ITALY, with the exception of EMILIA, the damage caused by air raids and the loss of vehicles by requisitioning, destruction and looting by the Germans, resulted in the 1,000 routes which were being operated in 1943 being reduced to 652 by the end of 1944. At the latter date the routes operated in EMILIA, CENTRAL and SOUTHERN ITALY, and the ISLANDS had increased to 770, making a total, for the whole of ITALY, of [illegible] half the pre-war figure.

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3. POST-WAR.

More complete data is available for the SOUTHERN PROVINCES. By the middle of 1945, 1055 routes were in operation, and by 15 May 1946 these had increased to 1,508. In the North of ITALY the figure is slightly less than 1,000, making a grand total of approximately 2,400 - only 500 short of the pre-war figure.

It is pointed out, however, that at least 25% of the foregoing are new routes, temporarily established to take traffic formerly carried by the railways. Railway repair and reconstruction is making excellent progress, so that the need for such routes should largely disappear by the end of 1946.

4. PROGRAMME FOR 1946/47.

The following is a summary of the action being taken by the Inspectorate General of Civil Motorization and Transport in Concession during the latter part of 1946 and 1947:-

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(a) The seasonal services to the seaside and mountain resorts and spas are to be re-opened immediately, even though on a reduced scale. This is not being done primarily for the benefit of the visitor, as such, but because it is realised that the present livelihood of the people in these resorts and the future economic life of the nation is dependent, to a large extent, on speedy rehabilitation.

(b) The pre-war network of routes is to be progressively restored, those services at present suspended being re-opened.

(c) Time-tables and services already restored are to be gradually speeded up, [illegible] the carrying capacity which is at present only about half the pre-war figure.

(d) Additional routes, to connect with places still without communications on account of war damage, are to be opened.

(e) The great national and international tourist services are to be resumed.

5. FACTORS AFFECTING THE PROGRAMME.

(a) It is not possible to make a firm forecast for the execution of this work; the rate of progress will depend on requirements and the possibility of their fulfilment.

(b) The main difficulty is the replacement of the motor buses which have been destroyed or looted. In CENTRAL and SOUTHERN ITALY alone, and in the ISLANDS, there were, before the war, approximately 3,000 buses. On liberation there were only [illegible] mostly out of date - otherwise they would have been requisitioned or stolen by the Germans. [illegible] the number has been doubled, mainly by salvaging spare parts and by converting lorries to make them suitable for passenger transport; also, to a small extent, by the purchase of new vehicles. The number of vehicles in NORTHERN ITALY at the present time is about 2,000, making a total of 4,000.

(c) The work of reconstruction goes on with increasing vigour, and, in consequence of the Italian motor industry resuming production, it is hoped that a thousand new buses will be provided within the year towards meeting the demand of 1360 already placed by owners.

(d) Including the replacement of out-of-date vehicles, a total of 4,000 new buses are needed. It is estimated that this number can be produced by the Italian motor industry in from two to three years.

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(b) The main difficulty is the replacement of the motor buses which have been destroyed or looted. In CENTRAL and SOUTHERN ITALY alone, and in the ISLANDS, there were, before the war, approximately 5,000 buses. On liberation there were only [illegible] mostly out of date - otherwise they would have been requisitioned or stolen by the Germans. [illegible], the number has been doubled, mainly by salvaging spare parts and by converting lorries to make them suitable for passenger transport; also, to a small extent, by the purchase of new vehicles. The number of vehicles in NORTHERN ITALY at the present time is about 2,000, making a total of 4,000.

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(d) Including the replacement of out-of-date vehicles, a total of 4,000 new buses are needed. It is estimated that this number can be produced by the Italian motor industry in from two to three years. Moreover, owing to their serious losses on account of the war, operators are obliged to spread their re-equipment programme over a period.

(e) The tyre position is still difficult, but the factories are ready to resume normal production. It is hoped that, within the year, new tyres will be available for all the buses now in operation, assuming that the supply of coal and other raw material is adequate. The shortage of these materials during the last few [illegible] prevented a steady output.

(f) The fuel position is equally difficult. The Inspectorate of Civil Motorization and Transport in Concession has continually pointed out to the Ministry the urgent need for a progressive increase in the quantities allotted to the Transport Services. Up to now, however, owing to the growing demands of other industries, allocations have been far below requirements; for July only 77% of the petrol and 74% of the Diesel oil have been allotted.

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The monthly demand - at present 1,900 tons of petrol and 2,800 tons of Diesel oil, - will increase in 1947 by at least 30% if the above mentioned programme is fulfilled. Thus, requirements for the whole year will amount to 28,000 tons of petrol and 41,000 tons of Diesel oil.

28 June, 1946.

R. W. L. FELLOWES
Divisional Officer
ECITO (ORMOA) ITALY

Distribution:

ECITO, Paris:
Movements Division (2)
Road Transport Division (2)
Information Section (2)
Supplies and Equipment (Cont.) Division
ORMOA Rear

ORMOA/ECITO, Brussels

Mcv (Rear), ECITO, London

✓Allied Commission (Tn. Sub-Commission)

UNRRA Italian Mission:
Road Transport Division
Petroleum Division

HBM Embassy (Petroleum Attache)

US Embassy (Petroleum Attache)

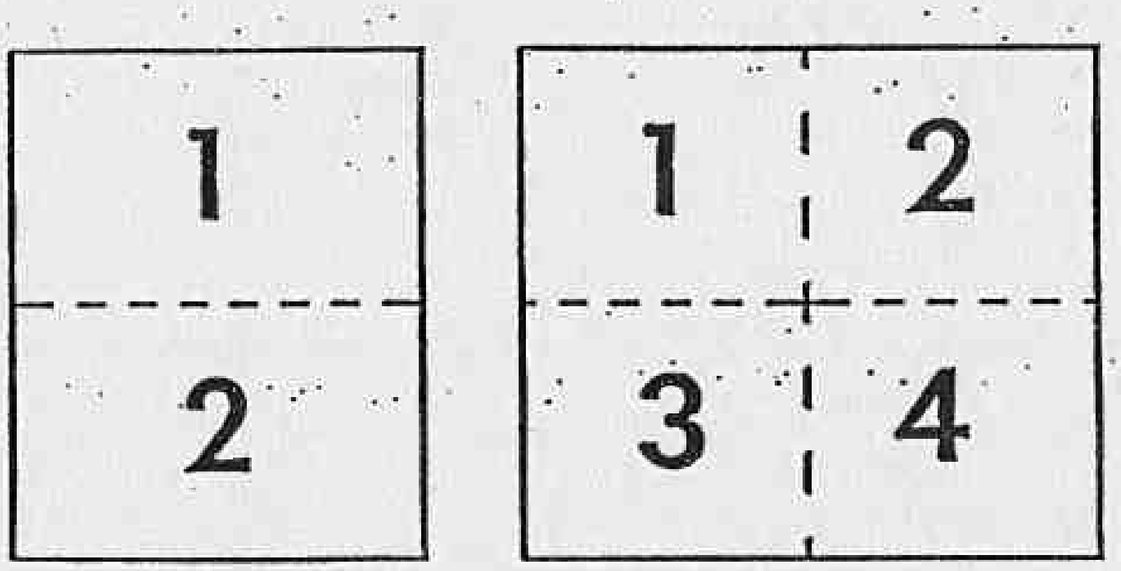
3646

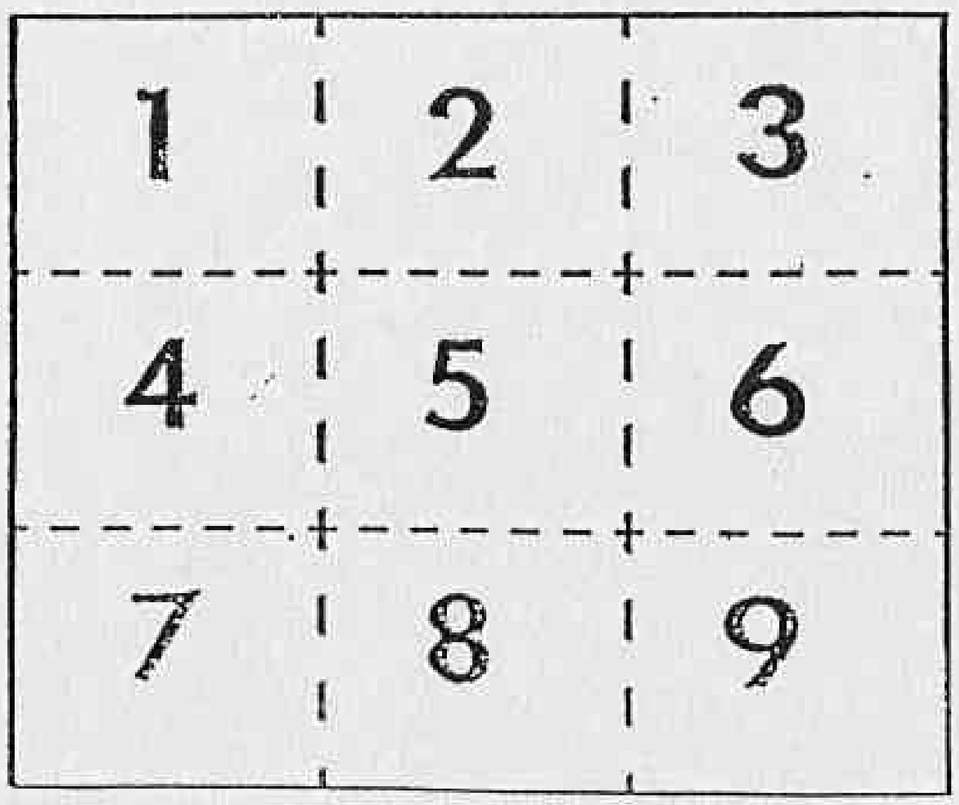
Declassified E.O. 12356 Section 3.3/NND No. 785021

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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.





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3645

PASSENGER
ROAD / TRANSPORT SERVICES

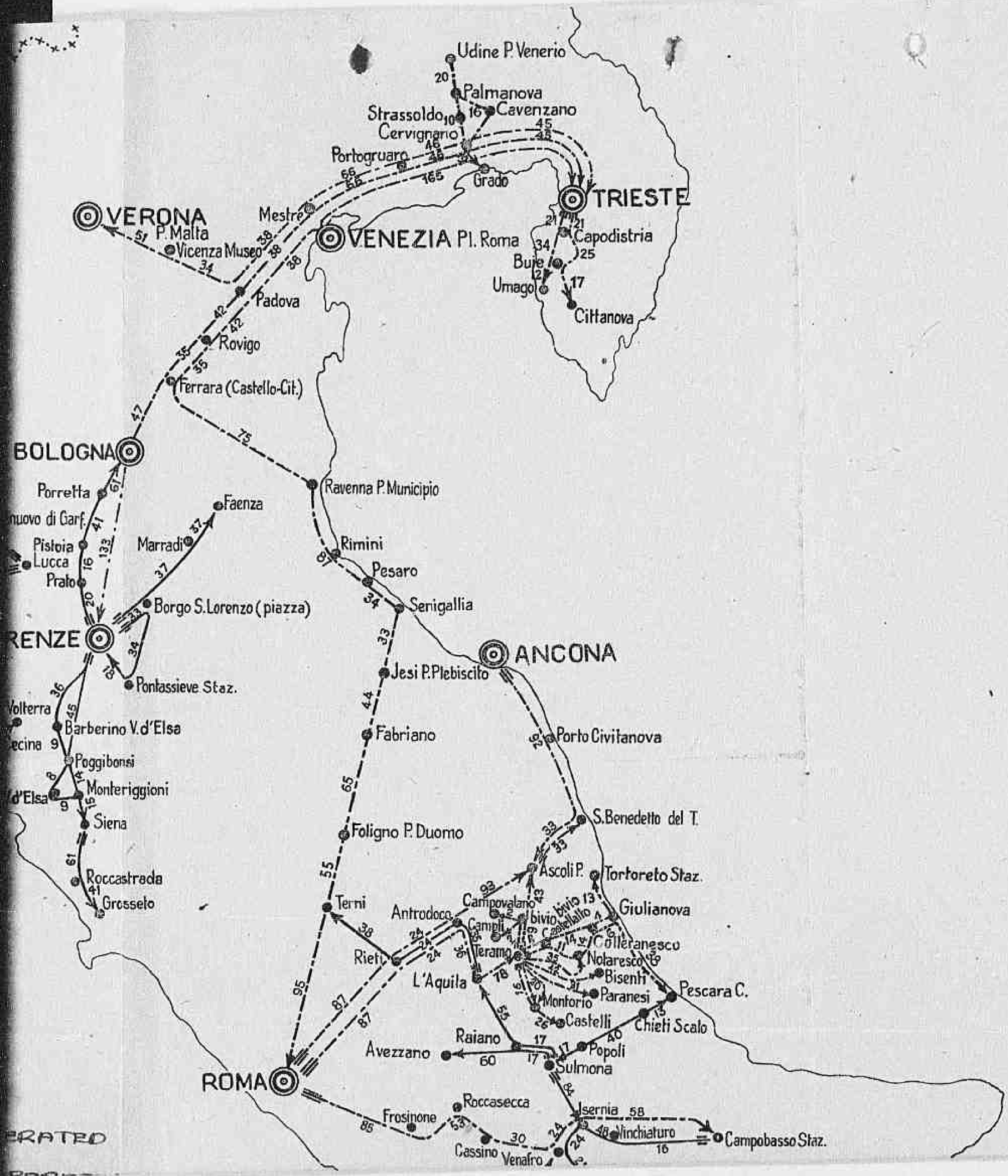
SERVIZI AUTOTRASPORTI VIAGGIATORI



——— Linee autotrasporti gestite dalle F.S. = I.S.R. OPERATED

1121

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1122

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

PASSENGER
ROAD / TRANSPORT SERVICES

3645

SERVIZI AUTOTRASPORTI VIAGGIATORI



——— *Linee autotrasporti gestite dalle F.S.* = I.S.R. OPERATED

– – – – „ „ „ *dall' I.N.T.* = I.N.T. OPERATED

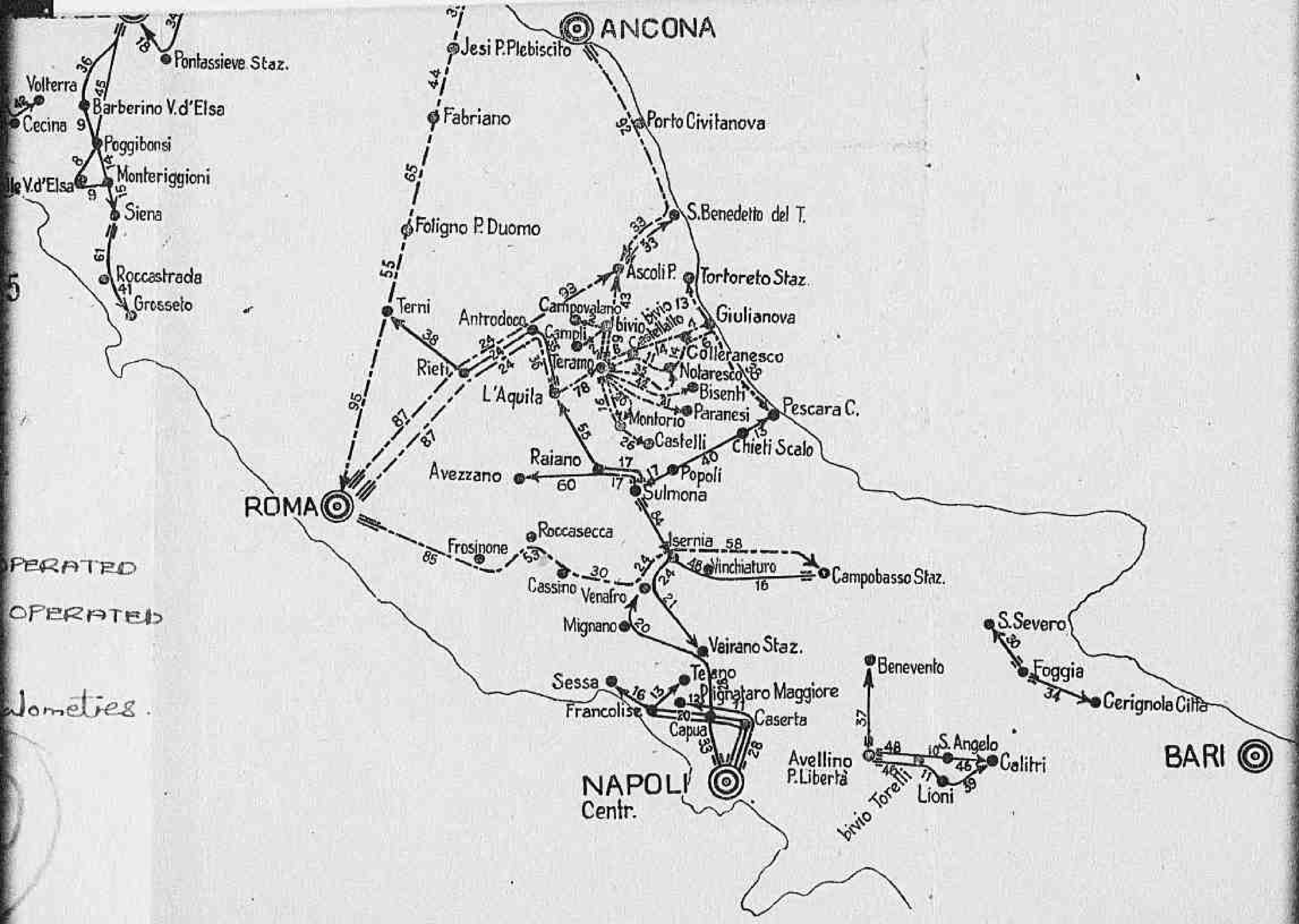
I numeri a fianco delle linee indicano le distanze chilometriche
The numbers indicate distances in kilometres.

Situazione al 31 Maggio 1946

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1123

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



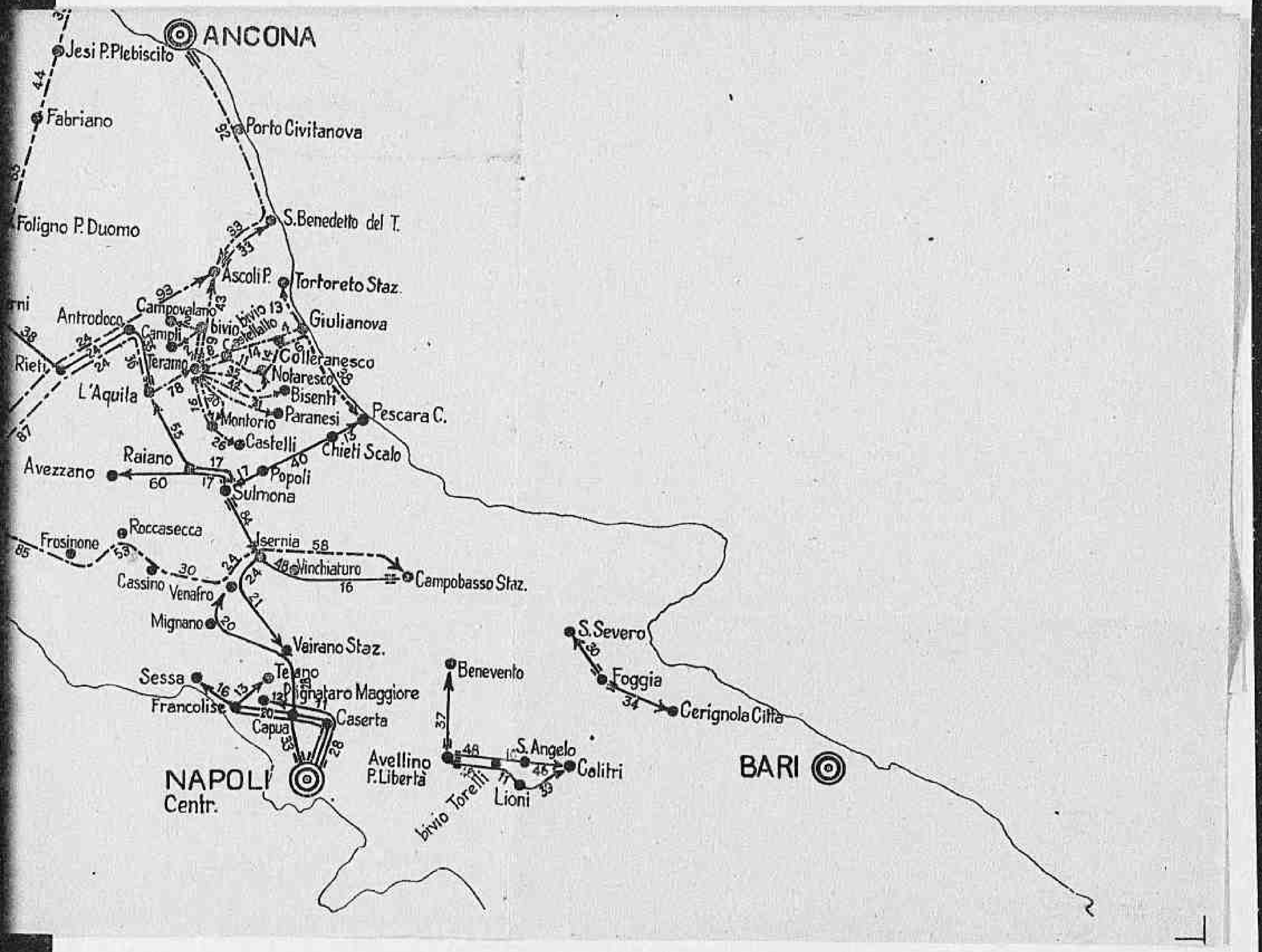
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Jometies.

1124

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



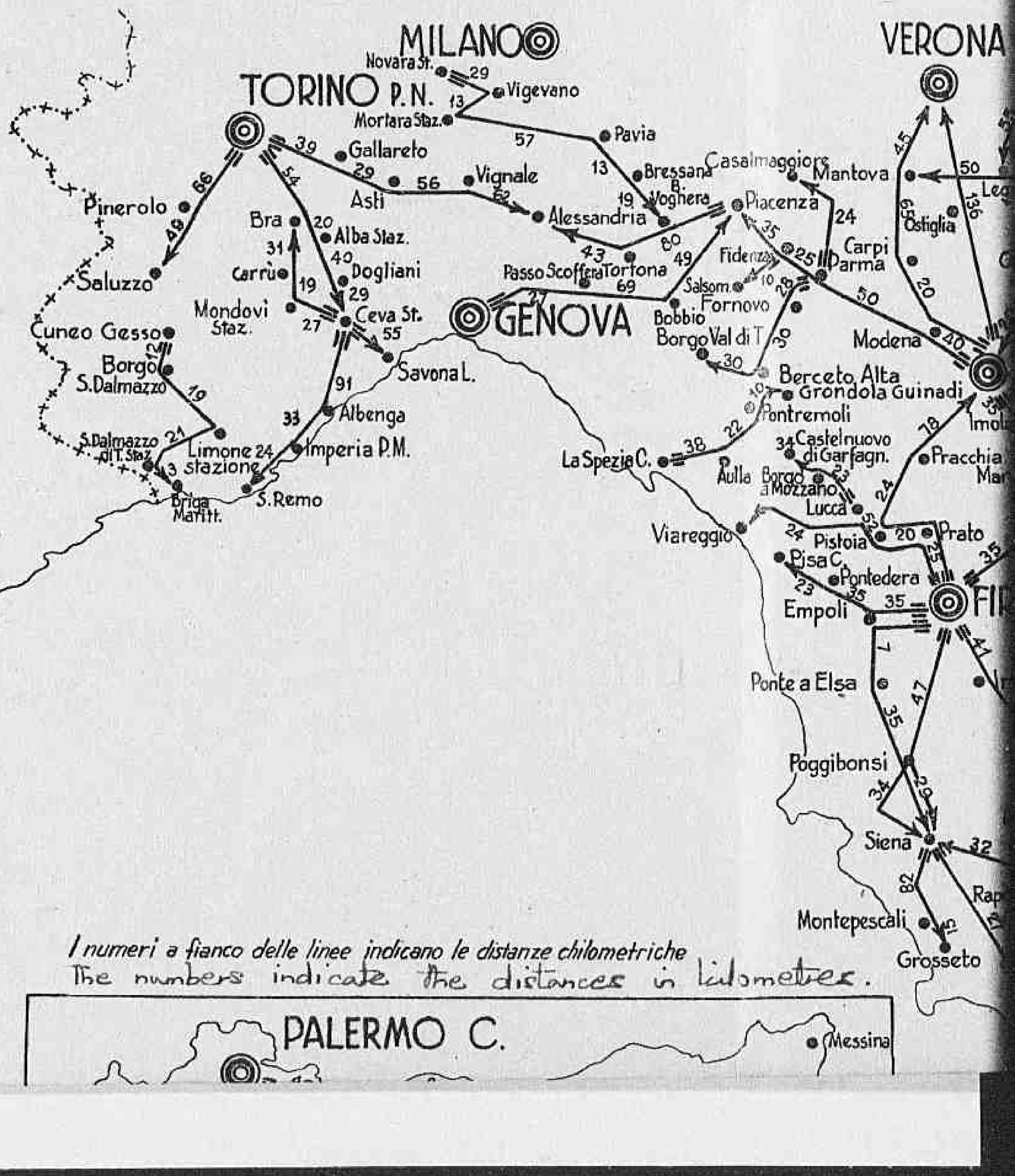
Declassified E.O. 12356 Section 3.3/NND No. 785021

I.S.R. ROAD FREIGHT SERVICES.

SERVIZI SUSSIDIARI CAMIONISTICI

SITUATION AS AT 31 MAY 1946

SITUAZIONE AL ~~25~~ MAGGIO 194



I numeri a fianco delle linee indicano le distanze chilometriche

The numbers indicate the distances in kilometres.

1126

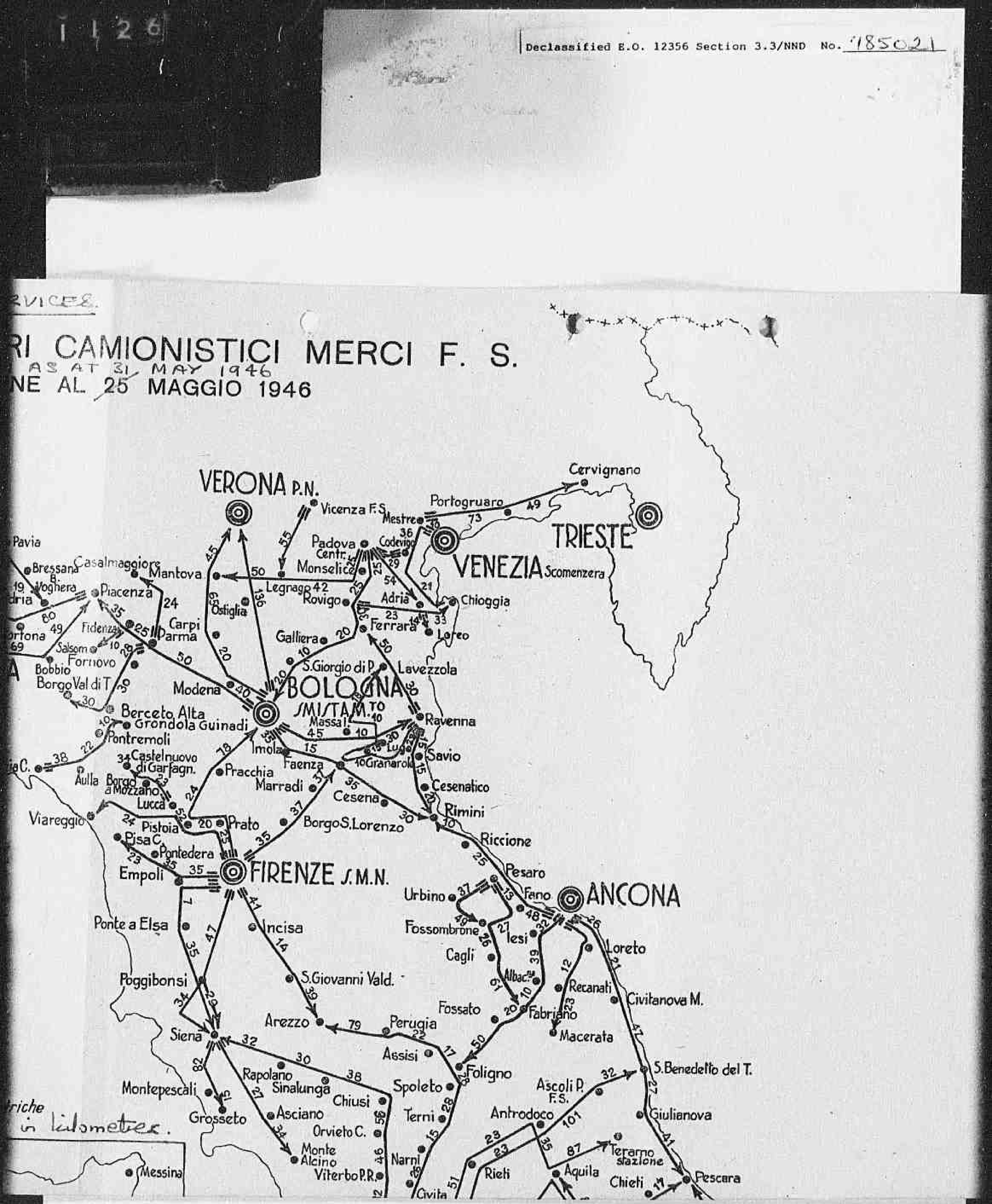
Declassified E.O. 12356 Section 3.3/NND No. 185021

RVICES.

RI CAMIONISTICI MERCI F. S.

AS AT 31 MAY 1946

NE AL 25 MAGGIO 1946



riche
in kilometers.

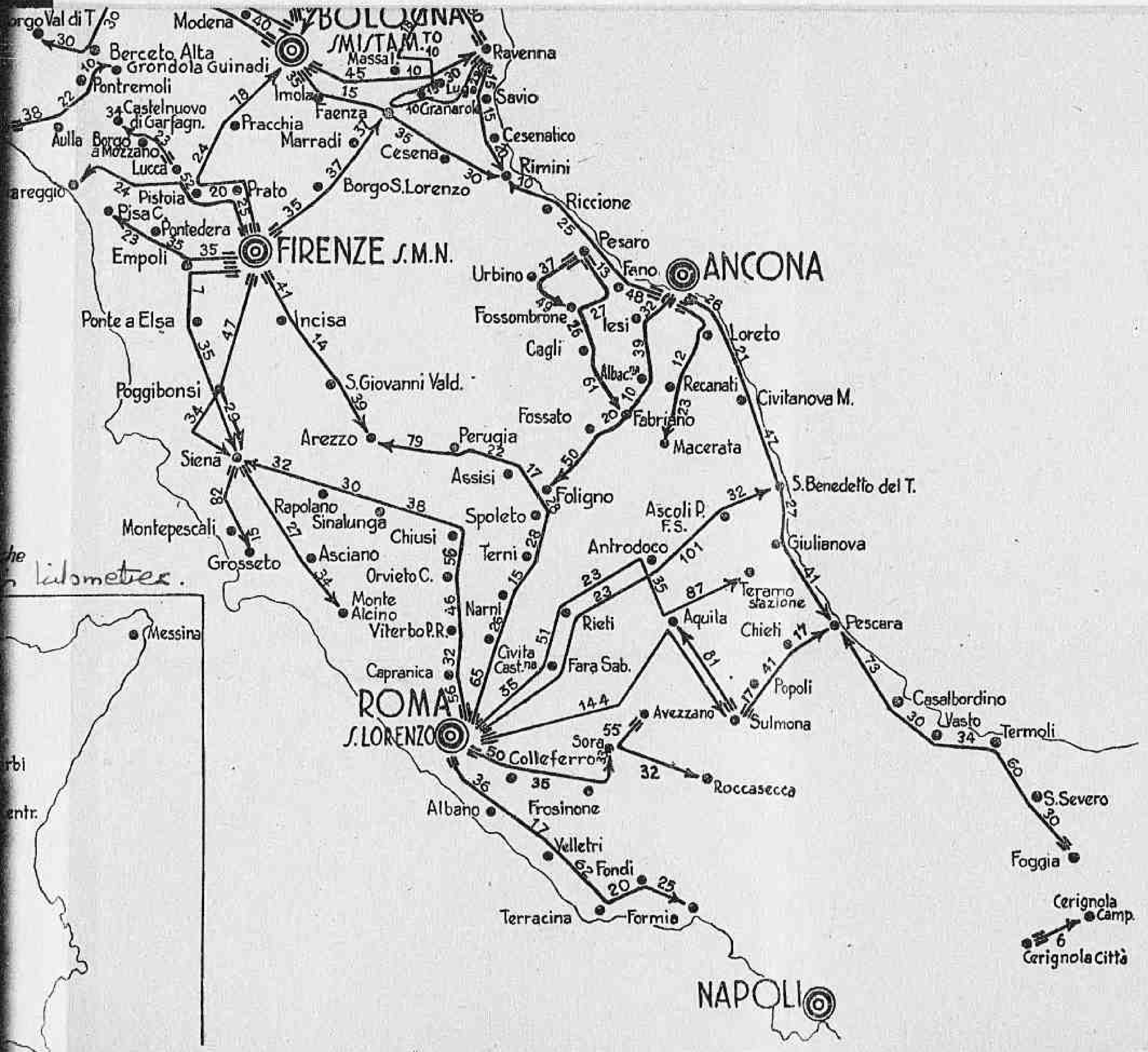
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Declassified E.O. 12356 Section 3.3/NND No. 185021



1128

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



Kilometers.

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

ROMA (ORMOA) ITALY

A.P.O. 512

C.M.F.

Ministero dei Trasporti
Piazza della Croce Rossa
ROME
12 June 1946

Telegrams : ROMA ORMOA ROME
Telephone : 843,458
Reference : C - 456
Subject : Census of European rolling stock
To : G-4 (Mov & Tn), AFHQ
Copy to : G(Mov) Liaison
D.M.R.S.
A.C., Tn. Sub-Commission

Attached is a copy of a letter addressed to D.C., I.S.P. and the D.G., Civil Motorisation and Transport in Concession.

It should be noted that the Occupational Authorities of the various Zones in GERMANY have been invited to the Conference to be held on 24 and 25 June in PARIS. A copy of the Agenda is attached.

The forms giving the preliminary results of the Census are forwarded herewith to G(Mov) Liaison. It is regretted that there are not sufficient copies to distribute to other addressees, but a copy is also available in this office for examination if required. In addition, there is a statement showing the rolling stock belonging to Allied Authorities, of which only one copy has been received. This can be seen in this office.

One point which strikes us is the small number of Italian wagons shown as being in FRANCE.

It is felt that a senior allied officer should attend the Conference at PARIS to watch allied interests.

P.W.L. Fellowes

P. W. L. FELLOWES
Divisional officer
ROMA (ORMOA) ITALY

Enclosures.

10936

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

ECITO (ORMOA) ITALY

A.P.O. S. 551

C.M.F.

Ministero dei Trasporti
Piazza della Croce Rossa
ROME
12 June 1946

Telegrams : ECITO ORMOA ROME

Telephone : 845,458

Reference : C - 456

Subject : Census of European rolling stock

To : Director General, Italian State Railways
Director General of Civil Motorization and Transport in Concession.

Copy to : G - 4 (Mov & Tn), AFHQ
G(Mov) Liaison
D.M.R.S.
A.C., Tn. Sub-Commission

Attached is an invitation to meetings to be held in PARIS on 24 and 25 June, in connection with the Census of European rolling stock taken under the auspices of ECITO in February and March last.

This Conference may have an important bearing on the subsequent allocation of rolling stock; it is, therefore, desirable that Italy should be adequately represented. It is thought that perhaps the private railway companies and other organizations owning rolling stock may wish to send one representative to watch their joint interests. It is therefore requested that the Director General of Civil Motorization and Transport in Concession should examine the desirability of such representation and, if necessary, nominate a suitable representative.

[illegible]

E. W. L. FELLOWES
Brigadier General
ECITO (ORMOA) ITALY

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IRC/36/(3)

Objet: Recensement du matériel roulant des Chemins de fer européens. — Résultats provisoires du recensement et réunion de certains membres de la C.I.R. à Paris, le lundi 24 juin 1946.

La Commission internationale pour le dépouillement des résultats du recensement ferroviaire (C.I.R.), le 16 avril dernier, a prévu qu'elle se réunirait le mardi 25 juin prochain, à 10 heures, 79, Avenue des Champs Elysées, à Paris.

Vous trouverez sous ce pli la lettre de convocation à cette Conférence.

Par ailleurs, il a été décidé de réunir le lundi 24 juin 1946, mêmes heure et lieu que ci-dessus, les délégués des administrations et services ayant effectivement participé au recensement en transmettant à l'ECITO les relevés prévus par la Conférence internationale tenue à Bruxelles les 4-6 décembre 1945.

Cette réunion du 24 juin 1946, préparatoire, en fait, de celle du lendemain, aura l'ordre du jour ci-après:

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

du recensement [illegible]
de la C.I.R. à Paris, le lundi 24 juin 1946.

La Commission internationale pour le dépouillement des résultats du recensement ferroviaire (C.I.R.), le 16 avril dernier, a prévu qu'elle se réunirait le mardi 25 juin prochain, à 10 heures, 79, Avenue des Champs Elysées, à Paris.

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Cette réunion du 24 juin 1946, préparatoire, en fait, de celle du lendemain, aura l'ordre du jour ci-après:

3642

108 a

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

ORDRE DU JOUR

1. Résultats provisoires des travaux de dépouillement du recensement (1ère phase: Etats récapitulatifs);

2. Conditions de publication de ces résultats;

3. Résultats non parvenus - Mesures à prendre;

4. Questions diverses soulevées par les premiers travaux de dépouillement du recensement.

Veuillez bien accuser réception de la présente en même temps que de la lettre de convocation pour la réunion du 25 juin 1946.

E.R. HONDELINK
Directeur Général.

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

MRC/36/36(3)

Objet: Recensement du matériel roulant des Chemins de fer européens. Réunion de la C.I.R. à Paris, le mardi, 25 juin 1946.

La deuxième réunion de la Commission internationale pour le dépouillement des résultats du recensement ferroviaire (C.I.R.) aura lieu le mardi 25 juin 1946, à 10 heures, 79, avenue des Champs-Elysées, à Paris.

Je vous serais obligé de bien vouloir inviter les membres de vos services faisant partie de cette Commission à assister à cette réunion, dont l'ordre du jour est énoncé au verso.

Veuillez bien accuser réception de la présente et me faire connaître les noms de vos délégués, au cas où une modification dans leur désignation serait intervenue.

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

Objet: Recensement du matériel roulant des Chemins de fer européens. Réunion de la C.I.R. à Paris, le mardi, 25 juin 1946.

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Veuillez bien accuser réception de la présente et me faire connaître les noms de vos délégués, au cas où une modification dans leur désignation serait intervenue.

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

ORDRE DU JOUR

1. Résultats non parvenus - mesures à prendre;

2. Questions diverses soulevées par les premiers travaux de dépouillement du recensement;

3. Projet de budget - Détermination de l'acompte à verser - Modalités du versement;

4. Echange de vues sur les possibilités de remise en vigueur du R.I.V.;

5. Wagons de propriété douteuse: apposition d'une marque temporaire spéciale.

E.R. HONDELINK
Directeur Général.

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

1137

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

WPS/bn

Ext. 482

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

AC/870/Tn.1

20 June 1946

Subject : E.N.A.C.

To : ECITO (Armca) Italy
APO S. 551
C.M.F.

1. Reference is made to your letter RD-303, dated 3 June 1946, subject, as above.

2. There is attached, copy of translation of a letter, dated 17 June 1946, from the Ministry of Transport, Italian Government, relative to the closing of E.N.A.C.

For the Chief Commissioner:

WALTER P. SCOGGINS
Lt. Colonel, QMC
Director.

1 - Incl.
Copy of trans. of ltr.

F/CS

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

TRANSLATION :

FROM : MINISTRY OF TRANSPORT.

REF.No; : 1L.00/45660 17 June 1946.

SUBJECT : E.N.A.C.

TO : Transportation & Shipping Branch,
HQ. AC. Rome.

With reference to your letter No. AC.545/Tn.1, dated 6 June 1946, we beg to inform you that the Ministerial Council decided to establish a special office under direction of Inspectorate General of Civil Motorization and Public Transport Services, as soon as E.N.A.C. ceases to function.

The task of the new office is to ensure that fuel be distributed rationally and according to importance of goods, transport services are dealing with.

All further information on this subject will be forwarded to your office as soon as possible.

(Sgd) Illegible ,

Chief of Cabinet .

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

MINISTERO DEI TRASPORTI
GABINETTO

Roma, 17 GIU. 1946

N. 1L.00/ 45660
Risposta al N. AC/545/Tn.1

OGGETTO E.N.A.C.

Al COMANDO DELLA COMMISSIONE ALLEATA
Ufficio Trasporti e Navigazione
R O M A

Con riferimento alla lettera AC.545/Tn.1 del 6 Giugno u.s. si comunica che secondo un provvedimento approvato in linea di massima dal Consiglio dei Ministri, dopo la soppressione dell'ENAC sorgerà un Ufficio alle dirette dipendenze dell'Ispettorato della Motorizzazione Civile e dei Trasporti in Concessione. Detto Ufficio dovrà garantire la regolare e razionale distribuzione del carburante ed assicurare , in casi eccezionali, i trasporti di prima necessità.

Non appena sarà possibile verranno fornite a codesto Comando più precise notizie al riguardo.

IL CAPO DI GABINETTO

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

S. 500/9

ECITO ORMOA ROME JUNE 141530

ACTION
(1) ALLIED SECRETARIAT ACA VIENNA
(2) UNRRA TRIESTE FOR MEDEBRAGT
(3) ECITO PRAHA FOR CZECH AUTHORITIES
(4) MOVEMENTS 13 CORPS
INFORMATION
(5) MILITARY MISSION TO BELGIUM BAOR FOR ORMOA ECITO
(6) EUROTRANS AUDLEY LONDON FOR ORMOA REAR AND MOVEMENTS DIVISION

Two hundred and eight

AGENDA FOR BIDAC KLAGENFURT

FIRST: CONSIDER BIDS INVOLVING MOVEMENT TO OR FROM ITALY AS GIVEN IN ORMOA BRUSSELS SIGNALS E 374 AND E 375 OF 4 AND 5 JUNE NOT TO ECITO PRAHA 13 CORPS OR UNRRA(.) REQUEST CZECH REPRESENTATIVE BE PREPARED TO GIVE DETAILS OF EACH ITEM COVERED BY BID W7005 OF 15 TRAINS TOTALLING NINE THOUSAND TONS GENERAL CARGO FROM ITALY TO CZECHOSLOVAKIA(.) NAME OF ITALIAN CONSIGNORS AND LOADING AREA REQUIRED(.)

SECOND: CONSIDER ARRANGEMENTS FOR SUPPLY AND EXCHANGE OF WAGONS FOR TRAFFIC IN PARAGRAPH FIRST(.)

THIRD: PASSENGER TRAFFIC BETWEEN ITALY AND AUSTRIA

FOURTH: ANY OTHER BUSINESS

FIFTH: AFTER BIDAC MEETING ITALIAN AND CZECH REPRESENTATIVES WILL MEET TO DISCUSS OTHER POINTS OF MUTUAL INTEREST

COPY TO:- UNRRA ITALY for Transportation Division
UNRRA, AFHQ Liaison
Q(MOV) LIAISON
I.S.R. (3)
MINISTRY OF FOREIGN TRADE
A.C. IN SUB COMMISSION.

Enclosure

3636

IMMEDIATE.

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

INTERNATIONAL MOVEMENT PROGRAMME - BIDS FOR MONTH OF JULY 1946.

Serial No.	Despatching Point	Tonnage and Nature of cargo	Method & rate of clearance	Route
TO CZECHOSLOVAKIA:				
W 7 CC 5	Italy	15 tr.- 9000 tons Gen.cargo	Rail	Brenner-Innsbruck-Salz Linz - Summerau.
	TRIESTE:			
M 7 CC 1	Ex Middle East	2 tr.- 1000 tons Gen.cargo	"	(Suggested route: Summ
M 7 CC 2	" Cyprus	16 tr.-10000 tons Pyrites	"	) Linz-Selsburg-Villach
M 7 CU 1	" Sfax	22 tr.-13000 tons Phosphates	"	) Tarvisio, but if capa
	VENICE:			(insufficient, suggest
M 7 CU 2	Ex Sfax	10 tr.- 5000 tons UNRRA CARGO	"	) directions: Schwarzac
				(St.Viet-Innsbruck-Br
TO ITALY:				
WT 712	Czechoslovakia	5 tr.- 2500 tons Gen.Cargo	"	(Summerau-Linz-Salzbu
W 713	"	20 tr.-10000 tons Clay	"	) Villach-Tarvisio or
W 714	"	5 tr.- 2500 tons Timber	"	(necessary:
W 715	"	20 tr.- empty wagons	"	) Schwarzach St.Viet -
				(Innsbruck-Brenner.
TO AUSTRIA:				
M 7 AU 1	**TRIESTE:** Ex.East.& West.Homisphere	120 tr.-60000 tons UNRRA cargo	"	Tarvisio - Villach
	VENICE:			
M 7 AU 2	Ex.East.& West. "	60 tr.-30000 tons UNRRA cargo	"	
TO YUGOSLAVIA:				
W 7 YU 1	France(LeBourget & miscellaneous)	6 tr.- UNRRA Surprops	"	Llubjana Iselle-Milan-Padova-
W 7 YU 1 A	France(Marseille)	3 tr.- " "	"	Ventimiglia-Padova- Llubjana.

1142

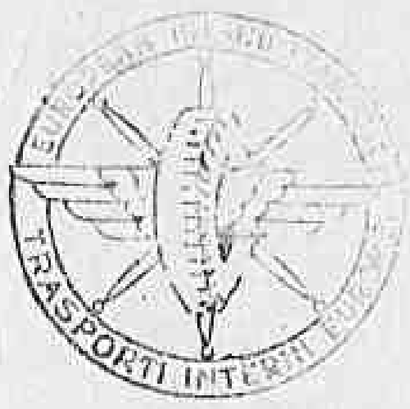
Declassified E.O. 12356 Section 3.3/NND No. 185021

INTERNATIONAL MOVEMENT PROGRAMME - BIDS FOR MONTH OF JULY 1946.

...t	Tonnage and Nature of cargo	Method & rate of clearance	Route	Transit zones or Transit Countries	Remarks
	15 tr.- 9000 tons Gen.cargo	Rail	Brenner-Innsbruck-Salzburg-Linz - Summerau.		
	2 tr.- 1000 tons Gen.cargo 16 tr.-10000 tons Pyrites 22 tr.-13000 tons Phosphates 10 tr.- 5000 tons UNRRA CARGO	" " " "	(Suggested route: Summerau-Linz-Salzburg-Villach-Tarvisio, but if capacity insufficient, suggest both directions: Schwarzach-St.Viet-Innsbruck-Brenner.		
	5 tr.- 2500 tons Gen.Cargo 20 tr.-10000 tons Clay 5 tr.- 2500 tons Timber 20 tr.- empty wagons	" " " "	(Summerau-Linz-Salzburg-Villach-Tarvisio or if necessary: Schwarzach St.Viet - Innsbruck-Brenner.		Dest.Florence " Verona " Triest & Venice
Hemisphere	120 tr.-60000 tons UNRRA cargo	"	Tarvisio - Villach		
"	60 tr.-30000 tons UNRRA cargo	"			
t & s)	6 tr.- UNRRA Surprops	"	Llubjana Iselle-Milan-Padova-		
a)	3 tr.- " "	"	Ventimiglia-Padova-Llubjana.		

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



ROMA (OMGUS) ITALY

A.P.O. 512

C.M.P.

Ministero dei Trasporti
Piazza della Croce Rossa
ROMA
13 June 1946

3634

Telegrams : ROMA OMGUS MILG

Telephone : 54.3.458

Reference : C - 456

Subject : PARIS Conference - Census of European Rolling Stock - change of time

To : C - 4 (Mov & Tn), AFHQ
C(Mov) Liaison
D.M.T.S.
A.C., Tn, Sub-Commission
D.C., I.S.R.
D.C. of Civil Motorization and Transport in Concession

Reference our C - 456 of 12 June forwarding an invitation to the C.I.R. Meetings to be held in PARIS on 24 and 25 June.

Please note that the Meeting to be held on 25 June will now take place at 1500 hours, and NOT at 1000 hours.

R. W. L. FELLOWES
Divisional officer
ROMA (OMGUS) ITALY

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

Allied Commission

TAH 13a

8247

AILLIED FORCE HEADQUARTERS
APO 512

AG 321 -O

10 June 1946

SUBJECT: European Central Inland Transport Organization

TO : Commanders of all Major Commands, AFHQ

3633

1. Further to Allied Force Headquarters letter, file AG 500 M & Tn-O, dated 3 December 1945. The terms of reference of the Divisional Officer ECITO (ORMOA) ITALY, attached as Appendix A to above letter state in paragraph 2 that:

"The Divisional Officer is only authorized to deal with the Allied military authorities or the Allied Commission, ITALY."

2. With the progressive relaxation of direct control of Italian transportation facilities by the Allied military authorities and through the Allied Commission, some revision of this restriction has become essential.

3. With immediate effect, therefore, the Divisional Officer is authorized to deal direct with the appropriate authorities in the United States and British Embassies in ROME and in Italian Government Ministries on general transportation matters falling within the responsibilities of ECITO.

4. This authority remains subject to the qualification that reference must be made to the Allied military authorities and/or the Allied Commission on all matters which affect or may affect military requirements within ITALY.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

JOHN R. HAYES
Major, AGD
Asst Adjutant General

DISTRIBUTION:
"A"
"B"

60 - Q(Movements) GHQ CMF

103

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1145

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

Q (MOVEMENTS)
GENERAL HEADQUARTERS
CENTRAL MEDITERRANEAN FORCES

MAFF M/2

Subject:- Application of Berne Conventions — 11 Jun 46

To:- EXITO (ORMOA),
ROME.

3632

Reference your G-154 of 6 June 46, on the above subject, and subsequent conversation between your office and Q (Mov) Liaison.

1. It is understood that these conventions apply merely to commercial questions of international railway interest, and are of an international clearing house nature, without military significance. This being so, this HQ is not really concerned at all with the machinery, or the extent to which they are now to be made applicable.

2. It is further understood that, since your letter was written, you have agreed to call yourself any meeting you may consider desirable, and this HQ will be pleased to send an observer from Q(Mov) Liaison, if you so wish, to attend.

P.D.C. BUCHANAN,
Colonel,
Col Q(M).

PDCB/EM

Copy to :- Q(Movements) Liaison Office, RGME.
Allied Commission (Transportation).

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

ECITO (ORSOA) ITALY

A.F.O. E. 551

C.M.F.

6 June 1946

Telegrams : ECITO ORSOA ROME

Telephone : 843.458

Reference : G - 154

3631

Subject : Notes on application of H 1929 Conventions.

To : AFHQ (C-in-C, Mov & Tn)

Copy to : G(Mov) Liaison
Allied Commission, Transportation Sub-Commission

Attached is a copy of a memorandum from ECITO regarding the 1929 Conventions, and the possibility of their application in modified form. It is requested that a copy of your views be sent to this office as well as direct to ECITO.

In accordance with instructions received from the Director General, copies of the memorandum have been sent to the Ministry of Transport and the I.T.E. It might, therefore, be useful if a Meeting were held under the Chairmanship of DDMG (Mov) to discuss the views of the Occupational Authorities and the Italian Government before replies are sent to ECITO. Do you agree?

R. W. L. Fellowes
R. W. L. FELLOWES
Divisional Officer
ECITO (ORSOA) ITALY

Enclosures.

101

870

MRL/7

Notes on International Conventions and Agreements in Railway Matters and the War - Berne Conventions

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Circulation List

Governments of: Belgium
Czechoslovakia
Denmark
Finland
France
Greece
Italy
Lichtenstein
Luxembourg
Netherlands
Norway
Poland
Portugal
Sweden
Switzerland
Turkey
U.K.
U.S.A.
U.S.S.R.
Yugoslavia

3630

Occupation Authorities:

Allied Control Commissions of Hungary, Rumania and Bulgaria

Germany: A.C.A. Berlin

British Zone — Chief of Transport Division, C.C. for Germany (B.E.)

U.S. Zone — Office of Mil. Govt. for Germany, Frankfurt
and
Hq. USFET, Frankfurt

French Zone — Baden Baden

U.S.S.R. Zone — Germany

Austria: A.C.A. Vienna and U.K., U.S., French and U.S.S.R. Zones

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

Norway
Poland
Portugal
Sweden
Switzerland
Turkey
U.K.
U.S.A.
U.S.S.R.
Yugoslavia

Occupation Authorities:

Allied Control Commissions of Hungary, Rumania and Bulgaria

Germany: A.C.A. Berlin

British Zone — Chief of Transport Division, C.C. for Germany (B.E.)

U.S. Zone — Office of Mil. Govt. for Germany, Frankfurt
and
HQ. USFET, Frankfurt

French Zone — Baden Baden

U.S.S.R. Zone — Germany

Austria: A.C.A. Vienna and U.K., U.S., French and U.S.S.R. Zones

Italy: A.F.H.Q. Italy and CMMOA Rome.

Major General C.G. Napier, Control Office for Germany and Austria

CMMOA Brussels, CMMOA Rear

Central Office of International Railway Transport, Berne
International Chamber of Commerce, Paris
E.E.C.E. London.

101A

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

NRL/7.

23rd May, 1946.

DIRECTOR GENERAL

3629

In order to reach agreement on the problems referred to in the enclosure, the European Central Inland Transport Organisation, in accordance with Article VII, Paragraph 14, of the Agreement concerning its establishment, considers it advisable to promote the calling of a conference of representatives of all European Governments including the Occupation Authorities in Germany and in other ex-enemy states. The Central Office of International Railway Transport at Berne will also be invited to be represented at the Conference, and the International Chamber of Commerce will be requested to attend.

It is proposed to hold this Conference during the month of September 1946.

It is hoped that the urgent problem set out in Paragraph 14 of the enclosure (concerning accounting and clearing machinery) may have been settled at an earlier date.

In order to facilitate the preparation of the Conference, I would be grateful if you would let me know, at your earliest convenience, and without prejudice to the views to be expressed by the representatives of your Government at the Conference, the preliminary opinion of your Government as to what solutions appear most likely to meet with general approval concerning the following points:

(i) whether the establishment of a modus vivendi, as suggested in the enclosure is the best method of providing for the general application of those provisions of the Berne Conventions as are appropriate to present circumstances as from a date to be agreed upon at the Conference so as to eliminate the necessity for the railway administrations to resort to publication tariffs (tarifs de réglementation); if not, what other appropriate means for ensuring such general application your Government would propose;

(ii) what derogations to the provisions of the CEI and CIV your Government would consider indispensable under present conditions for enabling its railway administrations to apply

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

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It is hoped that the urgent problem set out in Paragraph 14 of the enclosure (concerning accounting and clearing machinery) may have been settled at an earlier date.

In order to facilitate the preparation of the Conference, I would be grateful if you would let me know, at your earliest convenience, and without prejudice to the views to be expressed by the representatives of your Government at the Conference, the preliminary opinion of your Government as to what solutions appear most likely to meet with general approval concerning the following points:

(i) whether the establishment of a modus vivendi, as suggested in the enclosure is the best method of providing for the general application of those provisions of the Berne Conventions as are appropriate to present circumstances as from a date to be agreed upon at the Conference so as to eliminate the necessity for the railway administrations to resort to publication tariffs (tarifs de réglementation); if not, what other appropriate means for ensuring such general application your Government would propose;

(ii) what derogations to the provisions of the CIM and CIV your Government would consider indispensable under present conditions for enabling its railway administrations to apply those Conventions, as such. (At present, the derogations, as they appear in the publication tariffs, refer to Articles 5, 7, 10, 11, 17, 19, 21 and 35 of the CIM. Most of them cannot be considered as supplementary provisions (Article 61, Paragraph 4, of CIM and Article 61, Paragraph 2, of CIV));

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(iii) what limitations in the use of Articles 5 and 65 of the CIM would be acceptable to your Government and to the railway administrations, assuming that adequate accounting and clearing machinery has been ensured in the meantime and that further improvement in the operation of international transport has been achieved;

(iv) whether you consider that derogations (see (ii) above) and/or limitations (see (iii) above) could be more suitably dealt with on a regional basis than on a European one.

The Organisation will circulate all advices of information received on the above-mentioned points. The definite date and place of the Conference will be determined later.

D. R. WOODHOUSE
Director General

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MFL/7

EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION

NOTES ON
INTERNATIONAL CONVENTIONS AND AGREEMENTS IN RAILWAY MATTERS AND THE W.R

BERNE CONVENTIONS

1. The object of this paper is to suggest first steps to be taken on the Government level under Article VII, paragraph 14, of the Agreement concerning the two Conventions of 23rd November, 1933, on the Transport of Goods by Railway and on the Transport of Passengers and Luggage by Railway, generally known as the Berne Conventions.

2. It is to be noted that, according to the latest information available, no Contracting State has so far withdrawn from these Conventions, or given notice of withdrawal. There is little doubt that the Conventions were suspended at least among belligerents as long as hostilities lasted. The present legal position, however, is full of uncertainty.

3. There is some indication that some Governments and the Central Office are inclined to take the view that the suspension may have ended with the cessation of hostilities. This view, however, may not prevail among the States which have been belligerents in the Second World War and seems to be supported neither by precedent nor by convincing reasons.

4. The Peace Treaties of Versailles, St. Germain, etc., show that the Contracting Parties to those treaties considered, at that time, that the Berne Conventions did not come into force when hostilities ended.

5. The disruption caused by the Second World War has been so great that it would have been a physical impossibility to apply the Berne Conventions the moment hostilities ended. Besides, there is, for the timebeing, no Central Government in Germany. Legally her very survival as a State cannot be taken for granted. Her frontiers remain uncertain and the same applies to other enemy States. New international entities may be created. Among the occupying powers, the United Kingdom, the United States, and the U.S.S.R. are not members of the Berne Union. It cannot be taken for granted that non-Contracting States exercising authority over the territory of a Contracting State succeed as of right in the duties and rights of the latter.

6. If two States only were belligerent, or hostilities had been limited to a single part of Europe such as the Balkans, for example, the view might well be taken that the suspension of the Conventions is limited to the relationship between belligerents on opposite sides, or to that with the area where war was actually waged. The effect, however, of a conflagration of the extent and intensity of the Second World War is, of

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Conventions, or given notice of withdrawal. There is little doubt that the Conventions were suspended at least among belligerents as long as hostilities lasted. The present legal position, however, is full of uncertainty.

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6. If two States only were belligerent, or hostilities had been limited to a single part of Europe such as the Balkans, for example, the view might well be taken that the suspension of the Conventions is limited to the relationship between belligerents on opposite sides, or to that with the area where war was actually waged. The effect, however, of a conflagration of the extent and intensity of the Second World War is, of necessity, that the Conventions are altogether suspended except in the direct relationship between non-belligerent countries, the only practical instance being traffic between Portugal and Spain.

7. On the other hand, as the period between the cessation of hostilities and peace with the main enemy power, Germany, is both indefinite in duration and likely to last for quite some time, there is bound to arise a growing desire for a more satisfactory position - i.e. a position whereby the Conventions are reinstated as far as possible and departures from any provisions limited in a uniform and reasonable manner.

8. The present practice of bringing Berne provisions into force by arrangements among operators (Tarifs de Réglementation) only meets the immediate need for a resumption of international traffic where it is more urgently felt, but the trading public is left in some uncertainty about the legal position in respect of the Berne Conventions as a whole. There can

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be no adequate basis for a general resumption of international traffic as long as the determination of transport conditions is left to numerous agreements among railway administrations limited to reciprocal traffic between two railway systems, as such agreements will differ from case to case.

9. A revision of the Berne Conventions in conformity with their provisions to that effect - even a partial one such as took place, for instance, in 1932 - seems excluded. The new Conventions would have to be ratified. As it took four years to bring into force the changes agreed upon in 1933, it seems pretty obvious that this procedure is impracticable. It is to be noted, in this connection, that it had been criticised already in the past as not expeditious enough to keep pace with normal economic and social changes. Also it would hardly be appropriate for changes of a temporary nature.

10. Proposals for permanent changes will inevitably be made at this stage. The need for them, from time to time, has regularly been felt in the past. Great political, economic, and social changes have occurred as a result of the war and this makes the need for amendments all the more likely. The adhesion of the United Kingdom, if it can be obtained, may require some changes and so would, in all likelihood, that of the U.S.S.R. in respect of which it is to be noted that Russia was one of the founders of the Union. Such permanent amendments, however, require mature deliberation and it would be premature and inadvisable to consider them in the immediate future. Therefore, as far as possible, the question of future improvements should be kept separate from that of the temporary departures from the provisions of the Conventions which are needed in this transitional period.

11. At this stage, the best solution would seem to be a Modus Vivendi intended to bridge over the transitional period. It should have as aim to put into force the Berne Conventions as such and no longer by means of publication tariffs, subject to providing in an agreed and, as far as feasible, uniform manner:-

(a) any derogations going beyond those permitted by the Conventions themselves and which may appear as temporarily indispensable;

(b) such limitations as it may be found desirable to adopt by common agreement to the wide powers of derogation provided for in the Conventions themselves.

Such an agreement, being of a temporary character, should be concluded among Governments without the provision of a subsequent ratification, or, in any case, in a form which would enable it to come into effect in as short a time as possible.

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10. Proposals for permanent changes could logically be made at this stage. The need for them, from time to time, has regularly been felt in the past. Great political, economic, and social changes have occurred as a result of the war and this makes the need for amendments all the more likely. The character of the United Kingdom, if it can be obtained, may require some changes and so would, in all likelihood, that of the U.S.S.R. in respect of Article 9. It is to be noted that Russia was one of the founders of the Union. Such permanent amendments, however, require mature deliberation and it would be premature and inadvisable to consider them in the immediate future. Therefore, as far as possible, the question of future improvements should be kept separate from that of the temporary departures from the provisions of the Conventions which are needed in this transitional period.

11. At this stage, the best solution was a draft for a Modus Vivendi intended to bridge over the transitional period. It should have as aim no reference to the Berne Conventions as such and no longer by means of publication tariffs, subject to providing for an agreed and, as far as feasible, uniform manner:-

(a) any derogations going beyond those permitted by the Conventions themselves and which may appear as temporarily indispensable;

(b) such limitations as it may be found desirable to adopt by common agreement to the wide powers of derogation provided for in the Conventions themselves.

Such an agreement, being of a temporary character, should be concluded among Governments without the provision of a subsequent ratification, or, in any case, in a form which would enable it to come into effect in as short a time as possible.

12. Concerning the derogations, provision should be made and suitable procedure adopted with a view to synchronising, as nearly as appears possible, the maintenance of derogations with the duration of the state of affairs by which they are justified. Should abnormal conditions persist beyond the restoration of peace, then the derogations provided should, if possible, temporarily remain in force. On the contrary, should restoration of peace be delayed beyond the return to normal conditions, then provision should be made for the Conventions to apply without any derogations (other than those permitted by their own text).

13. Concerning the limitation of certain powers granted by the Conventions, it would be highly desirable if greater facilities for international traffic could be agreed upon than those which would in all probability result from prevailing conditions if the Railway Administrations were obliged to make full use of the powers which they derive from certain Articles of the Conventions.

14. Given a reasonable measure of currency stability and adequate accounting and clearing machinery at the disposal of railway administrations to implement Articles 47 and 52 of the C.I.M., it may be found possible for them to reinstate,

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at least to some extent, the facilities for the trading public which were the main aim of the Convention as it was originally concluded and not to make full use of Article 65. The same applies to restrictions based on Article 5 which could at least to some extent be relaxed so as to allow all kinds of transport of goods to be resumed as rapidly as the carrying capacity of international lines is sufficiently increased.

15. To sum up, the Modus Vivendi would be the means for achieving as far as possible the general return to a normal application of the Berne Conventions as they stand.

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16. The Conferences for the revision of the Berne Conventions must be called by the Swiss Government. This need not necessarily be the case for an informal agreement of the kind suggested, all the more so as the Berne Conventions do not provide for invitations to any State other than the Contracting Parties, while, owing to the fact that they have authority over large territories in Continental Europe, the United States of America, the United Kingdom and the U.S.S.R. should, if possible, be Parties to the Modus Vivendi.

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EDITO (CMMDA) ITALY

A.P.O. S. 551

C.M.F.

3 June 1946

Telegrams : EDITO CMMDA ROME

Telephone : 64.3.456

Reference : G - 108

Subject : Correlation of change from summer to normal time

To : Director General, Italian State Railways (Building). 3625

Copy to : AFHQ (G-4, Mov & Tn) (Mov 1/6 B/EFT of 6 February refers)
Q(Mov) Liaison
A.C. (Executive Commissioner)
A.C., Tn. Sub-Commission (A.C./TnTn/ of 15 December refers)
D.M.P.S.

1. Last December you recommended that the change from summer to normal time should be made at 0200 hours on the last Sunday in September. AFHQ had no objection to this proposal.

2. Information has now been received from EDITO that the Governments of GREAT BRITAIN and of LUXEMBOURG and the British Occupational Authorities in GERMANY propose that the change shall take place on Sunday, 6 October 1946.

A letter has been sent to the other Authorities and Governments concerned, asking if they agree to this proposal.

3. I am to ask if you will consult the Italian Government Authorities concerned about the adoption of the proposal. It is requested that their views may reach this office not later than 15 June.

R. W. L. FELLOWES
Divisional Officer
EDITO (CMMDA) ITALY

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ECITO (ORMOA) ITALY
A.P.O. S. 551.
C.M.F.

Telegrams : ECITO ORMOA ROME

31 May 1946.

Telephone : 843,458

Reference : G - 134/1.

Subject : International Movement of Freight.

To : The Minister of Foreign Trade,
Rome. (5 enclosures)

The Minister of Transport,
Rome. (5 enclosures)

Copies to : Allied Commission, Th. Sub-Commission. ✓
Q. Mov. Liaison.
ECITO (ORMOA), BRUSSELS.
ECITO (ORMOA), NEAR.
Dott. Laloni, Commercial Service, I.S.R.(5 enclosures)

3625

1. Attached hereto at Appendix I. is a document which has been prepared in this Office in order to clarify the position in regard to the conveyance of international freight to and from ITALY. Further copies can be obtained on demand.

2. It is suggested that this paper be issued to the Ministries concerned, and distributed to the major Italian importing and exporting firms and organisations, and recognised forwarding agencies, in order to prevent delays and disappointments through failure to follow the correct procedure.

3. It would be well to emphasise that there are no "short cuts" in the procedure, i.e., that it is useless for firms to apply direct to this Office with the object of securing priority treatment.

4. Only in cases of exceptional importance and urgency can emergency bids be accepted. Any emergency bids must be made through the Ministry of Foreign Trade. Such bids, when supported by this Ministry, will receive our special attention. Any such bid should state whether the railway wagons will be supplied by the exporting country or by the Italian State Railways.

5. Appendix II is a suggested form to be used by applicants for international freight movement. It can be sent additional information

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

EGITO (CROMA), Rome.
Dott. Laloni, Commercial Service, I.S.E.(5 enclosures)

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5. Appendix II is a suggested form to be used by applicants for international freight movement. It may be that additional information will be required. If this is so, a copy of the amended form to be used will be appreciated.

6. It is emphasised that it is the responsibility of the Italian Government to ensure that the Commercial Attache in London is fully advised of the requests to be made for International movement.

7. If there are any points in the document which are not clear, further explanation will be given.

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R. W. L. FELLOWES,
Divisional Officer,
EGITO (CROMA) ITALY.

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

Ref: G - 134/1.

APPENDIX I.

EUROPEAN CENTRAL INLAND TRANSPORT ORGANIZATION

INTERNATIONAL MOVEMENT PROGRAMME MEETING (I.M.P.)

1. Owing to the difficulties existing throughout EUROPE for the movement of international traffic, it has been found necessary to devise a procedure whereby movement can be co-ordinated, and authority obtained from the occupational authorities of the various zones in EUROPE.

2. For the movement to, from or through GERMANY or AUSTRIA, it is necessary for a bid to be submitted, and the procedure below must be followed:-

(a) Importers and exporters are not regarded as individual entities, but any bid submitted must be made by the Government representative of the importing country on behalf of the importer.

(b) The Government representative must be able to state that the necessary channels for payment or agreement for exchange of goods have been agreed with the exporting country concerned, also the payment of transport charges.

(c) All countries (and UNRRA, which is considered as an importing agent in those countries for whose relief and rehabilitation supplies it is responsible), requiring transit facilities for imports involving international movement from or through AUSTRIA or GERMANY, will submit their bids to the International Movement Programme (I.M.P.) Meeting, held at the London Headquarters of the European Central Inland Transport Organization, (ECITO), 40, Grosvenor Square, London, W.1., on the 1st of each month, for movement required during the following month.

(This Meeting is attended by a representative of the Commercial Attaché of the Italian Embassy in London.)

5. System of dealing with the bids.

(a) These bids will be dealt with by ECITO in two parts:-

(i) those for North West Europe
(ii) those for South Central Europe

(b) The North West European bids are considered by a Meeting in BRUSSELS, known as BIEBAC, between the 6th and 15th of the month, and necessary application for capacities, priorities, and movement, made and allotted for this traffic. Due consideration will be taken at this Meeting of the South Central European bids, in

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(This Meeting is attended by a representative of the Commercial Attaché of the Italian Embassy in London.)

3. System of dealing with the bids.

(a) These bids will be dealt with by EGITO in two parts:-

(i) those for North West Europe
(ii) those for South Central Europe

(b) The North West European bids are considered by a Meeting in BRUSSELS, known as BIDAC, between the 6th and 15th of the month, and necessary application for capacities, priorities, and movement, made and allotted for this traffic. Due consideration will be taken at this Meeting of the South Central European bids, in order to ensure that adequate capacities remain available for these bids in such territories as AUSTRIA, where there may be some competition between the South Central European bids and the North West European bids for the available capacities. As soon after the BIDAC Meeting in BRUSSELS as possible, the agreed capacities for the North West European bids will be notified to all concerned.

The BIDAC Meeting at BRUSSELS is attended by representatives of the occupational authorities in North West EUROPE and AUSTRIA, so that assurance is given that movement will be able to take place.

(c) The bids for South Central EUROPE will be considered at a Meeting convened by EGITO (CROBA), normally at VENICE, between the 15th and 21st of each month. At this Meeting the necessary capacities and priorities are allotted. It is attended by representatives of A.F.H.Q., A.M.G. VENEZIA GIULIA, the occupational authorities AUSTRIA, U.K.R.R.A., I.S.R., etc. As soon after as possible, the agreed capacities and acceptances will be notified to all concerned.

.....(4)

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4. It is emphasized that bids for movement of traffic are only necessary through areas of occupied EUROPE. So far as ITALY is concerned, traffic exported to FRANCE, SWITZERLAND, BELGIUM or other Western European countries, via VENTIMIGLIA, MODANE, or DOMODOSSOLA and VALLORBE, or to GREAT BRITAIN by these routes, need not be bid for, provided it does not enter "occupied territory" en route; the negotiations for its movement should be carried out direct with the railway authorities of those countries or through a recognised forwarding agency.

5. It is not possible for ECITO (GRIOA) ITALY to deal with individual firms or organisations, but we will give the utmost assistance in any difficulties which may arise, provided the normal channel through the Ministry of Foreign Trade is used by the people concerned. This statement has, therefore, been prepared in order to assist Italian exporters, importers, and recognised forwarding agencies in understanding the arrangements which have been made in an endeavour to overcome the difficulties existing in EUROPE at the present time.

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APPENDIX II.

S O I T O (ORDA) ITALY
A.P.O. S. 392.
C.M.F.

LETTER OF

Our Ref: No.

BID FOR INTERNATIONAL FREIGHT MOVEMENT.

1. Source of Bid	.....
2. Sender	.....
3. Consignee	.....
4. Description of Goods	.....
5. Journey to commence on (Date)	.....

Loading Station	Country	Destination Station	Country	Tonnage	Type Loads

International Route Proposed (Give frontiers and cross-country routing) for ISR use only.

Point of entry into Italy	.....
Point of exit	.....
Route through Italy	.....

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1. Nature of Traffic	
2. Sender	
3. Consignee	
4. Description of Goods	
5. Journey to commence on (Date)	

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Loading Station	Country	Destination Station	Country	Tonnage	Tariff Route

International Route Proposed (Give frontiers and cross-country routing) For RR use only.

Point of entry into Italy	
Point of exit	
Route through Italy	
Estimated Italian Coal Consumption	
Source of Wagon Supply	
Have export or import licenses been secured?	

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Ref: RY - 408.

MINUTES OF MEETING HELD IN OFFICES OF ECITO (ORMOA) ITALY IN ROME ON THURSDAY, 23 MAY, 1946.

Present:

Lt. Col. A. C. PING, ECITO (ORMOA) ITALY (In the Chair)
Lt. Col. A. H. STREET, ALLIED COMMISSION.
Ing. S. SOTTILE, MOVEMENTS SERVICE, ITALIAN STATE RAILWAYS
Ing. M. EULA " " " " "
Dr. P. LENZI " " " " "
Dr. C. FERRARI, COMMERCIAL SERVICE, " " "
M/. D. SIMMONOT, ROME REPRESENTATIVE, FRENCH RAILWAYS
Mr. A. ANGEHRN, ROME REPRESENTATIVE, SWISS FEDERAL RAILWAYS.

.....

1. OBJECT OF MEETING.

The Chairman said that the Meeting had been called to discover results of I.S.R. action on subjects discussed at the Meeting held on 26 March last concerning international traffic. Representatives of the French and Swiss Federal Railways had been invited to be present in view of their particular interest, although Mr. ANGEHRN had indicated he was not able to speak authoritatively for the Movements Service of the Swiss Railways but was an interested observer.

2. INTERNATIONAL PASSENGER SERVICES.

(a) Via MODANE.

M/. SIMMONOT stated that he could not foresee the opening of the French side of the MONT CENIS tunnel before the end of July, or more probably early August. Accepting the latter date, with VENTIMIGLIA as an example, traffic would not be likely to pass before the end of August or beginning of September.

In view of these remarks, the Chairman suggested that further discussion at the moment would not be very beneficial, because both the Italian and French railways would probably overcome some of their present operational difficulties in the interim period and timings would have to be revised.

AGREED: \Meeting be called in early July to give further consideration to this matter.

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Mr. A. ANGEHN, ROME REPRESENTATIVE, SWISS FEDERAL RAILWAYS.

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AGREED: \Meeting be called in early July to give further consideration to this matter.

(b) Via VENTIMIGLIA.

The Chairman referred to discussions at the November 1945 Lugano Conference, which foresaw satisfactory connections being established at VENTIMIGLIA. At the Meeting held 26 March 1946, the Italian State Railways undertook to investigate their proposed services in order to maintain connections, but they had, in fact, introduced their schedule without revision. The result was that although the French Railways had provided a satisfactory service from GENEVA, STRASBOURG, TOULOUSE and PARIS to VENTIMIGLIA, there were unsatisfactory connections on the Italian side. The through third-class coaches between ROME and VENTIMIGLIA afforded only local connections in FRANCE. He asked the Italian State Railways to indicate what steps they had taken to reserve accommodation in these through coaches. Ing. SOTTILE said the through coaches between ROME and VENTIMIGLIA were now second class. Two-thirds of the accommodation was reserved for passengers joining at terminals, the other third for passengers joining at intermediate stations. It was not possible to take special steps to prevent overcrowding en route. As to the unsatisfactory connections at VENTIMIGLIA, it was the desire of the Italian State Railways to provide satisfactory services, but the coal shortage prevented this, and many oil burning locomotives were under repair. The Chairman

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referred to Lt. Col. KELLY's detailed report on the necessity for satisfactory cleaning of boilers of oil burning locomotives, which would prevent continued need for shopping them. At the same time, the Italian State Railways were buying from the Office of Foreign Liquidation, PARIS, fifty U.S.A. oil burning locomotives, and there would shortly be released a number of coaches from the Medloc leave services. With the knowledge of this pending available power and stock, Ing. SOTTILE agreed to re-examine the Italian services to VENTIMIGLIA.

M/. SIMMONOT stated that he would prefer primary attention to securing satisfactory connection with Southern FRANCE, as PARIS was served by the Simplon Orient route. He felt connections should first be made with French train 59, due VENTIMIGLIA 1738 hours, and with train 104, leaving VENTIMIGLIA at 1650 hours.

AGREED: (i) Italian State Railways to prepare satisfactory timings to connect with French trains 59 and 104 at VENTIMIGLIA.

(ii) M/. SIMMONOT to advise ECITO (ORMOA) ITALY of other desired connections in order of priority.

(c) SIMPLON ORIENT EXPRESS

(i) ROME section:

The Chairman referred to the unsatisfactory over-all timing of this section. He could not understand why opportunity had not been taken when the train was re-timed via AREZZO to provide a better connection to and from the Simplon Orient. Although journey time was now saved, prolonged stay at MILAN in each direction cancelled out any benefit to the passenger and the summer service was, in fact, worse than the winter one.

Mr. ANGEHRN said that it would be most satisfactory if an effort could be made to speed up the connection with ROME. M/. SIMMONOT said that a reasonable period at MILAN to allow for operating difficulties could be understood, but he felt the present prolonged waits should be shortened.

(ii) VENICE section:

On the VENICE section, Ing. SOTTILE submitted the following proposed timings for extension to TRIESTE:-

21.20	MILAN	13.00
23.11 / 23.20	BRESCIA	10.55 / 11.05
1.05 / 1.25	VERONA	8.40 / 9.00
2.40 / 2.50	VICENZA	7.40 / 7.45

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(c) SIMPLON ORIENT EXPRESS

(i) ROME section:

The Chairman referred to the unsatisfactory over-all timing of this section. He could not understand why opportunity had not been taken when the train was re-timed via AREZZO to provide a better connection to and from the Simplon Orient. Although journey time was now saved, prolonged stay at MILAN in each direction cancelled out any benefit to the passenger and the summer service was, in fact, worse than the winter one.

Mr. ANGEHRN said that it would be most satisfactory if an effort could be made to speed up the connection with ROME. M/. SIMMONOT said that a reasonable period at MILAN to allow for operating difficulties could be understood, but he felt the present prolonged waits should be shortened.

(ii) VENICE section:

On the VENICE section, Ing. SOTTILE submitted the following proposed timings for extension to TRIESTE:-

21.20	MILAN	13.00
23.11 / 23.20	BRESCIA	10.55 / 11.05
1.05 / 1.25	VERONA	8.40 / 9.00
2.40 / 2.50	VICENZA	7.40 / 7.45
5.15 / 5.45	VENICE	5.00 / 6.00
8.45 / 9.00	UDINE	1.15 / 1.35
10.45	TRIESTE	23.00

The Chairman pointed out that, whilst these timings again reduced the train journey time, they still left a long gap at MILAN, and with the impending extension of the train beyond TRIESTE, the train must be thought of in terms of a complete train, and an attempt should be made to cut down over-all timings.

Ing. SOTTILE again referred to the shortage of coal. If the Simplon Orient Express could arrive at MILAN about an hour

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

earlier, it would be possible to provide satisfactory connections both to ROME and to VENICE, allowing arrival at the latter the same evening.

AGREED: (i) Italian State Railways to prepare proposed timings on which the MILAN - ROME and MILAN - TRIESTE sections could run based on earlier arrival of the Simplon Orient Express at MILAN, and submit to ECITO (ORMOA), copy to M/. SIMMONOT.

(ii) M/. SIMMONOT to consult with French Railways, on receipt of amended timings, on possibility of adjusting the Simplon Orient Express to arrive at MILAN at desired time.

(iii) Mr. ANGEHRN to be advised by ECITO (ORMOA) of the proposed new timings for transmission to Swiss Federal Railways.

The Chairman emphasised the need for good connections in each direction, and stressed the urgency of the matter, so that discussion would not be delayed at the Simplon Orient Express Meeting in PARIS on 18 June.

(d) BRUSSELS - BALE - CHIASSO SERVICE.

The Chairman said that ECITO (ORMOA) ITALY had drawn attention to the fact that the service BRUSSELS - BALE, offering through connection to ITALY via CHIASSO, connected at THIONVILLE with the CALAIS - BALE service, and that there were no through sleeper or restaurant facilities for the passengers from BELGIUM. The later train from BRUSSELS, whilst offering sleepers from BRUSSELS to BALE with a restaurant car from THIONVILLE to STRASBOURG, afforded no means of through connection with ITALY without a stay in SWITZERLAND overnight. It was expected that ECITO (ORMOA) would take action with the Belgian and French Railways on the matter.

Ing. SOTTILE said that the Italian State Railways would be prepared to operate a through coach between ROME and BALE in conjunction with the Swiss Railways, but owing to weight limitation this could not, at this juncture, be a sleeping car. The best through service would be that connecting at CHIASSO with the CALAIS - BALE service mentioned above. In view of the unsatisfactory Italian stock, possibly the Swiss Railways would be able to provide the coaches. Mr. ANGEHRN said he felt such a through coach would be beneficial, but could make no statement on the provision of stock.

AGREED: Italian State Railways to investigate possibility of operation of through coach ROME - BALE via CHIASSO and to deal with Swiss Railways direct, advising ECITO (ORMOA) of progress.

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

(iii) Mr. ANGEHEN to be advised by ECITO (ORMOA) of the proposed new timings for transmission to Swiss Federal Railways.

The Chairman emphasised the need for good connections in each direction, and stressed the urgency of the matter, so that discussion would not be delayed at the Simplon Orient Express Meeting in PARIS on 18 June.

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AGREED: Italian State Railways to investigate possibility of operation of through coach ROME - BALE via CHIASSO and to deal with Swiss Railways direct, advising ECITO (ORMOA) of progress.

(c) ROME - VIENNA SERVICE.

The Chairman stated that Brigadier FELLOWES had recently been dealing with this matter, and full information would be circulated shortly in minutes of Meeting held at VENICE on 20 May. Negotiations were continuing with the Military Authorities for the conveyance of civilian passengers on through service ROME - VIENNA via UDINE - VILLACH.

At the same Meeting, satisfactory arrangements had been made for operation of Austrian trains into BRENNERO, and this route could afford connections with PRAGUE and VIENNA.

Ing. SOTTILE undertook to provide a suitable service to BRENNER to afford connection with Austrian service to INNSBRUCK, to connect therewith Arlberg Orient Express to PRAGUE and VIENNA. M/. SIMONOT undertook to treat with French Occupation Authorities for connecting train.

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

AGREED: (i) Italian State Railways to propose suitable timings on BRENNER route, allowing about one hour for frontier formalities.

(ii) M/. SIMMONOT to convey these timings to French Occupation Authorities, AUSTRIA, for provision of connecting service to INNSBRUCK.

3. FREIGHT TRAFFIC.

(a) M/. SIMMONOT mentioned that French Railways had prepared time schedules for a freight service from MODANE to CALAIS, leaving MODANE on Day A at 1900, due CALAIS Day C at 1200. The Chairman referred to previous discussion on MODANE route, but invited Italian State Railways to prepare freight schedules based on the proposed French timings.

(b) Ferryboat Traffic.

The Chairman stated that numerous enquiries were being made for the resumption of ferryboat traffic with ENGLAND, and UNRRA was preparing a scheme which would be available shortly indicating the average weekly tonnage which could be forwarded. It would be necessary to provide transit by the shortest possible route, and Headquarters ECITO were being asked to do all possible to locate ferryboat wagons of English gauge for the traffic. All concerned would be kept advised of the position.

a C Fry

for R. W. L. FELLOWES
Divisional Officer,
ECITO (ORMOA) ITALY.

DISTRIBUTION:

Q (Mov) Liaison (2)
MRS (2)
Italian State Railways, Movement Service (2)
" " " Commercial Service (1)
Allied Commission, Tn. Sub-Commission (1) ✓

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

timings.

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a C King

for R. W. L. FELLOWES
Divisional Officer,
ECITO (ORMOA) ITALY.

DISTRIBUTION:

Q (Mov) Liaison (2)
MPS (2)
Italian State Railways, Movement Service (2)
" " " Commercial Service (1)
Allied Commission, Tn. Sub-Commission (1)
" " Communications Sub-Commission (1)
M/. Simmonet, French Railways, Rome. (2)
Mr. Angehrn, Swiss Federal Railways, Rome (2)
ORMOA/ECITO, BRUSSELS.(2)
ORMOA (Rear) ECITO, LONDON. (2)
UNRRA, Lt. Col. Sutherland - Agriculture.
" Capt. Peterson - Travel Section.

Declassified E.O. 12356 Section 3.3/NND No. 758021

1173

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

Ext.470

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

31 May 1946.

AC/870/Tn.1

Subject: French Locomotives in Italy.

To : Ecito - Ormoa.
APO S. 551
C.M.F.

1. Reference your RY- 404/3 dated 7 May 1946, subject as above. 3520

2. Attached is a copy of letter from Major H.A. Symons, giving information requested in your letter.

A.H. STRENT
Lt.Colonel,
Deputy Director.

97

1174

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

HEADQUARTERS
LOMBARDIA REGION LIAISON GROUP
ALLIED COMMISSION
TRANSPORTATION DIVISION
APO 394

Tel:12641 Ext.2297 28 May 1946

601/M/TN

SUBJECT : French Locomotives in Italy.

TO : HQ AC Transportation & Shipping Branch
ROME

Ref.your 870/Tn.1 dated 11 May 1946. 3819

1. The three French electric locomotives referred to are still at the Breda works; they are the property of the Italian Army - Direzione di Artiglieria Piacenza and were taken to the Breda works for repairs as follows : -

(a) Nos.TL 248 and TL 269 on the 26 Oct.1942

(b) N. TL 249 on the 12 Dec.1942

2. (a) Makersname is not distinguishable but theywere certainly made by a French firm.

(b) The present owner are the Direzione di Artiglieria Piacenza.

Other details are as follows : -

Petrol-Engine made by Panard Levasseur
Horsepower 120/130 HP
Cylinders 4
1200 RPM

Electric-Engine made by Thomson-Houston
Dynamo:Kilowatt 80
volts 500
1200 RPM

Traction-Engines: Kilowatt 40
volt 500
750 RPM

870a

For the Chief Liaison Officer

H.A.Symons

H.A.SYMONS
Major.

870

COPY OF SIGNAL:

FROM: ECITO ORMOA ROME MAY 211240

TO: (1) ORMOA ECITO c/o BRITISH MILITARY MISSION TO BELGIUM B.A.O.R.
(2) ACABRIT VIENNA FOR MOVEMENTS
(3) USFA FOR USACA TRANSPORTATION DIVISION
(4) REPRESENTATIVE FRANCAIS DIRECTOIRE DES TRANSPORT VIENNE
(5) USFA FOR USACA TRANSPORTATION DIVISION DOMINI PRAGUE
(6) AFHQ CITE FREEDOM (7) ALCOM ROME (8) 13 CORPS FOR MOV

INFORMATION TO:

(9) EUROTRANS AUDLEY LONDON FOR MOVEMENTS DIVISION AND ORMOA REAR
(10) ECITO PRAHA (11) UNRRA LONDON FOR DE WAAL
(12) ALLIED SECRETARIAT ACA VIENNA FOR TRANSPORT DIVISION
(13) UNRRA TRIESTE FOR NEDERBRAGT

Originator's No: One hundred and sixty two.

BIDAC VENICE

FIRST: ACCEPTANCES BASED ON FOLLOWING AVAILABILITIES FOR INTERNATIONAL TRAFFIC(.) RAIL CLEARANCE TRIESTE 8000 TONS(.) TARVISIO ROUTE 3500 TONS(.) BRENNER ROUTE 2400 TONS FRENCH ZONE 3618

SECOND: ACCEPTANCES SUBJECT TO RUSSIAN AGREEMENT OVER SUMMERAU SECTION

THIRD: TO AUSTRIA(.) FROM TRIESTE EX WESTERN HEMISPHERE 43191 TONS EX EASTERN 62725 INCLUDING 28000 TONS FOOD FROM MILITARY STOCK AND 15000 TONS POTASH FX HOLLAND(.) ROUTE VIA TARVISIO(.) FROM VENICE EX WESTERN HEMISPHERE 23700 TONS GRAIN EX EASTERN 5000 TONS COTTON SEED CAKE(.) ROUTE VIA BRENNER

FOURTH: TO CZECHOSLOVAKIA(.) FROM TRIESTE EX WESTERN HEMISPHERE 7647 TONS GRAIN EX EASTERN 4600 TONS PHOSPHATES 700 TONS GENERAL(.) ROUTE TARVISIO VILLACH SALZBURG LINZ SUMMERAU(.) FROM VENICE EX SFAX 7500 TONS PHOSPHATES FROM GREECE 12000 TONS PYRITES FROM NAPLES AREA 1100 TONS FRUIT AND VEGETABLES FROM SCARGLINO 3200 TONS PYRITES FROM MARGHERITA DI SAVOIA 2000 TONS SALT(.) ROUTE BRENNER INNSBRUCK SALZBURG LINZ SUMMERAU(.)

FIFTH: TO ITALY(.) FROM CZECHOSLOVAKIA 7000 TONS FIRECLAY TO TUSCANY 2000 TONS CELLULOSE TO TURIN 3000 TONS TIMBER TO NORTH ITALY FOUR TRAINS EMPTIES TO VENICE(.) ROUTE SUMMERAU LINZ SALZBURG INNSBRUCK BRENNER(.) 26 TRAINS EMPTIES TO TRIESTE ROUTE SUMMERAU LINZ SALZBURG VILLACH TARVISIO

SIXTH: TO JUGOSLAVIA FROM TRIESTE 120000 TONS(.) FROM FRANCE UNRRA SURPROPS FOUR TRAINS VIA VALLORBE ISELLE TWO TRAINS VIA VENTIMIGLIA THENCE ALL PADUA LUBJANA

SEVENTH: TO HUNGARY FROM TRIESTE EX WESTERN HEMISPHERE 2080 TONS VIA LUBJANA(.)

EIGHTH: ALLIED REPRESENTATIVES FROM AUSTRIA UNABLE CONSIDER BIDS RECEIVED

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

Originator's No: One hundred and sixty two.

3618

BIDAC VENICE

FIRST: ACCEPTANCES BASED ON FOLLOWING AVAILABILITIES FOR INTERNATIONAL TRAFFIC(.) RAIL CLEARANCE TRIESTE 8000 TONS(.) TARVISIO ROUTE 3500 TONS(.) BRENNER ROUTE 2400 TONS FRENCH ZONE

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SEVENTH: TO HUNGARY FROM TRIESTE EX WESTERN HEMISPHERE 2080 TONS VIA LUBJANA(.)

EIGHTH: ALLIED REPRESENTATIVES FROM AUSTRIA UNABLE CONSIDER BIDS RECEIVED FROM DIRECTOR GENERAL AT WASHINGTON FOR MOVEMENT FROM POLAND 140000 TONS COAL AUSTRIA 60000 TONS ITALY 20000 TONS JUGOSLAVIA(.) CLEAR INSUFFICIENT RAIL CAPACITY IF EMPTIES HAVE TO BE SENT THUS OCCUPYING LINES WITH MOVEMENT OF EMPTIES IN BOTH DIRECTIONS(.) SUGGEST ORMA ECITO SIGNAL ALLIED SECRETARIAT AUSTRIA REQUESTING MEETING IN AUSTRIA ALL ALLIED ELEMENTS EARLIEST TO CONSIDER ENTIRE MOVEMENT OF COAL INTO AND THROUGH AUSTRIA INCLUSING SWISS CONSIGNMENT

96

Copy to: UNRRA, VENICE
I.S.R.
Q (Mov) Liaison.

(Signed) R. W. L. FELLOWES.
Brig.

IMPORTANT (1) to (8)
ROUTINE (9) to (15)

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

1177

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

H/3175
MAY 220900B

162
214480B

IMPORTANT

ECITO (ORMOA) ROME

(1) ORMOA ECITO C/O BRITISH MILITARY MISSION TO BELGIUM BAOR (2) ACABRIT VIENNA FOR MOVEMENTS (3) USFA FOR USACA TRANSPORTATION DIVISION (4) REPRESENTATIVE FRANCAIS DIRECTOIRE DES TRANSPORT VIENNA (5) USFA FOR USACA TRANSPORTATION DIVISION DOMINI PRAGUE (6) AFHQ CITE FHGBM (7) ALCOM ROME (8) 13 CORPS FOR MOV INFO (9) EUROTRAINS AUDLEY LONDON FOR MOVEMENTS DIVISION AND ORMOA REAR (10) ECITO PRAHA (11) UNRRA LONDON FOR DE WAAL (12) ALLIED SECRETARIAT ACA VIENNA FOR TRANSPORT DIVISION (13) UNRRA TRIESTE FOR NEDERBRAGT

HEADQUARTERS
22 MAY 1946

3617

UNCLASSIFIED

Bidac Venice

1st. Acceptances based on following availabilities for international traffic.Rail clearance Trieste 8000 tons.Tarvisien route 3500 tons.Brenner route 2400 tons french zone.

2nd. Acceptances subject to Russian agreement over summerau section.

3rd. To Austria. From Trieste EX Western hemisphere 43191 tons ex Eastern 62725 including 28000 tons feed from military stocks and 15000 tons potash ex Holland.Route via Tarvisio.From Venice ex Western hemisphere 23700 tons grain ex Eastern hemisphere 5000 tons cotton seed cake.Route via Brenner.

4th. To Czechoslovakia.From Trieste ex Western hemisphere 7647 tons grain ex Eastern 4600 tons phosphates 700 tons general.Route Tarvisio Villach Salzburg linz summerau.From Venice ex SFAX 7500 tons phosphates from Greece 12000 tons pyrites from Naples area 1100 tons fruit and vegetables from Scarolino 3200 tons pyrites from Margherita di Saveia 2000 tons salt.Route Brenner Innsbruck Salzburg linz summerau.

895

s/o 870

1178

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

H/3175

HEADQUARTERS
22 MAY 1946

5th.To Italy.From Czechoslovakia 7000 tons Fireclay to Tuscay 2000 tons cellulose to Turin 3000 tons timber to north Italy 4 trains empties to Venice.Route summerau linz Salzburg Innsbruck Brenner.26 trains empties to Trieste route summerau linz Salzburg villach Tarvisio.

6th.To Jugoslavia from Trieste 120000 tons. From France UNRRA surpreps 4 trains via Vallorbe Iselle 2 trains via Ventimiglia thence all Padua Lubjana.

3016

7th.To Hungary from Trieste ex Western hemisphere 2080 tons via Lubjana.

8th.Allied representatives from Austria unable consider bids received from director general at Washington for movement from Poland 140000 tons coal Austria 60000 tons Italy 20000 tons Jugoslavia.Clear insufficient rail capacity if empties have to be sent thus occupying lines with movement of empties in both directions.Suggest ermea ecito signal allied secretariat Austria requesting meeting in Austria all allied elements earliest toconsider entire movement of coal into and through Austria including Swiss consignment.

Copy to: UNRRA Venice
I.S.R.
Q(Mov) Liaison.

AC DIST
ACTION: ECON SEC 2
INFO: CHIEF COMMISSIONER
TN BR 2
FILE
FLOAT 2

1179

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

ECITO (ORMOA) ITALY

A.P.O. S. 551

C.M.F.

17 May 1946.

ACP/ch.

Telegrams : ECITO ORMOA ROME

Telephone : 843.458

Reference : RY - 408

Subject : Development of International Passenger Traffic

To : (See Distribution below)

A Meeting will be held in the Office of ECITO (ORMOA) ROME on Thursday, 23 May, at 1100 hours, to discuss progress on development of international passenger traffic, and to receive Italian State Railways' proposals in accordance with Meeting held 26 March 1946.

It is requested that your representative may attend.

3615

R. W. L. FELLOWES
Divisional Officer
ECITO (ORMOA) ITALY.

Distribution:

Director General, I.S.R.
Q (Mov) Liaison.
MRS.
Tn. Sub-Commission, A.C.
Swiss Federal Railways, Rome.
French Railways' Representative, Rome.

94

870

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

ECITO (ORMOA) ITALY
A.P.O. S. 551
C.M.F.

17 May 1946

Telegrams : ECITO ORMOA ROME
Telephone : 845,458
Reference : G - 154/1

Attached is a paper setting forth the bidding procedure agreed at the International Movements Programme Meeting held at ECITO, London on 1 May 1946. The Meeting was attended by representatives of the North West European countries, Czechoslovakia, Italy, the Control Office for Germany and Austria, the French Zone in Germany, UNRRA, War Office, W.S.A. and M.W.T.

Attention is drawn to para. 1 (i) which states that the Meeting only handles bids requiring movement through the Occupied Territories.

R. W. L. FELLOWES 3614
Divisional Officer
ECITO (ORMOA) ITALY

Distribution:

G-4 (Mov & Tn), AFHQ (3)
G(Mov) Liaison
Tn. Sub-Commission, Allied Commission (2)
UNRRA Mission, Italy (3)
UNRRA, AFHQ
W.S.A., Rome
M.W.T., Rome

93

EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION.

INTERNATIONAL MOVEMENT PROGRAMME MEETING. (I.M.P.)

Procedure.

The procedure for co-ordinating bids both for N.W. and S. Central Europe has now been evolved on the following lines:-

(i) All countries requiring transit facilities for imports involving international movement through the occupied countries (including UNRRA, which is considered as an importing agent in those countries for whose relief and rehabilitation supplies UNRRA is responsible), will submit their bids to the I.M.P. Meeting in London on the 1st of each month for movement during the following month.

(ii) These bids will be divided into two parts:-

(a) those for North West Europe (Code Letter W)
(b) those for South Central Europe (Code Letter M)

The South Central European bids will only comprise traffic originating in Italy, or arriving there by sea, and/or requiring transit through that country. International traffic requiring transit through Austria but not routed through Italian territory will be co-ordinated by the BIDAC Meeting at Brussels. The South Central European bids will be sent by signal to ORMOA, Italy, by the 3rd of each month. Both the North West European bids and the South Central European bids will be sent to ORMOA, Brussels, also by the 3rd of the month.

(iii) The North West European bids will be considered by the BIDAC Meeting at Brussels between the 6th and 15th of the month and the necessary capacities and priorities allotted to this traffic. Due consideration will be taken at the BIDAC Meeting of the South Central European bids, in order to ensure that adequate capacities remain available for these bids in such territories as Austria, where there may be some competition between the South Central European bids and the North West European bids for the available capacities. As soon after the BIDAC Meeting as possible, the agreed capacities for the North West European bids will be notified to all authorities concerned.

(iv) The bids for South Central Europe will be considered at a meeting at Venice between the 15th and 21st of each month and the necessary capacities and priorities allotted. As soon after as possible, the agreed capacities will be notified to all concerned.

Meetings

(i) An UNRRA Meeting is held at Venice under a Chairman nominated by UNRRA to agree all the necessary local arrangements for UNRRA traffic through the North Italian and Adriatic ports and such other matters as may

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

(a) those for North West Europe (Code Letter W)
(b) those for South Central Europe (Code Letter M)

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. Meetings

(i) An UNRRA Meeting is held at Venice under a Chairman nominated by UNRRA to agree all the necessary local arrangements for UNRRA traffic through the North Italian and Adriatic ports and such other matters as may concern UNRRA traffic. Representatives from ECITO (ORMOA) attend this meeting in order to give technical advice where necessary.

(ii) A meeting will be held under a Chairman from ORMOA, Italy, immediately following the UNRRA Meeting at which the necessary capacities and priorities will be agreed for all traffic originating in Italy, or arriving there by sea, and/or requiring transit through that country. This traffic will include UNRRA and such civil traffic as may be required. This meeting will be known as BIDAC (Venice)

. Representation of Allied Control Authority, Austria.

A representative (or representatives) from the A.C.A. in Vienna, with authority to speak for the French, U.S. and British zones attends the BIDAC (Brussels) and BIDAC (Venice) meetings; subsequently submitting to the U.S.S.R. zone authorities in Vienna bids for movement through that zone.

93a
870

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

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

MAY 151600

ALCOS TTTN

EUROTRANS AUXLEY LONDON FOR ORGOA EXAR

RESTRICTED

3097

PARA ONE FD YOUR MEMO ROGER X-RAY SLANT THREE SIX SLANT THREE SIX SLANT BRACKET THREE BRACKET OF TWO FOUR APRIL IS SUBJECT FD

PARA TWO FD TRANSPORTATION BRANCH DO NOT WISH TO SEND REPRESENTATIVE AS CONTROL OF ITALIAN STATE RAILWAYS HAS NOW REVERTED TO ITALIAN GOVERNMENT WHO WILL SEND REPRESENTATIVE FD INVITATION TO ALLIED COMMISSION TO ATTEND IS MUCH APPRECIATED FD

3612

COPY TO ECONOMIC SECTION

92

870

PRIORITY

TRANSPORTATION & SHIPPING BRANCH

470

A.M. STREET
LT. COLONEL

NICHOLAS PICARIELLO
CPO, USA
ASSISTANT ADJUTANT

ECITO ORMOA ROME MAY 141650

(1) AFHQ CITZ FREEM (6) ECITO PRAHA (8) UNRRA VIENNA
(2) NOV 13 CORPS (7) UNRRA PRAGUE (9) UNRRA BRUNN
(3) ALLIED COMMISSION FOR AUSTRIA (B.R.)
(4) FRENCH REP. TN. DIRECTORATE VIENNA
(5) TN. DIVISION U.S. ALLIED COMMISSION FOR AUSTRIA

EUROTRANS BRUSSELS FOR ORMOA
EUROTRANS AUDLEY LONDON FOR ORMOA REAR

SIGNAL 156

AGENDA MEETING CONVENED BY ECITO ORMOA ITALY IMMEDIATELY FOLLOWING UNRRA MEETING VENICE MONDAY 20 MAY

ONE: CONSIDERATION FOLLOWING INTERNATIONAL BIDS FOR JUNE EX TRIESTE - VENICE

A UNRRA TRAFFIC

B CIVIL TRAFFIC

(i) ITALY-CZECHOSLOVAKIA VIA BRENNER 4000 TONS GENERAL

(ii) TRIESTE - CZECHOSLOVAKIA 1100 TONS GENERAL

(iii) CZECHOSLOVAKIA - ITALY VIA BRENNER 7000 TONS FIRE CLAY

C EMPTIES CZECHOSLOVAKIA - TRIESTE 30 TRAINS

3611

TWO: CONVEYANCE AMERICAN GIFT PARCELS TO AUSTRIA

THREE: CONSIDERATION USE PARIS WAGON CONTROL FOR FRONTIER EXCHANGE TARVISIO AND BRENNER ROUTES

FOUR: EXTENSION AUSTRIAN PASSENGER TRAINS FROM GRATZ TO BRENNERO
USE OF BRENNERO BY AUSTRIAN PASSENGER TRAINS

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

SIGNAL 156

AGENDA MEETING CONVENED BY ECITO GENOA ITALY IMMEDIATELY FOLLOWING UNRRA MEETING VENICE MONDAY 20 MAY

ONE: CONSIDERATION FOLLOWING INTERNATIONAL BIDS FOR JUNE EX TRIESTE - VENICE

A UNRRA TRAFFIC

B CIVIL TRAFFIC

(i) ITALY-CZECHOSLOVAKIA VIA BRENNER 4000 TONS GENERAL

(ii) TRIESTE - CZECHOSLOVAKIA 1100 TONS GENERAL

(iii) CZECHOSLOVAKIA - ITALY VIA BRENNER 7000 TONS FIRE CLAY

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Copy to: Q Mov Liaison
Allied Commission, Tn. Sub-Commission
UNRRA Italy Tn. Div.
DG, ISR
Lt. Col. GREEN, Communication Sub-Commission, A.C. Rome.

Important

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870

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

EX/200

EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION

EXECUTIVE BOARD

WAGON EXCHANGE IN WESTERN EUROPE

Note by the Director General

INTRODUCTION:

1. The object of this paper is to explain the machinery which has been set up for recording and regulating the exchange of freight rolling stock between the railways of a number of countries in Western Europe. The area to which the machinery relates comprises Belgium, France, Luxembourg, and the Netherlands as well as the British, French and U.S. Zones in Germany and Austria. Since the beginning of October 1945, all wagon exchanges between these countries and zones have been recorded. Weekly figures of the exchanges are sent to Paris where a wagon movements office has been set up for the purpose of noting wagon movements across frontiers and zone boundaries. The information thus tabulated is examined by a Wagon Exchange Commission which, under an ECITO chairman, meets weekly and decides what transfers of empty wagons from one country or zone to another are required in order to maintain a proper distribution of wagons between the countries and zones with which it is concerned. It would be opportune also for Italy to join as soon as there is a resumption of direct France-Italian traffic.

2. At present this Commission supervises a pool of about 900,000 wagons, of these more than 25% are under repair at any given time. The exchange of wagons across the frontiers with the countries on the perimeter of the above area is on a wagon for wagon basis, duly noted by the Commission.

3. The need for control is emphasized by the difficulties of operation, caused by:

(a) the concentration of traffic on certain lines of communication;

(b) destruction and displacement of much rolling stock;

(c) shortage of motive power;

(d) the varied ownership of wagons in the countries concerned;

(e) overall insufficiency of stock to meet requirements. Good organisation and strict control are necessary to overcome these difficulties.

4. The experience of the first nine months of 1945 led to the formation of the Commission, and this began to function on the 17th October 1945.

3819

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4. The experience of the first nine months of 1945 led to the formation of the Commission, and this began to function on the 17th October 1945.

The Rolling Stock Situation at the time of the formation of the Commission

5. The general rolling stock situation in Europe at the time of the formation of the Commission was precarious. For example, Belgium had lost nearly 15,000 wagons during the month of August, and the number of wagons available for use within Belgium had been reduced to 57,000; the British zone in Germany was short of wagons for the Ruhr traffic, and the majority of the countries and zones concerned complained that they were receiving no compensating empty wagons in return for those forwarded. The position had gradually deteriorated, one area profiting at the expense of others.

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The Work of the Commission

6. The original instructions to the Commission were to maintain an adequate level of freight rolling stock in all controlled countries and zones. Broadly speaking, it achieves this by recording week by week the movements of loaded wagons between countries or zones, and by giving instructions for the despatch of empty wagons from one country or zone to another so as to preserve the balance. Of necessity, a short period, in practice 15 days, must elapse before the balancing movements are actually carried out.

7. This works satisfactorily during periods where the traffic flow is of a more or less stable character, but the balance may be upset by the introduction of important new traffics or by material variations in the flow of regular traffic.

8. To eliminate the effect of the time lag, which is inevitable in arranging in this way balancing movements of wagons and which temporarily increases the wagon stock in the country to which traffic is being sent, a special procedure has been adopted. This involves the sending by the country receiving the loaded wagons of a corresponding number of empty wagons to the forwarding country in advance of the date when balancing movements would have taken place as outlined in the previous paragraph. This procedure is adopted if any considerable quantity of new traffic begins to flow or if existing traffic increases materially in volume; the main cases to which it has applied have been coal traffic from the Saar and the Ruhr. Its application involves, of course, prior knowledge of traffic movements, but as much international traffic is the subject of a movements programme data are usually available according to which appropriate advance transfers of empty wagons can be brought about. This procedure is superimposed on the normal method of dealing with the return of wagons.

Results Obtained by the Commission

9. The results obtained by the Commission by the use of these methods have been satisfactory. For example, by the 16th November, the wagon stock in Belgium had risen by 10,700 and that in the British Zone in Germany by 2,900; at the same time, that in the American Zone had been reduced by 16,400. To a great degree, therefore, the original balance was being re-established. The main problems left were the sudden traffic demands of the British Zone in respect of the movement of coal from the Ruhr: this was solved after a rather difficult period of study and experiment.

10. The figures of internal wagon stock as at the 30th October, had undergone the following modifications by 28th December;

	Covered	Open	Flats	Total
Netherlands	+ 1202	+ 101	+ 303	+ 2406
	8812	+ 6032	- 245	+ 8852

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10. The figures of internal wagon stock as at the 20th October, had undergone the following modifications by 25th December;

		Covered		Open		Flats	Total
Netherlands	+	1202	+	101	+	303	+ 2406
Belgium	+	2812	+	6832	-	245	+ 8852
France	+	51	-	1368	+	840	- 477
Luxembourg	+	91	-	846	-	19	- 774
French Zone Germany	-	1235	-	1849	-	884	- 3968
British Zone Germany	-	347	+	3156	+	136	+ 2945
U.S. Zone Germany	-	3637	-	9241	+	666	-12212

11. In the above table figures preceded by a plus sign represent a net increase in the number of wagons of the category shown in the country or zone to which the figure refers. Similarly figures preceded by a minus sigh represent a net decrease between the two dates given.

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Progress since the 1st January, 1946.

12. Since the 1st January, a number of fluctuations have taken place in the internal wagon stock figures of the different countries and zones involved. The reasons are many and varied:- Reduction of loadings during the New Year Holidays; sudden variations of traffic occasioned by the local forwardings from the Ruhr to the different countries; delays in movements covered by unforeseen physical conditions and events, such as widespread floods; delays in the wagon transfers, and special movements of empty wagons. All these circumstances have, in spite of the Commission's instructions that a strict balance be maintained of the loaded wagon movement within the overlap of 15 days, resulted in certain modifications in the numbers of wagons in different countries or zones.

13. The position in Belgium, where there is a considerable amount of international and transit traffic, may be examined in some detail, as an example of the working of the wagon exchanges. It had acquired by the 16th November, 10,700 wagons more than the figure quoted for 20th October and this increase rose to 14,000 by the 30th November, to drop again to 5,400 on the 25th January; a very small amount which accounts for the present wagon deficiency of the S.N.C.B.

14. This deficiency is accounted for by the following factors which have reacted simultaneously in the same direction against Belgium from the 1st to 25th January:-

(a) important changes in traffic originating in Belgium;

(b) a considerable drop in the amount of traffic received from the Ruhr, with the result that during the week from 29th December to 4th January, the number of loaded wagons forwarded to destinations outside Belgium exceeded by 1663 the number of loaded wagons received from other countries;

(c) in addition, during the same period, the S.N.C.B. sent outside Belgium 452 empty wagons in order to balance the figures of loaded wagons which had been received by it before the 21st December;

(d) delay by Luxembourg in settling its wagon "debt", which amounted to 800 wagons by the 25th January.

In conclusion, one should mention the numerous advance transfers of wagons made by the S.N.C.B. in order to meet the anticipated increased traffic demand.

15. It is true that the wagons so supplied should not entail any real modification of the internal wagon situation, but, in the case of Belgium, certain anticipated increases of traffic have not taken place and some of the advance transfers are very recent and have not yet resulted in the return movement of [illegible] portion of the wagons placed at the disposal of [illegible] might be considered

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15. It is true that the wagons so supplied should not entail any real modification of the internal wagon situation, but, in the case of Belgium, certain anticipated increases of traffic have not taken place and some of the advance transfers are very recent and have not yet resulted in the return movement of loaded wagons. Finally, a proportion of the wagons placed at the disposal of the British zone in Germany, though comparatively small, perhaps might be considered as a temporary transfer of total stock. Taken collectively, these reasons should be quite sufficient to explain the present deficiency of the wagon stock of the S.N.C.B.

16. Similar details can explain the situation elsewhere. The French zone in Germany has lost 5,200 wagons of all classes in 5 weeks; the British zone has also lost 2,500. On the other hand there was a temporary improvement in the U.S. zone of Germany (+4300) from the 21st December to 18th January and at the same time a progressive improvement is noticed in the various zones of Austria since the 20th October (+2700). These variations do not, in themselves, cast any reflection on the value of the methods employed by the Commission. They simply show that the mechanism of wagon advances is a delicate one and that there is the risk of its being thrown out of gear by the sharp rise and fall of traffic movement and by the difficulties of traffic working during the winter period.

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17. The Commission follows these fluctuations of traffic very closely, and their importance is fully appreciated.

18. In order to smooth out these fluctuations and to minimise their reaction, the Commission has used its judgment in the broadest way possible. It has realised that the somewhat strict regulations drawn up originally should be made more flexible in order to maintain internal wagon stocks at the optimum level. The following new measures have, therefore, been decided upon, and it is hoped that they will produce good results.

New Measures to be taken by the Commission

19. In reviewing the measures previously introduced in respect of the control of wagons "debits" and "credits" the Commission considered it should also regulate supplementary transfers. These transfers are intended to correct, permanently, the important modifications in the internal wagon stocks due to the reasons previously stated. The aim is not to maintain the internal wagon stock figure at a rigid level; for instance, if a country effects domestic improvement by its own action in order to increase capacity whether by buying rolling stock outside the country or by speeding up repairs, then it should be understood quite clearly that the benefit accrues directly to that nation and is a permanent one. The Commission would only intervene to restore the balance disturbed by the movement and exchange of loaded and empty wagons. To do this the Commission will record cumulatively the wagon balance of each country by types of wagons and where justified, the Commission will authorise a supplementary transfer. It accepted provisionally, the 28th December as the base date. This date was chosen because it appeared that the figures of the internal wagon stocks were then at a reasonable level and adequate for the requirements of the moment. The choice of this date was simply as a temporary expedient.

20. The meeting of the Commission on 30th January agreed that the basis of comparison could be modified later, either for certain countries only, or if necessary, for the whole of the countries and zones: this would be based on past experience and the general availability of wagons.

21. On the other hand, should the situation warrant it, it is not intended that this choice should affect later decisions based on the census and the exact needs of the moment, regarding the proper level of wagons stocks. It has, nevertheless, adjusted these basic figures after taking into account certain special circumstances. For instance, an addition of 1,000 open wagons has been granted to Belgium; due to this, the basic figure for the S.N.C.B. compared with the figures quoted of the 20th October (taking into account only wagon exchange) has risen by 10,800 (covered and open), a figure greater by 400 than the average increase for the period 24th November to 30th December.

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

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22. At its meeting of the 30th January, the Commission decided to put into force forthwith its supplementary transfer programme and sanctioned for the week 26th January - 1st February, an unbalanced transfer of 1,200 open and 1,000 covered wagons to Belgium. This brought the total of wagons transferred to the S.N.C.B. including wagons already owed to it, up to 5,700. Similar decisions have been taken which have benefitted the French and British zones in Germany. The U.S. zone on Germany and Austria have originated this first movement, to be followed in the following week by a second one, the wagon stock position then being relatively more favourable. It is legitimate to hope that these measures will permit a general improvement in the situation and assist in maintaining the stability of the general wagon balance.

Conclusions

23. Experience has shown the necessity for an organisation which can ensure that wagon exchanges are properly balanced. With no Commission in operation, it is certain that the chaos which already threatened in October would have been aggravated. Furthermore, the various countries would have increasingly restricted their wagon forwardings to other countries in the belief that an equivalent number of wagons would not be returned to them. The producing areas of the Ruhr and the Saar would have been without rolling stock in a very short time.

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24. It does not seem possible to visualise the setting up of any other organisation so long as there are still such large numbers of wagons away from their home system. The Commission is, at the moment, making a steady drive in this direction by inviting the different countries to return wagons to the owning systems, and is taking special note of the efforts made in this respect by each country and zone.

25. The day will doubtless arrive when the R.I.V. or a similar agreement will be able to function again, but the present system appears to give the maximum efficiency and elasticity compatible with present circumstances.

26. Whatever these methods are, fluctuations of "internal wagon stocks" are inevitable. The differences noted appear small when taken as a percentage of the mass of wagon exchanges or compared with the total stock; if the available rolling stock was not so reduced then they could be shown under the category of seasonable variations. It would, however, be an illusion to believe that it is possible to maintain a rigid balance; traffic undergoes such sudden variations that the number of wagons in any one country is unavoidably affected by them.

27. In addition, the problem is overshadowed by the manifest insufficiency of wagons in good repair in the countries and zones under the supervision of the Commission. The approximate total of 900,000 wagons could perhaps cope with all requirements if the proportion of the wagons requiring repair did not exceed that in time of peace, i.e. 6 to 8%. The average is unfortunately about 25 - 30% varying from one country to another; in the region of 8 to 12% in the case of railways well advanced on the road to economic recovery, such as the S.N.C.F. and the S.N.C.B., but more than 36% in Germany. The available pool is definitely insufficient today by at least 100,000 wagons; no system of distribution, however perfect it is, can lift this mortgage.

28. Attention may therefore be drawn to the primary interest which the problem of repair of rolling stock presents, and which is the key to the whole problem. Everything should be done to accelerate this repair work: in particular it is necessary to speed up the return of wagons to the owning countries. It is an affair of paramount importance that damaged wagons, for instance, should be repatriated from Germany, where their repair is being greatly delayed, to the owning countries where it will be more rapid. Such a project would contribute materially to the credit of the whole of Europe since it substitutes wagons in running order for those immobilised.

29. In a similar manner, the setting up of an Eastern European Commission relating to the exchange of rolling stock appears to be indispensable, if only to regulate wagon balances between the territories of the two Commissions - Western and Eastern. Movement statistics from the 20th October disclose a change-over of 5,000 wagons from West to East, and this is easily explained by the increase in the flow of traffic. New technical regulations are, however, required to cover this aspect in the interest and well-being of Europe, so that

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27th March, 1946.

E. R. HONDELINK.
Director General.

40, Grosvenor Square,
London, W.1.

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

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

/vr

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

11 May 1946

870/Tn.1

Subject : French Locomotives in Italy.

To : HQ. Lombardia Liaison Group,
Transportation Division.

Attention: Major H.A. Symons.

1. Reference ECITO - ORMOA letter Ref. RY-404/3 dated 7 May 1946, copy attached.

2. It is requested that this matter be investigated and this office furnished with a full report.

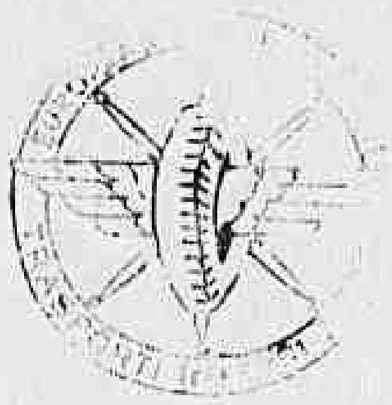
Following information required :

(i) Makers Name
(ii) Present Owners
(iii) Voltage, Frequency etc.
(iv) Horsepower
(v) Why are they in Breda's works.

A.H. STREET,
Lt. Colonel,
Deputy Director.

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



MTO (ORMA) ITALY

A.P.O. 394

C.M.P.

7 May 1946.

ACE/dh.

Telegrams : MEDITO ORMOA 30AE

Telephone : 363.551 - Ext. 7322

Reference : RY - 404/3

Subject : French Locomotives in Italy.

To : Allied Commission,
Transportation Sub-Commission.

When a representative of MTO Headquarters was on tour in Northern ITALY, he discovered in the Breda Works at MILAN three French electric shunting locomotives.

It is thought that they did not actually belong to the French State Railways, as the French Railways had few of this type, and do not appear to have lost any during the war.

There seems no immediate explanation of their presence at Breda Works however, and as they are not suitable for use in ITALY, they could be repatriated to FRANCE, possibly in exchange to be arranged by this office.

Can you please arrange for a full investigation to be made at MILAN, including possibility of removal from the Breda Works.

for R. W. L. FELLOWES,
Divisional Officer,
MTO (ORMA), ITALY.

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

Ext.470 AH3/vr

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

19 April 1946.

AC/870/Tn.1

Subject : Recovery of Filobuses.

To : E.C.I.T.O.
Rome.

1. Reference attached letters N.E.T/472/80/4668 of 13 Dec. 1945 from S.A. Esercizi Riuniti Elettrica Nazionale (S.A.E.R.) and No 403/3000/13/5-1 of 14th March from Ministry of Transport.

2. Will you please endeavour to have the 5 trolleybusses returned to Italy.

A.H.STRENT
Lt.Colonel,
Deputy Director.

File

Copy to : Ministry of Transport
Ref.403/3000/13/5-1 of
14th March.

3605

W1 9533/63 27P 490M (Pads of 100) 5/43 MP 710428 51-6736

Ref: S - 500/1/1.

ARMY FORM C 2136 (Large) **MESSAGE FORM** Register No.

Code	Sig. No.	Priority	Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY. Office Date Stamp

FROM — Originator — Date Time of Origin.

(A) ECITO ORMDA ROME — APR 261600

For Action.

ORMDA/ECITO C/O BRITISH MILITARY MISSION TO BELGIUM

TO

(W) For Information (INFO)

Message Instructions. GR

Originator's No. ONE HUNDRED AND THIRTY-TWO: UNCLASSIFIED:

LAST SHIP WITH COAL FROM AMERICA UNTIL FOURTEEN DAYS AFTER END OF STRIKE EXPECTED ITALY NEXT FEW DAYS(.) COAL POSITION IS CRITICAL AND WE CONSIDER ITALY WILL HAVE THREE ZERO ZERO ZERO FREIGHT CARS PREVIOUSLY ENGAGED ON COAL PORT CLEARANCE WHICH COULD BE SENT RUHR OR POLAND(.)

WILL YOU INVESTIGATE WITH ECO URGENT POSSIBILITY OF STEPPING UP OVERLAND COAL TRAFFIC TO ITALY USING THESE WAGONS BY BLOCK TRAIN MOVEMENT(.)

(86)

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

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

This message may be sent AS WRITTEN by any means except WIRELESS.

Signed. O'Neill

If code is to be employed, or if it is into enemy hands, this message must be sent IN CIPHER.

Signed.

IMPORTANT

Originator's instructions.

Degree of Priority.

Time Filed

Time Sent or TCO

Time

System

Op.

Copy to: Q. (MOV) LILISON.
USMRA.

ALLIED CONFISCATION (Pn. Sub-Commission)
ALLIED COMMISSION (Cont Division)
ITALIAN STATE RAILWAYS.

LAST SHIP WITH COAL FROM AMERICA UNTIL FOURTEEN DAYS AFTER END OF STRIKE EXPECTED ITALY NEXT FEW DAYS(.) COAL POSITION IS CRITICAL AND WE CONSIDER ITALY WILL HAVE THREE ZERO ZERO ZERO FREIGHT CARS PREVIOUSLY ENGAGED ON COAL PORT CLEARANCE WHICH COULD BE SENT RUHR OR POLAND(.)
WILL YOU INVESTIGATE WITH ECO URGENT POSSIBILITY OF STEPPING UP OVERLAND COAL TRAFFIC TO ITALY USING THESE WAGONS BY BLOCK TRAIN MOVEMENT(.)

Originator's No. ONE HUNDRED AND THIRTY-TWO: UNCLASSIFIED:

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1207

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

Telephone:
GROsvenor 9070

EUROPEAN CENTRAL INLAND
TRANSPORT ORGANISATION,
40 GROSVENOR SQUARE,
LONDON, W.1.

MRX/36/36/(3)

DIRECTOR GENERAL

24th April 1946

I enclose a note concerning proposed Movements Meetings between representatives of Czechoslovakia, Poland, Italy and the German and Austrian occupation zones.

It will be greatly appreciated if I may receive the acceptance of your Head-quarters to be represented at the Meetings, together with any suggestions for the Agenda of the first meeting, by the 13th May 1946.

E.H. HONDELINK.

CH. Tr. Div.
A.C. for Italy.

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

MRX/36/36(3)

CIRCULATION LIST

Allied Secretariat,
Allied Control Council,
BERLIN.

Directoire des Transports,
Gouvernement Militaire de la
Zone d'Occupation Francaise,
BADEN BADEN.

Chief of Transportation,
USFET, Frankfurt.

D.Q.M.G. Mov. & Tn.
BAOR, Bad Oeynhausen.

Chief of Transportation,
Control Commission for Germany
(B.E.)
Bad Oeynhausen.

Transport Directorate,
U.S.S.R. Zone, Germany.

Ch Tr. Div. A.C. For Italy.

D.Q.M.G. Mov. & Tn. A.F.H.Q.

Polish Ministry of Transport, Warsaw.

Czechoslovak Ministry of Transport, Prague.

Allied Secretariat,
Allied Control Authorities
VIENNA.

H.Q. United States Zone,

H.Q. British Zone, AUSTR

Directoire des Transports
Gouvernement Militaire de
Zone d'Occupation Franc
AUTRICHE.

Transport Directorate,
U.S.S.R. Zone, AUSTRIA.

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

HEX/36/36 (3)

EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION.

NOTE CONCERNING MOVEMENTS MEETINGS IN CENTRAL EUROPE.

1. Experience gained in the course of a Movements Meeting in London covering transport problems of transit between France, Belgium, Netherlands, Denmark, Switzerland and the occupation zones of Germany, shows considerable enlargement in the re-instatement of transport and transport equipment, internal as well as international traffic in the areas covered.

2. As the problems are at least equally acute in Central Europe, ECITO wishes to initiate similar action there and intends to hold a meeting to discuss effective action to effect this with the representatives of governments and authorities of Poland, Czechoslovakia, Italy and the German and Austrian occupation zones.

3. The meeting will discuss the present day problems and the establishment of regular meetings to solve them on the following lines:

4. (a) Monthly International Movement Programme Meetings for traffic between and transit through countries or zones, including allocation and routing.
(b) Periodical transport meetings on international through traffic, carriage of coal, use of foreign wagons, wagon exchange, repatriation of rolling stock, and other problems delegates will present for discussion.

5. It is suggested to hold the first meeting at Prague, last week in May or first week in June; to be followed by meetings at Prague, Warsaw or other towns, and at intervals to be agreed.

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

ECITO (ORMDA) ITALY

A.P.O. S. 551

C.M.F.

18 April 1946.

AGP/ch.

Telegrams : ECITO ORMDA ROME

Telephone : 863.551 - Ex. 9322

Reference : RY - 404/1/4

Subject : Tank Car situation in ITALY

To : Ing. Di Raimondo,
Director General,
Italian State Railways.

Copy to : Lt. Col. A. H. Street,
Tn. & Shipping Sub-Commission,
Allied Commission.

Q. Mov. Liaison.

Reference is to your letter M.334/5240/6/1/12/Icca 8907/42 of 17 April 1946.

It is noted that at the Meeting held on Thursday, 28 March, there was apparently some misunderstanding on certain items discussed.

I am glad to hear that the Italian State Railways are very anxious to hasten the repair of tank cars, and that they will contact the firm of Elettro - Meccanica in order to take advantage of their facilities for repair.

In respect of the statement made by Ing. Celli that the Italian State Railways were not opposed to the restitution of tank cars to C.I.P., the writer of this letter can confirm that this statement was made. It is, however, noted that there is some difficulty in the handing over of private tank cars to C.I.P., because that Company is a new one and, therefore, does not possess any tank cars of its own.

It is felt that, where other private firms are concerned, every effort should be made to return their damaged cars for repair, in order that the general pool of wagons available can be increased. 3609

It is desirable to point out that this is the second Meeting recently held with ECITO in which the I.S.R. representatives have made statements which they afterwards claim were not said or wrongly interpreted. When talking on difficult subjects of this kind, the Chairmann has been most careful in explaining fully the exact position, and has checked with the interpreter in order to ensure that there is no mistake in understanding the position.

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

It is therefore suggested that on such matters the I.S.R. representatives should state very clearly their views, when they will be interpreted back to them as understood by ourselves, and it is hoped by this method there will be no further cases where denials of statements made are put forward under the suggestion that the interpreter was wrong.

for R. W. L. FELLOWES
Divisional Officer
ECITO (ORMOA) ITALY.

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1206

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

A - ad Singapore 4/22/46

TRANSLATION

National Institute of Foreign Trade

Ref: 29926/R.M.A/4 16 April 1946

Subject : Motor Vehicles

To : Transportation Sub-Commission
HQ.AC. Rome

1. Reference is made to the discharge of motor vehicles at the Port of Naples on 1 May 1945, for which this Institute have issued the respective Receiving Report, according to the enclosed Shedule A.

2. This Office is in possession of 32 tallies-out on which 644 motor vehicles are listed as well as the ships from which they were discharged, as it appears in the enclosed list: the same tallies-out account for a further 197 motor vehicles without any indication regarding the ships which had transported them.

3. This leaves 103 vehicles for which we have no tallies-out nor any indication of the ships they were on. Can you get for this office the missing tallies, as we consider them as discharge receipts.

(sgd) Illegible
Assistant Director General

Copy to : Allied Supply Accounting Agency
Rome

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

ISTITUTO NAZIONALE PER IL COMMERCIO ESTERO

N. 25926 /R.M.A/4
DA CITARE NELLA RISPOSTA

ROMA, 1o Aprile 1940
VIA TORINO, 107 - CASELLA POSTALE 1061

OGGETTO: Autoveicoli

1) - Si fa riferimento agli autoveicoli sbarcati nel Porto di Napoli dal 1° Maggio s.a. per i quali questo Istituto ha rilasciato il relativo Receiving Report (Mod. A) come indicato dal prospetto che si trasmette in allegato.

2) - A fronte dei Receiving Reports suddetti questo Istituto è in possesso di n. 32 Tallies-Out nei quali figurano elencati n. 644 autoveicoli sbarcati da piroscafi riportati nel dianzidetto prospetto; inoltre si rileva che nei tallies-out in questione sono indicati altresì i numeri di 197 autoveicoli per i quali non è stato possibile determinare da quale piroscafo provenivano.

3) - Volendo considerare i Tallies-Out come ricevute di scarico per gli autoveicoli in oggetto, a questo Istituto mancherebbero come risulta dall'unito prospetto, le ricevute per n. 103 autoveicoli per i quali si prega di voler far pervenire i Tallies-Out di cui si tratta.

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IL V. DIRETTORE GENERALE

Gregarini

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To
HQ. AC.
Transportation S/C
R O M A
e p.c.
ALLIED SUPPLY ACCOUNTING A.
R O M A
BG/mm

SEDE IN ROMA - VIA TORINO, 107 - TELEFONI: 42-381 - 42-388 - 42-389 - 42-913 - 43-150 - 43-271 - 43-319 - 43-391 - 43-679
INDIRIZZO TELEGRAFICO: INACE - CODICI TELEGRAFICI: MARCONI - A. B. C. 6TH Ed. Imp. - BENTLEY

AUTOVEICOLI RICEVUTI DALL'I.C.E.
NEL PORTO DI NAPOLI DAL 1° MAGGIO 1945

Received Reports (Schedule A)

			N.	N.	Q.li	N.autoveic. che figura no nei Tallies-Out	N.aut. che non fig.nei T-O
S/S	FRANCK COPPER	9.6.1945	6bis/4-10	34	1.150	-	34
"	ROGER WILLIAMS	12 "	5/11	96	3.000	56	40
"	CAPE BOYER	15 "	7/12	31	1.060	14	17
"	JONATHAN GRAUNT	16 "	9/12	29	1.000	21	8
"	ALBERY K. SMILEY	19 "	21/24-31	33	1.120	33	
"	W.B. GIBES	22 "	13/32	25	2.840	23	2
"	S/ GARDINER	28 "	14/33-38	69	2.370	32	37
"	SEA ADDER	9.7"	18/55-60	121	4.030	101	20
"	FREDERICK E. IVES	9.7"	19/61	36	1.200	31	5
"	STEPHEN MALLORY	" "	20/62	14	490	11	3
"	CAPE FARO	16.7"	23/64-70	43	1.290	13	30
"	CAPE BEALE	9.7"	22/71	15	1.250	-	15
"	MARINE FLYER	16.7"	24/72-75	98	5.160	80	18
"	NORMACLARK	20.7"	28/81-98	93	3.190	86	7
"	REGINALD FERNALD	27.7"	30/100	23	2.170	-	23
"	PARK BENIAMIN	21.7"	33/103	12	1.225	-	12
"	FRANCIS SCOTT KEY	12.8"	35/104	22	2.120	- 3597	22
"	JOHN SERGEANT	12.9"	44/132	20	1.920	-	22
"	JAMES W.RILEY	17.9"	51/147	12	1.150	12	-
"	CAPE CORWIN	27.5"	4/141-4	49	5.000	49	-
"	FLANKLIN P. MALL	25.5"	5/105	30	1.020	30	-
"	WILLIAM F.CODY	12.6"	141 bis	13	490	10	3
"	GEORGE SHARSWOOD	19.6"	141 ter	26	890	22	4
				944		644	300

Veicoli per i quali non si conosce il nome del piroscafo dal quale sono sbarcati. 197

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

√	"	W.B. GIBES	22 "	13/32	25	2.840	23	2
	"	S/ GARDINER	28 "	14/33-38	69	2.370	32	37
√	"	SEA ADDER	9.7"	18/55-60	121	4.030	101	20
	"	FREDERICK E. IVES	9.7"	19/61	36	1.200	31	5
	"	STEPHEN MALLORY	" "	20/62	14	490	11	3
√	"	CAPE FARO	16.7"	23/64-70	43	1.290	13	30
	"	CAPE BEALE	9.7"	22/71	15	1.250	-	15
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	"	PARK BENJAMIN	21.7"	33/103	12	1.225	-	12
	"	FRANCIS SCOTT KEY	12.8"	35/104	22	2.120	- 3597	22
	"	JOHN SERGEANT	12.9"	44/132	20	1.920	-	22
	"	JAMES W.RILEY	17.9"	51/147	12	1.150	12	-
	"	CAPE CORWIN	27.5"	4/141-4	49	5.000	49	-
√	"	FLANKLIN P. MALL	25.5"	5/165	30	1.020	30	-
	"	WILLIAM F.CODY	12.6"	141 bis	13	490	10	3
√	"	GEORGE SHARSWOOD	19.6"	141 ter	26	890	22	4
					944		644	300

Veicoli per i quali non si conosce il nome del piroscafo dal quale sono sbarcati.

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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. 785021

Ext.482

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Branch

VPS/vr

AC/870/Tn.1

16 April 1946

Subject : Letter from E.C.I.T.O.- London.

To : E.C.I.T.O. (ORMOA) Italy
APO.S. 551
C.M.F.

1. There is attached a letter from E.C.I.T.O. - London relative to through passenger services.

2. It is requested that the information desired by the London office be furnished direct.

WALTER P. SCOGGINS
Lt.Colonel, CMC
Director.

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

Ext.482 HEADQUARTERS ALLIED COMMISSION WPS/vr
APO 394
Transportation and Shipping Branch

AC/870/Tn.1 16 April 1946

Subject : E.C.I.T.O.

To : G-5, AFHQ.

1. Reference is made to our letter AC/870/Tn.1, dated 8 April 1946, subject as above.

2. The letter from E.C.I.T.O. London is being referred to their local office for attention.

For the Acting Chief Commissioner:

WALTER T. SCOGGINS
Lt.Colonel, QMC.
Director.

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

Ext.470 HEADQUARTERS ALLIED COMMISSION AHS/vr
APO 394
Transportation and Shipping Branch

AC/870/Tn.1 8 April 1946

Subject : E.C.I.T.O.

To : G-5 Branch
A.F.H.Q.

1. Reference your G-5. 210.482.48 of 28th March.

2. As the functions of the Transportation Branch of A.C. are now purely advisory, all control of the railways having reverted to the Italian Government, it is suggested that E.C.I.T.O. Headquarters be requested to obtain their information through their Regional Director.

WALTER P. SCOGGINS
Lt.Colonel, QMC.
Director.

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

TRANSLATION

MINISTRY OF TRANSPORTATION, R O M E, MARCH 14th 1946

Reg.N°403/3000/13/5 - 1

To : Allied Commission
APO 394 - ROME

Subject : Recovery of filobuses.

With reference to the demand submitted by the Esercizi Riuniti Elettrica Nazionale Co. the copy of which we enclose herewith, we apply to the Allied Commission to be so kind as to communicate to us the steps to be taken by this Ministry for the recovery of the a/m filobuses.

The filobuses concerned were requisitioned by the Germans and they may be found now in Austria.

The Minister

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

TRANSLATION OF THE COPY

ESERCIZI RIUNITI ELETTRICA NAZIONALE (S.A.E.R)
Reg.Nº 472/80/4668 Milan December 13th 1945

To : MINISTRY OF TRANSPORTATION
ROME

With reference to the understanding reached between the Ministry of Transportation and the Ministry of Foreign Affairs regarding the recovery of the rolling stock requisitioned by the Nazis and retained in Austria, we apply to this Ministry to take the necessary measures in order to recover the 5 filobuses belonging to this firm and requisitioned by the Germans during the Month of November 1943.

There are / ..... 5 filobuses "BREDA" 1936 (ex ATAG in Rome): Nº4001, Nº4003, Nº4005, Nº4007 Nº4009 electric propulsion, 120 HP motor each, 2 collectors and dry batteries each, 6 tired wheels, 2 axis each.

2 Trollies, luggage and tires

The a/m vehicles were requisitioned by the "Deutschen Reichs Verkehrs Ministerium"on November 2nd , 1943 in Perugia, where the filobus lines had recently been established, and since that date suspended owing to the lack of means of conveyance.

According to reports we received from Austria the a/m filobuses may be found in Austria in the vicinity of Innsbruck.

The requisition of our vehicles has regularly been reported to the URMIT (Office of Recover of Material Requisitioned by the Germans) which is a branch of the Institute for Industrial Reconstruction in Milan, on May 23rd 1945, Reg.Nº 458.

We beg you to take our case into consideration,

Yours faithfully

S.E.A.R.

Eng.Spinelly

(19a)

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

Ref: P.260/13.

UGS VENEZIA 800 54/55 5 1210

FIRE DESTROYED GRAIN SILOS VENICE MARITTIMA 0030 HOURS 5 APR
600 TONS GRAIN LOST OF INTER REGIONAL RESERVE AND 500.000 SACKS
200 MILLION LIRE DAMAGE TO BUILDING STOP LIBERTY SHIPS NO LONGER
TO BERTH 27 STOP VENEZIA HAS GRAIN ONLY TO 43 APR INCLUDING
PRESENT LIBERTY SS ANDREWS FLETCHER VENEZIA.

Distribution by FOTO (ORMOA) ITALY.

Q(Mov) Liaison.
UNRRA, ITALY (Attention Mr. S. Regan)
ALLIED COMMISSION (Tn. & Shipping Sub-Commission)

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RY - 404/1/4.

MINUTES OF A MEETING HELD ON THURSDAY, 28 MARCH, 1946, IN THE OFFICES OF ECITO (ORMOA) ITALY, TO DISCUSS THE RAIL TANK CAR POSITION IN ITALY.

Present:

Brigadier R. W. L. Bellows, ECITO (ORMOA) ITALY (In the Chair)
Lt. Col. A. C. Pine, ECITO (ORMOA) ITALY
Lt. Col. A. H. Street, Tn. & Shipping Sub-Commission, Allied Commission
Major G. R. G. Tonks, G(Mov) Liaison
Captain J. Stopford, UNRRA
Lt. D. D. Harris, P.E.S.
Ing. Celli, I.S.R.
S/. Insom, Vice President, C.I.P.
S/. Casercia, C.I.P.
S/. A. Ferrar, C.I.P.

1. OBJECT OF THE MEETING.

The Chairman stated that the object of the meeting was to get an idea of ITALY's future requirements of rail tank cars so that, when the final results of the Census were known, she would be in a position to submit demands for requirements.

2. BASIS OF CALCULATION FOR REQUIREMENTS.

The Chairman suggested that ITALY's requirements should be based on the pre-war turnround of 6 days, and not on the present 13-day turnround. To provide R.T.C.s on the latter basis would obviously mean an unnecessarily heavy capital expenditure to meet a temporary situation. Ing. CELLI stated, however, that whereas the present turnround had been reduced to 11 days, he did not contemplate a reversion to pre-war conditions for some considerable time. He thought that requirements should be computed on a 10-day turnround for 1946, 9 days for 1947, and 7 days for 1948. Before the war much of the distribution was by road tanker, but this was uneconomical and, moreover, very few vehicles were available.

Official figures provided by the I.S.R. had shown the number of R.T.C.s owned by ITALY in 1939 to be 1,762. Ing. CELLI pointed out, however, that production had increased considerably after that date, and the actual figures for 1943 were as follows:-

I.S.R. Railway Tank Cars	5,332
Privately owned Rail	

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

S/. [illegible], C.I.P.
S/. A. Ferrar, C.I.P.

1. OBJECT OF THE MEETING.

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2. BASIS OF CALCULATION FOR REQUIREMENTS.

The Chairman suggested that ITALY's requirements should be based on the pre-war turnround of 5 days, and not on the present 13-day turnround. To provide R.T.C.s on the latter basis would obviously mean an unnecessarily heavy capital expenditure to meet a temporary situation. Ing. CHIAL stated, however, that whereas the present turnround had been reduced to 11 days, he did not contemplate a reversion to pre-war conditions for some considerable time. He thought that requirements should be computed on a 10-day turnround for 1946, 9 days for 1947, and 7 days for 1948. Before the war much of the distribution was by road tanker, but this was uneconomical and, moreover, very few vehicles were available.

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I.S.R. Railway Tank Cars	5,332
Privately owned Railway Tank Cars inscribed in the I.S.R. Pool	2,888
	8,212

It was pointed out that this was largely a war-inflated figure.

The number in service on 28 March is 2,199.

3. ACTUAL REQUIREMENTS.

Lt. HARRIS stated that the military authorities were at present making themselves responsible for the bulk of P.O.L. distribution. In about two months it is believed that the movement of civilian P.O.L., including railway fuel oil, will revert to the Italian authorities. At present tankers are being directed by the Military authorities, but presumably this responsibility will also then devolve on the Italians. When this occurs it should be possible to arrange for tankers to discharge nearer the eventual delivery areas.

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/The

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

The C.I.P. representatives produced a detailed statement showing the imports and distribution of P.O.L. for the second half of 1946. Imports amounted to 865,430 tons, of which 10% is used locally. The balance requires approx. 1,700 tank cars on a 6-day turnround, or 2,950 cars on a 10-day turnround. The Chairman considered that it should be possible to regard military requirements for this period as very small, but Major TOMKS said that at present D.S.T. was quite unable to give any estimate. Movement of military P.O.L. in June requires 262 R.T.Cs. Lt. HARRIS confirmed that the military situation was uncertain, but pointed out that C.I.P. requirements will increase as the military requirements decline, owing to the large number of civilian users at present drawing their supplies through army sources. U.S. and British aviation requirements have also to be considered; Italian aviation needs are included in the C.I.P. figures. The total requirements on a 10-day turnround, allowing for 10% spare, amounted to 3550 and there may be further commitments.

4. METHOD OF MEETING REQUIREMENTS.

Ing. CELLI confirmed that the I.S.R. are not interested in the purchase of the British R.T.C.s at present available, nor in the construction of new R.T.C.s, but are relying on the return of the Italian R.T.C.s at present in foreign countries, particularly ROUMANIA and RUSSIA. The meeting considered this attitude to be "extremely optimistic".

Colonel STREET stated that an offer had been made by a civilian firm (Elettro-Meccanici, Via Po, 24, - Ing. de Dionigi) to repair R.T.C.s or fit tanks to chassis at the rate of 20 per day. This offer had, however, been turned down by the D.D.G., I.S.R. It is desirable to take advantage of this offer; the French may wish to if the Italians do not.

Ing. CELLI stated that the I.S.R. are at present unable to proceed with the repair of R.T.C.s in their own workshops, owing to the pressure of other repair work.

Major TOMKS asked whether it is the intention that privately owned damaged R.T.C.s shall be handed back to the C.I.P. for repair, or whether it is proposed to retain them indefinitely in the I.S.R. Pool. I.S.R. stated that there is no objection to such wagons being returned to the C.I.P., and that a few had already been. The C.I.P. asked for all damaged cars to be returned at once.

5. CONCLUSIONS.

The Chairman summarised the position as follows:-

i. The civilian requirements of 778,900 tons cannot be moved on a 10-day turnround unless additional cars are received. Every effort must be made to discharge petrol at the ports nearest the delivery points. It may be necessary for ITALY to procure some shuttle tankers to relieve rail.

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

4. METHOD OF MEETING REQUIREMENTS.

Ing. CELLI confirmed that the I.S.R. are not interested in the purchase of the British R.T.C.s at present available, nor in the construction of new R.T.C.s, but are relying on the return of the Italian R.T.C.s at present in foreign countries, particularly ROUMANIA and RUSSIA. The meeting considered this attitude to be "extremely optimistic".

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i. The civilian requirements of 778,900 tons cannot be moved on a 10-day turnround unless additional cars are received. Every effort must be made to discharge petrol at the ports nearest the delivery points. It may be necessary for ITALY to procure some shuttle tankers to relieve rail. It is hoped that military demands will be considerably reduced after June.

ii. The I.S.R. are not prepared to build or purchase R.T.C.s, but hope to get sufficient wagons returned from abroad to meet their requirements.

iii. I.S.R. will investigate the possibility of having repairs put in hand by the civilian firm named.

iv. I.S.R. will hand back damaged privately owned R.T.C.s to the C.I.P. who will arrange for their repair.

...../v.

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

V. A meeting to consider revised requirements will be convened at the end of the summer.

R. W. L. FELLOWES
Divisional Officer
ECITO (ORMOA) TULLY.

DISTRIBUTION.

AFHQ., (G-4 Div. & Tn) (2)
AFHQ., (Petroleum Section) (2)
Q.M.G. Liaison (2)
D.M.R.S. (2)
A.C., Shipping & Tn. Sub-Commission
A.C., P.C.L. Division, Industry and Utilities Sub-Commission.
P.B.S. (2)
Q (N) P.O.L. Leghorn.
Q (N) P.O.L. S. District, Naples.
Petroleum Attaché, U.S.N. Embassy.
Italian State Railways (2)
UNRRA Petroleum Division.
C.C.C., Rome.

ORMCA ECITO BRUSSELS
ORMOA LIAISON ECITO, LONDON

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

DISTRIBUTION.

AFHQ., (G-4 Mov. & Tn) (2)
AFHQ., (Petroleum Section) (2)
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A.C., Shipping & Tn. Sub-Commission
A.C., P.O.L. Division, Industry and Utilities Sub-Commission.
P.L.S. (2)
Q (N) P.O.L. Leghorn.
Q (N) P.O.L. S. District, Naples.
Petroleum Attaché, U.S.A. Embassy.
Italian State Railways (2)
UNRRA Petroleum Division.
C.I.P., Rome.

ORMCA ECITO BRUSSELS
ORMCA LIAISON ECITO, LONDON

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

SCITO (ORMOA) ITALY

A.P.O. No. 551

C.M.F.

1 April 1946

Telegrams : SCITO ORMOA ROME

Telephone : 843,458

Reference : 404/1/1, 404/4

Subject : Repatriation of FRENCH and ITALIAN rolling stock

To : Q(Mov) Liaison.
D.M.R.S.
Transportation & Shipping Sub-Commission, Allied Commission.

Copies to : ORMOA/SCITO, Brussels.
ORMOA Liaison SCITO, London.
Regional Officer, SCITO, Paris.

Reference the meeting held in this Office on 8 March regarding the repatriation of FRENCH and ITALIAN wagons, Minute 8, the statement attached has eventually been extracted from the Italian State Railways.

It has been pointed out to the Director General, Italian State Railways, that in future undertakings made by members of his staff must be faithfully carried out. There does not, however, appear to be anything to object to in the arrangements made.

R. W. Fellowes

R. W. L. FELLOWES
Divisional Officer
SCITO (ORMOA) ITALY

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

LETTER FROM D.G., I.S.R. - M.334/33015/5 dated 29 March 1946.

1. With reference to your letter R.I. 404/5 dated 15 inst. we inform you that an agreement has been concluded with the General Agency in Italy of the French Railways for the exchange, between I.S.R. and S.N.C.F., via Ventimiglia, of loaded wagons, respectively French and Italian of the same type; besides, every week will be settled the balance through empty wagons of the lacking types.

2. In case of resumption of traffic between Italy and France, via Switzerland, the settlement of the c/m balance will be made via Ventimiglia.

3. Following said agreement, we have arranged for the collection at the Compartimenti of Turin, Milan and preferably Genoa, of the French wagons serviceable, existing in Italy, in order to use the same for transports bound to France and eventually for the settlement of balance through movement of empties.

4. The "Sezione Movimento" Genoa, has been instructed accordingly, and order to arrange so that by Ventimiglia Station be compiled, daily, in quadruplicate the forms 1 and 1 bis similar to those sent by you. These forms after having been checked and signed jointly by I.S.R. and S.N.C.F. representatives, will be distributed as follows: - one to S.N.C.F. representative at Ventimiglia for further forwarding to his Circulation Office; - one to I.S.R. "Sezione Movimento" Genoa, to provide for the weekly settlement of balance; - one to I.S.R. Circulation Office, Rome; - one kept as recording at Ventimiglia station.

5. In order to utilize the French wagons to be returned, we have arranged the movement of said stock, through complete trains, from Genoa and Milan to Sicily and Calabria in order to convey acid fruits from said regions to France.

6. We have also arranged for the collection of crippled French wagons at the Compartimenti to Turin, Milan and Genoa. If necessary, said stock is to be put in order for circulation, giving the priority to wagons needing light repair.

7. The "Sezione Movimento" Genoa, has been also instructed to send to France - via Ventimiglia - two bi-weekly trains of 45 French crippled wagons; this is the largest consist permitted on the Genoa-Ventimiglia line. However, if once France should not return to Italy 90 I.S.R. crippled wagons within two weeks, Genoa will discontinue such movement.

8. As regards coaches, we have arranged in the meanwhile, the collection at Genoa Compartimento of French coaches, fit for running but unserviceable, in order to effect the exchange, in the same way of wagons, as soon as the S.N.C.F. will be ready to return to Italy the I.S.R. crippled wagons.

9. We requested the General Agency in Italy of S.N.C.F. to concern his Administration for the prompt return of 16 I.S.R. coaches serviceable so that we can hand back 17 French coaches, also in good order, existing in Italy.

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We have also requested to have returned - without exchange - any other I.S.R. coaches, serviceable, lying in France, according to point 3 of the Minutes concerni the Meeting held on 3 inst. in your Office.

10. As for the tank cars for P.O.L. whereof point 5 of said Minutes, we advised the s/m General Agency that we agree to the mutual restitution of the crippled ones, whereas the French P.O.L. tank cars, serviceable, will be retained.

11. Concerning the point 6 of the s/m minutes, we have to point out that the statement of our Delegate, evidently due to a translation mistake, was not rendered therein. In fact, in order to improve the distribution of fuel oil and petrol in Italy (badly effected by the shortage of fit tank cars, as Mr. Eyles himself fully appreciated) Ing. Celli requested the restitution of P.O.L. tank cars belonging to I.S.R. (or hired by I.S.R. from Italian private owners) existing in France or in territories under French control; besides, Ing. Celli suggested that, as exchange, Italy should return to France the wine tank cars, privately owned, existing in Italy.

As a matter of fact, we have written accordingly to the S.N.C.F. representative in Italy.

12. According to point 7 of the repeated Minutes, we requested the S.N.C.F. representative to accept wagons of Belgian and Netherlands Railways and to consider the same as French stock; at the same time, this representative was asked to concern the Belgian and Netherlands Rlys so that for movements bound to South be used I.S.R. wagons in order to facilitate the exchange.

For the reasons quoted at point 7 of the s/s Minutes, we advised the S.N.C.F. Representative that the I.S.R. will not accept - as exchange - the wagons belonging to ROMANIA, UNGARIA and JUGOSLAVIA in lieu of Italian wagons.

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

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ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

G-5: 210.482-48

28 March 1946

SUBJECT: E.C.I.T.C.

TO : Headquarters, Allied Commission,
APO 394.

Attached is a letter from ECITO, London, for your attention.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

A. L. HAMBLEN
Brigadier General, G.S.C.
Assistant Chief of Staff, G-5

Incl: ltr fr ECITO dtd 8 Mar.
ref MED/36/70(1).

ltr sent to ECITO-Rome.

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MMK/36(1) -256

27th March, 46.

From: The Director General, E.C.I.T.O.,

To: The Deputy Director General, U.N.R.R.A., E.C.I.T.O.,

Subject: Co-ordination of bids for inland clearance for Austria and Czechoslovakia from North Italian ports.

1. A decision was reached at the last International Movements Bidding Meeting held on 1st March, that it would be advantageous for E.C.I.T.O. to undertake the co-ordination of bids for inland clearance for Austria and Czechoslovakia from North Italian Ports.

2. I have discussed this matter at a meeting held on 15th March with Mr.Herbert, Deputy Director U.N.R.R.A., (who is at the moment deputising for Lt.-Gen.Sir Humfrey Gale who is absent in America) and Mr. de Waal, U.N.R.R.A., London.

3. It was agreed by Mr.Herbert and Mr. de Waal on behalf of U.N.R.R.A., that in future E.C.I.T.O. should be responsible for co-ordinating the bids for inland clearance for Austria and Czechoslovakia from North Italian Ports.

4. The procedure will be as follows:-

a) U.N.R.R.A. will present the above-mentioned bids at the International Movements Bidding Meeting (held on 1st of each month) for movement during the following month.

b) These bids will be transmitted to C.R.M.C.A., Italy, by signal by the 4th of each month.

c) C.R.M.C.A., Italy, will investigate the capacities for inland clearance for these bids with the appropriate authorities.

d) C.R.M.C.A., Italy, will be [illegible]

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

1. A decision was reached at the last International Movements Bidding Meeting held on 1st March, that it would be advantageous for M.C.I.T.O. to undertake the co-ordination of bids for inland clearance for Austria and Czechoslovakia from North Italian Ports.

2. I have discussed this matter at a meeting held on 14th March with Mr.Herbert, Deputy Director U.N.R.R.A., (who is at the moment deputising for Lt.-Gen.Sir Humfrey Gale who is absent in America) and Mr. de Waal, U.N.R.R.A., London.

3. It was agreed by Mr.Herbert and Mr. de Waal on behalf of U.N.R.R.A., that in future M.C.I.T.O. should be responsible for co-ordinating the bids for inland clearance for Austria and Czechoslovakia from North Italian Ports.

4. The procedure will be as follows:-

a) U.N.R.R.A. will present the above-mentioned bids at the International Movements Bidding Meeting (held on 1st of each month) for movement during the following month.

b) These bids will be transmitted to C.R.M.C.A., Italy, by signal by the 4th of each month.

c) C.R.M.C.A., Italy, will investigate the capacities for inland clearance for these bids with the appropriate authorities.

d) C.R.M.C.A., Italy, will be prepared to state agreed inland clearance capacities at the U.N.R.R.A. Meeting to be held at VENICE on 20th of each month.

.....2.

(P.T.O.)

SENT FROM H.Q.
28 MAR 1946

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

5. You are requested to notify U.N.R.R.A., Italy, if you agreed with this procedure.

(S.R.HOEHELIM)
Director General,
P. C. I. T. O.

Distribution:-

War Office, Q.M.9b,
A.F.H.Q., C.M.F.,
U.S.M.G., Mov & Tn., R.A.O.R.,
Alcom Rome, Transportation Division,
U.S.A., London (for HALL)
U.N.R.R.A., London (for BOYLE)
Relief and Rehabilitation Department of the Czechoslovak Embassy (for Dr.BALA)
A.C.A., Vienna, Transportation Division (4)
U.N.R.R.A., London,
U.N.R.R.A., Italy.

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

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

MINUTES OF MEETING HELD IN THE OFFICES OF ECITO (ORMOA) ITALY, IN ROME, ON TUESDAY, 26 MARCH, 1946.

AMENDMENTS:

Para. 2 (a), delete lines 8 and 9 and substitute:-

Ing. SOTTILE stated that when the May time-table comes into force on 6 May it is expected that the following service will be in operation between TURIN and ROME:-

Para. 2 (b) 1), delete footnote + and substitute:-

(+ As from 6 May, when the new time-table comes into force, this train will connect with the train leaving ROME at 1700 hours.)

R. W. L. FELLOWES,
Divisional Officer
ECITO (ORMOA) ITALY.

3 April 1946.

DISTRIBUTION:

Q. Mov. Liaison (2)
M.R.S. (2)
I.S.R. (2)
A.C. (Tn. & Shipping Sub-Commission) (1)
ORMOA/ECITO, c/o British Military Mission to Belgium. (2)
ORMOA Liaison ECITO, London (2)

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MINUTES OF A MEETING HELD IN THE OFFICES OF ECITO (ORMOA) ITALY IN ROME, ON TUESDAY, 26 MARCH, 1946.

Present:

Brigadier R. W. L. Pellowes, ECITO (ORMOA) ITALY (In the Chair)
Lt. Col. A. C. Ping, ECITO (ORMOA) ITALY
Lt. Col. W. H. Green, Communications Sub-Commission, Allied Commission
Major G. R. G. Tonks, Q Mov. Liaison Office, AFHQ.
Major J. A. McEvoy, M.E.S.
Ing. Saverio Sottile, Servizio Movimento, I.S.R.
Dott. Roberto Lenzi, Servizio Movimento, I.S.R.

1. OBJECT OF THE MEETING.

The Chairman stated that the object of the meeting was to check up on the progress made in the resumption of International Passenger Traffic since the LUGANO CONFERENCE held in November last, at which certain definite proposals had been made, and also to discuss the questions of International Postal Services and International Freight Traffic.

2. INTERNATIONAL PASSENGER SERVICES. (Summer Services - early May)

(a) Via MODANE.

The Chairman referred to the proposal made at the LUGANO CONFERENCE at which the following timings were suggested for the resumption of passenger traffic through MODANE:-

2040 hrs.	PARIS	0840 hrs.
0815 hrs.	MODANE	2005 hrs.
0945 hrs.	MODANE	1830 hrs.
1245 hrs.	TURIN	1515 hrs.

Ing. SOTTILE stated that the present service between TURIN and ROME was:-

TURIN	dep.	1130 hrs.
ROME	arr.	0850 hrs.
ROME	dep.	1700 hrs.
TURIN	arr.	1350 hrs.

He would like to make use of this service to convey the through coaches in ITALY. He estimated that a stay of 45 minutes at TURIN would be [illegible]

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

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ROME	arr.	0850 hrs.
ROME	dep.	1700 hrs.
TURIN	arr.	1350 hrs.

He would like to make use of this service to convey the through coaches in ITALY. He estimated that a stay of 45 minutes at TURIN would be ample.

The Chairman suggested that the I.S.R. should think in terms of international trains rather than coaches, but the very difficult coal position was realised, and the question of the retiming of the French section would be taken up. He considered that 45 minutes' wait at TURIN was insufficient margin, in view of the failure of the train to make good timing, and the considerable delay occasioned at frontiers by the customs and passport formalities and by the issue of Italian ration coupons.

He pointed out that the departure time in PARIS was obviously made with the idea of allowing a meal to be taken before the journey, and that it was also desirable to allow time at TURIN for passengers to get a meal. The I.S.R. stated that it would probably be possible to put on a restaurant car between TURIN and GENOA, this section being electrically operated.

AGREED: (i) ENTO (ORMOA) ITALY to take action to endeavour to obtain earlier departure from PARIS to allow one hour at TURIN.

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(ii) I.S.R. to inform EGITO (CRMOA) ITALY of the correct officials responsible for the present arrangements for issue of ration coupons, in order that action can be taken for speeding up the process.

(iii) Date of application of service to be dependent on opening of MONT CENIS tunnel.

(b) Via VENTIMIGLIA.

There was at present no through connection between ITALY and FRANCE, and passengers were, consequently, obliged to spend a night at VENTIMIGLIA. Before the war the Blue Train had run through to SAN REMO, but the re-establishment was not at present justified in view of the lack of tourist traffic.

The Chairman referred to the timings proposed at the LUGANO CONFERENCE which were:-

	35	103	59	S R 1)
PARIS	1700 hrs.	1310 hrs.	2145 hrs.	[illegible] BELFORT
LYONS	(0015 hrs.	2251 hrs.	0502 hrs.	0630 hrs.
	0038 hrs.	2321 hrs.	0517 hrs.	0720 hrs.
MARSEILLES	(0545 hrs.	0637 hrs.	1025 hrs.	1256 hrs.
	(0600 hrs.	0720 hrs.	1055 hrs.	1315 hrs.
NICE	(1019 hrs.	1228 hrs.	1526 hrs.	1751 hrs.
	(1035 hrs.	1245 hrs.	1540 hrs.	1810 hrs.
VENTIMIGLIA	1150 hrs.	1410 hrs.	1705 hrs.	1940 hrs.

	R S 1)	60	104	36
VENTIMIGLIA	1005 hrs.	1310 hrs.	1615 hrs.	1835 hrs.
NICE	(1129 hrs.	1433 hrs.	1739 hrs.	1947 hrs.
	(1150 hrs.	1454 hrs.	1759 hrs.	2007 hrs.
MARSEILLES	(1630 hrs.	1929 hrs.	2305 hrs.	0030 hrs.
	(1700 hrs.	2000 hrs.	2334 hrs.	0110 hrs.
LYONS	(2250 hrs.	0121 hrs.	0510 hrs.	0629 hrs.
	(2335 hrs.	0136 hrs.	0800 hrs.	0643 hrs.
PARIS	to BELFORT	0900 hrs.	1734 hrs.	1400 hrs.

1) Train runs three times weekly. Daily from 1 July - 30 Sept.

He felt that the I.S.R. should now submit timings for through connections to ROME, in order that international traffic could be satisfactorily resumed when summer services are introduced in early May. The I.S.R. explained the difficulties arising from the coal shortage, but the Chairman suggested the use of oil burning locomotives to enable satisfactory connections to be maintained. He referred to the

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PARIS	to BELFORT	0900 hrs.	1734 hrs.	1400 hrs.

1) Train runs three times weekly. Daily from 1 July - 30 Sept.

He felt that the I.S.R. should now submit timings for through connections to ROME, in order that international traffic could be satisfactorily ensured when summer services are introduced in early May. The I.S.R. explained the difficulties arising from the coal shortage, but the Chairman suggested the use of oil burning locomotives to enable satisfactory connections to be maintained. He referred to the opportunity of purchasing U.S. Army surplus oil burning locomotives in N.W. EUROPE, details of which had already been given to the Director General.

The I.S.R. then submitted the following services by which through coaches might be operated:-

GENOA	dep.	0610 hrs.	- 1110 hrs.
VENTIMIGLIA	arr.	1250 hrs.	1750 hrs.

(+ this train connects with the train leaving ROME at 1700 hrs. (No. 36) which at present runs three times per week).

VENTIMIGLIA	dep.	0905 hrs.	1450 hrs.
GENOA	arr.	1515 hrs.	2125 hrs.
ROME	arr.	0850 hrs.	no through connection to ROME.

AGREED: (i) I.S.R. to look into the question of the use of oil burning locomotives.

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

(ii) I.S.R. to propose satisfactory through timings to connect with the proposals of the LUGANO CONFERENCE.

(iii) ECITO (ORMA) ITALY to transmit these proposals to ECITO H.Q., for action.

(c) Extension of SIMPLON - ORIENT.

The Chairman pointed out that AFHQ have now given permission for the extension of this service to TRIESTE and ECITO would deal with question of further extension to BELGRADE. Re-timing would, however, be necessary in view of the present unsatisfactory 5 hr. wait at VERONA.

The I.S.R. stated that there would be difficulty in running this service in view of the lack of coal, but M.R.S. suggested that an adjustment could be made with non-essential civilian services. M.R.S. stated, however, that this was entirely a matter for the I.S.R., and that the military authorities were not concerned.

The Chairman referred to the economies which would be effected by the reduction of MEDLOC Services by the end of May, and stressed that ITALY's future commercial prosperity depended appreciably on her ability to improve her present passenger services, as business was extremely prejudiced by the present conditions.

AGREED: (i) I.S.R. investigate the possibility of speeding up S.O.E. service between MILAN and VENICE.

(ii) I.S.R. submit to ECITO (ORMA) ITALY proposed timings for working through to TRIESTE.

(iii) ECITO (ORMA) ITALY negotiate further operation beyond TRIESTE on receipt of timings from I.S.R.

The Chairman pointed out that, with the introduction of fixed services between LONDON and PARIS, a proposal would, undoubtedly, be received for the operation of through coaches from CALAIS to ROME and by the S.O.E. I.S.R. thought it would be difficult to convey more coaches on the trains from MILAN and TURIN to ROME, and the coal position prevented special trains. The Chairman again referred to the impending decrease in military demands, and felt that with the operation of the MODANE route, which would establish the pre-war contact, the ROME coach could come off the SIMPLON-ORIENT Express. I.S.R. agreed to look into the question of providing special timings for international trains.

(d) OSTEND - MILAN - BALE.

The Chairman referred to pre-war OSTEND - BALE - MILAN Service, and to the proposals made at the LUGANO CONFERENCE.

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The Chairman referred to the economies which would be effected by the reduction of MEDLOC Services by the end of July, and stressed that ITALY's future commercial prosperity depended appreciably on her ability to improve her present passenger services, as business was extremely prejudiced by the present conditions.

AGREED: (i) I.S.R. investigate the possibility of speeding up S.C.M. service between MILAN and VENICE.

(ii) I.S.R. submit to ECITO (CRIDA) ITALY proposed timings for working through to TRIPS 3.

(iii) ECITO (CRIDA) ITALY negotiate further operation beyond TRIESTE on receipt of timings from I.S.R.

The Chairman pointed out that, with the introduction of five services between LONDON and PARIS, a proposal would, undoubtedly, be received for the operation of through coaches from CALAIS to ROME and by the S.C.E. I.S.R. thought it would be difficult to convey more coaches on the trains from MILAN and TURIN to ROME, and the coal position prevented special trains. The Chairman again referred to the impending decrease in military demands, and felt that with the operation of the MODANE route, which would establish the pre-war contact, the ROME coach could come off the SIMPLON-ORIENT Express. I.S.R. agreed to look into the question of providing special timings for international trains.

(d) OSTEND - MILAN - BALE.

The Chairman referred to pre-war OSTEND - BALE - MILAN Service, and to the proposals made at the LUGANO CONFERENCE.

The desirability of re-establishing this link was fully appreciated by all present, and it was noted that a service had been introduced between BALE and BRUSSELS which did not conform with the LUGANO decision, and which did not afford good or guaranteed connection through to MILAN.

AGREED: (i) ECITO (CRIDA) ITALY draw attention of authorities concerned to the desirability of ensuring the through services as previously arranged, but with sleeper BRUSSELS - BALE.

(ii) I.S.R. arrange to put on connecting service CHIASSO - MILAN on receipt of amended timings.

(e) Other Connections

ROME - VIENNA. The Chairman stated that timings for this service had been produced at the LUGANO CONFERENCE, but there was at present no civilian connection beyond VENICE. AFHQ Liaison stated that there was at present no question of re-starting this service so far as

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military authorities were concerned, as nobody was allowed beyond the frontier without a special pass from the military authorities. This meant that only uniformed civilians were entitled to such a pass.

The Chairman felt that some steps should be taken to prepare for the introduction of through civilian traffic in the interests of trade development. ECITC (ORMA) ITALY will ask AFHQ when the present restrictions on the movement of civilians on business between ITALY and AUSTRIA is likely to be relaxed. He thought that military travel on this route would probably be appreciably reduced in two or three months.

3. POSTAL TRAFFIC.

The Chairman asked Lt. Col. Green what assistance could be given in the development of international postal traffic. Lt. Col. Green summarised the position as under:-

(a) Via MODANE. He would welcome a French postal van on this service when it starts.

(b) Via VALLORBE and DOMODOSSOLA. Whilst this route was more expensive, as an intermediate country was involved and payment therefore had to be made, a French postal van on the SIMPLON-ORIENT Express would be most useful until the MODANE route becomes available.

(c) Via VENTIMIGLIA. A postal van on any through service would be very acceptable. At present transhipment of mails took place.

(d) Via CHIASSO. Certain mails went north via CHIASSO, and any assistance which could be rendered to get them on the approved through services would be welcomed.

(e) To POLAND and CZECHOSLOVAKIA. In view of the difficulties of obtaining transit through AUSTRIA, mails for these countries went through YUGOSLAVIA. It would be helpful if more direct routing could be achieved. At present the Austrian postal service was limited to packets of 20 grammes.

(f) To AUSTRIA. Some difficulty existed in getting Italian postal traffic through frontier when on NAPLES - VILLACH - VIENNA military train. Q Mov. Liaison undertook to enquire into this.

(g) Parcel Post inside ITALY. I.S.R. stated that they were not yet in a position to provide vans for internal parcel post other than the scheme of free parcels from AMERICA.

(h) It was agreed that Lt. Col. Green takes action through postal

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The Chairman asked Lt. Col. Green what assistance could be given in the development of international postal traffic. Lt. Col. Green summarised the position as under:-

(a) Via MODANE. He would welcome a French postal van on this service when it starts.

(b) Via VALLORBE and DOMODOSSOLA. Whilst this route was more expensive, as an intermediate country was involved and payment therefore had to be made, a French postal van on the SIMPLON-ORIENT Express would be most useful until the MODANE route becomes available.

(c) Via VENTIMIGLIA. A postal van on any through service would be very acceptable. At present transhipment of mails took place.

(d) Via CHIASSO. Certain mails went north via CHIASSO, and any assistance which could be rendered to get them on the approved through services would be welcomed.

(e) To POLAND and CZECHOSLOVAKIA. In view of the difficulties of obtaining transit through AUSTRIA, mails for these countries went through YUGOSLAVIA. It would be helpful if more direct routing could be achieved. At present the Austrian postal service was limited to packets of 20 grammes.

(f) To AUSTRIA. Some difficulty existed in getting Italian postal traffic through Frontier when on NAPLES - VILLACH - VIENNA military train. 9 Nov. Liaison undertook to enquire into this.

(g) Parcel Post inside ITALY. I.S.R. stated that they were not yet in a position to provide vans for internal parcel post other than the scheme of free parcels from AMERICA.

AGREED: that (i) Lt. Col. Green takes action through postal channels.

(ii) ECITO (CRAOA) will take action, where necessary, through ECITO channels.

4. FREIGHT TRAFFIC.

The Chairman asked if any steps were being taken to resume the pre-war system of making up and 'specialling' through international freight trains from such centres as MILAN. He asked the I.S.R. to put up definite suggestions for services to start in a month's time, in order that these might be discussed with the French authorities. The I.S.R. stated that agreements were at present being made with other nations, and that freight rates had already been discussed with FRANCE and SWITZERLAND.

The I.S.R. were unable to state whether it would be possible to run

.....freight

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freight train to BELGIUM. To date no requests had been received for this service, but this was probably due to the fact that its possibility had not been realised. If requests were made they would be prepared to consider it.

R. W. L. FELLOWES,
Divisional Officer,
ECITO (ORNO.) ITALY.

DISTRIBUTION:

Q. Mov. Liaison (2)
M.R.S. (2)
L.S.R. (2)
A.C. (Th... Shipping Sub-Commission) (1)
ORNO/ECITO, c/o British Military Mission to Belgium. (2)
ORNO Liaison ECITO, London. (2)

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

WL 9533/63727P 4/45M (Pads of 100) 5/45 MP 710428 51-6736

S. 500/4.

ARMY FORM C 2136 (Large) MESSAGE FORM

Call | Sri. No. | Priority | Transmission Instruc... | Register No.

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM — Originator | Date-Time of Origin. | Office Date Stamp

(A) ECITO ORMOA ROME | MAR 231310 | 23 MAR 1945

For Action.

(1) EUROPEANS AUDLEY LONDON FOR ORMOA RRAR

(2) ORMOA ECITO BRUSSELS

TO

(W) For Information (INFO) | Message Instructions. | GR

(3) AFHQ CITE FHQDM (5) ACABRIT VIENNA.

(4) 13 CORPS

Originator's No.

NINETY-ONE: UNCLASSIFIED:

REFERENCE OUR SIGNAL EIGHTY-FIVE OF 22 MARCH (.)

FIRST: AT MEETING AT ROME TODAY COLONEL MCMULLEN CONTROLLER RAILWAYS ACABRIT STATES BIDS IN ORMOA SIGNAL E-230 OF 8 MARCH TO ALLIED SECRETARIAT ACA WERE CONSIDERED BY QUADRUPARTITE RAIL COMMITTEE ACA BUT NO REPLY YET SENT (.) DAILY FREIGHT TRAIN BETWEEN SWITZERLAND AND CZECHOSLOVAKIA WAS NOT ACCEPTED

SECOND: MCMULLEN ALSO STATES THAT ACABRIT REPRESENTATIVES AT VENICE WERE DISCUSSING ECITO PROGRAMME UNOFFICIALLY ONLY AND COULD NOT REPEAT NOT EVEN AGREE TO SUBMIT ECITO BIDS TO RAIL QUADRUPARTITE COMMITTEE

THIRD: I DID NOT UNDERSTAND THIS (.) ALL REFERENCES IN MINUTES OF MEETING AND MY SIGNAL TO MOVEMENT THROUGH AUSTRIA MUST THEREFORE BE REGARDED AS UNOFFICIAL

FOURTH: MOVEMENT OF COAL FROM POLAND TO ITALY (.) BIDS FOR MOVEMENT THROUGH AUSTRIA SHOULD BE PLACED BY ECITO ORMOA ON ALLIED SECRETARIAT ALLIED COMMISSION AUSTRIA IN SAME WAY AS OTHER BIDS IN SIGNAL E-230 OF 8 MARCH.

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

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COPIES TO G (MOV) LIAISON (BUILDING)
A.C. SHIPPING AND SUB-COMMISSION.
UNRRA, ITALY.
M.R.S. (BUILDING)
L.S.R. (BUILDING)

119

5582

This message may be sent AS WRITTEN by any means ~~except~~ WIRELESS.	If liable to be intercepted or to fall into enemy hands this message must be sent IN CIPHER.	Originator's Instructions. Degree of Priority.
Signed. [illegible] Brig.	Signed.	IMMEDIATE TO (1) (2) (5) ROUTINE (3) (4)

Time	System	Op.
THi or TOR		
Time Cleared 890		

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

WL 0339/8372/D 498M (Pads of 100) 5/43 MP 710428 51-6756

ARMY [illegible]136 (Large) **MESSAGE FORM** Register No.

Call	Srl. No.	Priority	Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY.

FROM — Originator — Date-Time of Origin. — Office Date Stamp

(A) ECITO (ORMOA) ITALY — MAR 221720

For Action.

(1) EUROTRANS AUDLEY LONDON FOR ORMOA REAR
(2) ORMOA ECITO BRUSSELS

TO

(W) For Information (INFO)

(3) AFHQ CITE FHGDM
(4) 13 CORPS
(5) ACABRIT VIENNA

Message Instructions. GR

Originator's No.

EIGHTY-FIVE UNCLASSIFIED -

FIRST: CAPACITY OFFERED BY 13 CORPS FOR UNRRA FOR APRIL AT TRIESTE 212100 TONS AT VENICE 19800(.)

SECOND: BIDS FOR APRIL ALL ACCEPTED THROUGH TRIESTE STILL LEAVING SPARE CAPACITY SUFFICIENT FOR ANY POSSIBLE INCREASES(.) A.C. AUSTRIA URGENTLY PRESSING FOR INCREASED SHIPMENTS TO BRING TOTAL TO 80000 TONS(.)

THIRD: ECITO 345 of 19 MARCH RECEIVED TOO LATE FOR MEETINGS(.)

FOURTH: AFTER UNRRA MEETING FOLLOWING BIDS CONSIDERED AT MEETING ATTENDED BY REPRESENTATIVES OF AUTHORITIES CONCERNED(.) ACCEPTANCE THROUGH AUSTRIA AND PROPOSED ROUTES SUBJECT TO CONFIRMATION BY TRANSPORTATION A.C. AUSTRIA(.) CZECH EXPORTS FOR GREECE TO TRIESTE SUBJECT NOTIFICATION OF DETAILS AND ARRANGEMENTS FOR SHIPPING. ROUTE SPITTAL TARVISIO(.) CZECH EXPORTS TO YUGOSLAVIA DIRECT TO DESTINATION WAGONS BEING WORKED THENCE TO TRIESTE ROUTE SPITTAL ROSENBACH MARIBOR(.) UNRRA SURPROPS TWO TRAINS LIEGE SALZBURG SPITTAL MARIBOR TWO TRAINS MARSEILLES VENTIMIGLIA PADUA LUBLJANA(.) 1000 TONS POTASH FRANCE AUSTRIA ROUTE SALZBURG SPITTAL(.) 5000 TONS POTASH PRANOB ITALY ROUTE TO BE DETERMINED ON NOTIFICATION OF LOADING STATION(.) ONE FREIGHT TRAIN DAILY EACH WAY BETWEEN SWITZERLAND AND CZECHOSLOVAKIA ROUTE ST. VALENTIN SALZBURG INNSBRUCK BUCHS(.) 1200 TONS LEMONS ITALY TO CZECHOSLOVAKIA IN CZECH WAGONS FOR REPATRIATION ROUTE BRENNER INNSBRUCK SALZBURG ST. VALENTIN(.) 5000 TONS POTATOES

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

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FIFTH: MOVEMENT OF COAL POLAND TO ITALY UNDER CONSIDERATION ALLIED TRANSPORTATION SUBCOMMISSION AUSTRIA WHO WILL NOTIFY MAXIMUM PROGRAMME AND ROUTE OR ROUTES

(41)

COPIES TO C(MOV) LIAISON (BUILDING), A.C. SHIPPING AND SUB-COMMISSION, UNRRA, ITALY, A.R.S. (BUILDING) I.S.R. (BUILDING)

This message may be sent AS WRITTEN by any means except ~~Wireless.~~	If liable to be intercepted or to fall into enemy hands this message must be sent IN CIPHER.	Originator's Instructions. Degree of Priority.	Time	System	Cp.
Signed. [illegible] Brig	Signed.	IMMEDIATE (1) (2)	THI or TOR		
		ROUTINE (3) (4) (5)	Time Cleared 870		

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P - 260/13.

NOTES ON MEETING HELD AT VENICE IN THE OFFICE OF THE REGIONAL DIRECTOR OF UNRRA ON 21 MARCH 1946.

Present:

Brig. R. W. L. Fellowes, ECITO (ORMOA) ITALY (In the Chair)
Major M. P. Laraman, Q (Mov.) Liaison, AFHQ.,
Lt. W. J. Evans, UNRRA Port Traffic Officer, VENICE.
Mr. S. A. Regan, UNRRA, ROME.
Lt. Col. D. Morley Fletcher, Regional Director, UNRRA, VENICE.
Dott. Cerni, Provveditorato al Porto VENICE, (Capo Esercizio e Lavoro)
Signor Frigerio, Secretary to Provveditorato al Porto VENICE
Dott. C. Mirza, representing Prefettura, VENICE.
(The newly appointed Capitano di Porto had not yet arrived at VENICE)

1. COAL DISCHARGE.

(a) The Chairman stated that during March there had been serious delays in the discharge of coal. Not only had this resulted in the Italian Government incurring heavy charges for demurrage at the rate of 1,700 dollars per ship per day lost; it had also entailed the diversion of two ships from VENICE to TRIESTE where the coal was handed over to YUGOSLAVIA.

Dr. Cerni, Provveditorato al Porto, stated that there was no technical difficulty in discharging coal overside to barge, either at berth or in the stream, except lack of baskets. Thirty had been demanded by signal from the Capitano di Porto, BARI, the demand being repeated by letter to the Ministry of Marine. Lt. Evans, Allied Commission, Transportation Sub-Commission representative at VENICE, stated that the Dock Superintendent had handed over 30 steel tubs to the Capitano di Porto. He undertook to ensure that these were made available to the Provveditorato al Porto.

(b) DISCHARGE CAPACITY.

Signor Frigerio stated that the following berths were available for coal discharge:-

(i) PORTO MARGHERA.

Molo A. 3 berths, draft 28', served by 6 elevators.

2 berths, draft 26'. These 2 berths are not served by elevators, and the rail service was inconvenient owing to the break in the quay necessitating a loop. The rail service of these berths interfered with the shunting of wagons from those served by the elevators.

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(ii) VETTRO COKE.

1 berth, draft 27'. This was designed to serve the coke plant. Consequently, although discharge could be 2,000 tons per day the maximum rate of clearance was only 1,000 tons per day.

(c) METHOD OF DISCHARGE AT MOLO A.

Signor Frigerio said it had been found more profitable to work 3 elevators on each of two ships and to start a third by derrick rather than distribute elevators between 3 ships. Furthermore, as the elevators had been working continuously over a long period, one of the 6 was almost continually under repair.

2 additional elevators were now under repair, and would not be completed till early May. There were also 4 cranes, 2 of which were working and 2 under repair. The latter will be finished by early May.

8/10

...../H.

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He agreed that, when the port was required to handle a large number of ships simultaneously and discharge could not be cleared currently by rail, back-piling could best be carried out at the berths served by elevators. Ships discharging by ships' derrick must do so direct to rail. It was also agreed that 1,000 tons per day could be discharged overside to barge for clearance direct to Inland Waterway destinations.

(d) SITUATION ON PO WATERWAYS.

Dr. Cerni stated that the draft restriction for barges at Porto Levante was 1·50 metres. This restricted barges loading to $\frac{2}{3}$ capacity. The normal full capacity of barges was between 200 - 300 tons. Dredging of the bar was not possible as silting was very rapid.

Work had been started on the CAVANELLA D'ADICE locks, but would not be completed until 31 May at the earliest. These locks had a draft of 2·20 metres, and other locks on the Po 1·80 metres, so that, on completion of the work, the load of barges could be increased.

(e) PILFERAGE ON WATERWAYS.

The question of pilferage was discussed, but it was agreed that the prevention was a matter for ANNI, who had undertaken to pay any loss over 1½% at Black Market prices. Dr. Cerni suggested that barges should move in convoy with an ANNI representative on the tug to supervise movement and prevent barges tying up at secluded spots where pilferage could take place. It was, however, agreed that this might delay the turnround.

(f) FURTHER DEVELOPMENT.

Dr. Cerni stated that the Port could now discharge 6,000 tons of coal per day, but Major Laraman pointed out that this figure had never quite been achieved; often it was substantially lower.

Dr. Cerni said PORTO MARGHERA could be developed to handle considerably more. The needs were:-

(i) Repair of Molo A to admit of full rail service.

(ii) Repair of two elevators and two cranes.

(iii) Supply of slings or baskets.

This depended on the allocation of the necessary funds.

The Chairman undertook, in conjunction with Major Laraman and Mr. Regan, to take up these matters with the appropriate Ministries in ROME.

2. GRAIN DISCHARGE.

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2. GRAIN DISCHARGE.

Signor Frigerio stated that grain could be discharged as follows:-

VENICE - Berth No. 22 to silo, draft 27'

Stucky Mill, draft 27'.

PORTO MARGHERA - Chiari and Forte, draft 25'.

All mean draft at low water. The last named berth and the Canal Industriale can be dredged to a depth of 27', but the bottom must first be searched for mines and obstructions. The cost of this work being carried out by Royal Navy personnel was so high that authority must first be obtained from ROME.

3. VENICE - DEEP WATER BERTHS FOR DISCHARGE OF GENERAL CARGO.

(a) Dr. Cerni stated that the following berths were available:-

7, 8, 16, 5 and 6 (all with a draft of 27').

...../(b)

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(b) Berths 5 and 6, which could only take one "Liberty" between them, would be rail served by 1 April, and the cranes would be repaired by 1 May.

(c) "Liberties" can also be handled at SAN BAZILIO quay with a draft of between 24' - 25'. The discharge capacity of VENICE thus considerably exceeded the capacity for rail clearance.

(d) The LAGUNA quay needed heavy repair, but would then be able to handle ships of 27' draft.

4. WAREHOUSES.

(a) Signor Frigerio complained that the upper floors of Shed 103 had been used for some months by the Consortio di Federazione Agrario for the storage of foodstuffs. This was a most important shed and should be available for its proper use as a transit shed. Lt. Col. Morley Fletcher undertook to take up the question of the clearance of these foodstuffs to inland depots so that the shed could be released.

(b) Signor Frigerio stated that Sheds 109 and 110 will be repaired by 1 June.

Lt.Col Morley Fletcher requested Dr. Mirza, Dr. Cerni and Lt. Evans to meet him on 22 March to discuss the programme for reconstruction of the port, priorities and the amount of money required.

R. W. L. FELLOWES,
Divisional Officer,
ECITO (ORMOA) ITALY.

DISTRIBUTION:

A.F.H.Q. G-4 (Mov. & Tn.)
Q. Mov. Liaison.
A.C. (Tn. & Shipping Sub Commission)
A.C. (Tn. & Shipping Sub Commission) Representative VENICE.
UNRRA, ITALY. (2)
UNRRA Regional Director VENICE. (2)
Ministry of Marine (Col. Lauricella)

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

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UNRRA Regional Director VENICE. (2)
Ministry of Marine (Col. Lauricella)
I. S. R.
Dr. Cerni.
Dr. Mirza.
ORMOA/ECITO, c/o British Military Mission to BELGIUM, B.A.O.R.
ORMOA Liaison ECITO. LONDON.
Tn (Br.) (Lt.Col. Chaplin, R.E.)

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

1249

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

E C I T O (ORMOA) ITALY
A.P.O. S. 551.
O.M.F.

Telegrams : ECITO ORMOA ROME. 21 March 1946.

Telephone : 843.458. ACP/ch.

Reference : RY - 408/1/1

Subject : Reservation of Sleepers on Simplon-Orient Express from Rome to Paris.

To : (See Distribution below).

1. Reference is to our memorandum dated 12 March 1946.

2. We have now been advised that the office of the Sleeping Car Company concerned with the reservation of the berths specially set aside for Military Railway Service, UNRRA, etc., is situated at 128, Via Nizza, Rome, (Telephone No. 850.941), and not as stated in paragraph 3 (b) of our memorandum.

3. It should be emphasised that telephone bookings will not be acceptable unless arrangements are made for an immediate despatch of written confirmation of the booking.

for R. W. L. FELLOWES,
Divisional Officer,
ECITO (ORMOA) ITALY.

Distribution:

AFHQ., G-4 Mov. & Tn. (3)
Q (Mov.) Liaison Office, Rome. (1)
MRS. (3)
A C., Tn. Sub Commission (1)
UNRRA Administrative Division (Traffic) (1)
ECITO/ORMOA, BRUSSELS. (3)
ECITO/ORMOA, Liaison. (3)
Mov. BASF, PARIS. (1)
Wagon Lits Coy., Rome. (3)

69

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1250

MINUTES OF A MEETING HELD IN VENICE ON 20 MARCH 1946 TO DISCUSS BIDS FOR INTERNATIONAL MOVEMENT IN SOUTH - CENTRAL EUROPE FOR APRIL 1946.

Present:

Brig. R. W. L. Fellowes, ECITO (ORMOA) ITALY (In the Chair)
Major J. R. D. Walker, Tn. Div., A.C.A.
Major N. G. Cox, Tn. Div., A.C.A.
R. Owen, UNRRA Mission, TRIESTE
Lt. G. Masek, Czechoslovak Govt., TRIESTE
G. I. Krasnik, Yugoslav UNRRA Mission
Major H. Laraman, Mov. Liaison, ROME.

1. GENERAL.

Bids made in ORMOA/ECITO signal E-230 of 8 March, and others received by ECITO (ORMOA) ITALY were considered. The following were accepted on the routes stated, subject to the agreement of the Tn. Sub-Commission of the Allied Commission, AUSTRIA. The representatives of A.C., AUSTRIA (Brit. Element) undertook to submit the proposals and to notify the decisions.

2. EXPORT TRAFFIC FROM CZECHOSLOVAKIA TO GREECE AND YUGOSLAVIA.

(a) CZECHOSLOVAKIA TO YUGOSLAVIA was accepted by YUGOSLAVIA direct to destination in YUGOSLAVIA, NOT to TRIESTE.

Route: SPITTAL - ROSENBACH - MARIBOR.

(b) CZECHOSLOVAKIA TO GREECE was accepted by 13 Corps for TRIESTE for onward shipment, subject to the arrangement of the necessary shipping by UNRRA.

Route: SPITTAL - TARVISIO.

Mr. Owen, UNRRA, CZECHOSLOVAKIA, undertook to obtain details of the exports and to notify the tonnages involved and the date of commencement.

Major Cox, A.C.A., requested that the movement be by special train.

3. UNRRA SURPROPS FOR YUGOSLAVIA.

Two trains during April of UNRRA wagons loaded with surprops were accepted on each of the following routes:

(a) from LIEGE via SALZBURG - SPITTAL - ROSENBACH - MARIBOR.

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

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Major Cox, A.C.A., requested that the movement be by special train.

3. UNRRA SURPROPS FOR YUGOSLAVIA.

Two trains during April of UNRRA wagons loaded with surprops were accepted on each of the following routes:

(a) from LIEGE via SALZBURG - SPITTAL - ROSENBACH - MARIBOR.

(b) from MARSEILLES via VENTIMIGLIA - PADUA - LUBLJANA.

4. 1,000 TONS POTASH FROM FRANCE TO AUSTRIA

Route: SALZBURG - SPITTAL.

5. ONE FREIGHT TRAIN DAILY FROM CZECHOSLOVAKIA TO SWITZERLAND AND ONE TRAIN IN REVERSE DIRECTION.

Route: ST. VALENTIN - SALZBURG - INNSBRUCK - BUCHS.

6. 1,200 TONS LEMONS FROM ITALY TO CZECHOSLOVAKIA.

Route: BRENNER - INNSBRUCK - SALZBURG - ST. VALENTIN.

Consignment to be moved in Czech wagons for repatriation from ITALY.

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7. 5,000 TONS POTATOES FROM CZECHOSLOVAKIA TO ITALY.

Route: ST. VALENTIN - SALZBURG - INNSBRUCK - BRENNER.

Consignment to be moved in Italian wagons being repatriated to ITALY in exchange for Czech wagons.

8. COAL FROM POLAND FOR ITALY.

Tonnage to be moved totals 720,000. The representative of A.C., AUSTRIA (Brit. Element) undertook to submit the bid to Tn. Sub-Commission of the Allied Commission, AUSTRIA, and to notify the rate of movement and routes acceptable.

9. 500 GERMANS FROM BOLZANO CIVILIAN REPATRIATION CAMP TO MUNICH.

DQMG (Mov), AFHQ had stated that this movement must not interfere with the movement of German prisoners and the repatriation of Poles now in progress. No heated stock could be provided. Representative A.C. AUSTRIA (Brit. Element) believed that the ban on the movement of personnel in non-heated stock would be removed about 1 April, in which case the train should be acceptable on the direct route from BRENNER - MUNICH without interference with other traffic.

10. 2,000 TONS POTASH FRANCE TO ITALY.

Point of origin demanded. Route cannot be selected until this is known.

R. W. L. FELLOWES,
Divisional Officer,
ECITO (ORMOA) ITALY.

Distribution:

AFHQ (G-4 Mov. and Tn)
" (Mov. Liaison) ROME
Allied Commission, AUSTRIA (British Element) (2)
✔ Allied Commission, ITALY (Tn. and Shipping Sub-Commission)
13 Corps.
I.S.R.

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13 Corps.
I.S.R.
UNRRA, AFHQ.
UNRRA, ITALY
UNRRA, CZECHOSLOVAKIA (TRIESTE)
UNRRA, YUGOSLAVIA (TRIESTE)
ORMOA/ECITO, BRUSSELS
ORMOA Liaison ECITO, LONDON.

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International Conference on the Census of Railway Rolling Stock.

The secretariat of the international conference on the census of railway rolling stock held in Brussels on the 4th, 5th and 6th December, 1945, transmits to you herewith the minutes of the plenary sessions and of the Sub-Committees.

Your attention is particularly drawn to the following important decisions :

1° The under-mentioned dates have been agreed upon for the census :

24th February 1946 (noon) for locomotives;
3rd March 1946 (noon) for coaching-stock;
17th March 1946 (noon) for freight rolling stock.

2° A revised text of the rules to be observed in carrying out the census would be sent to all the administrations concerned by about the 25th December 1945.

3° The results of the census and the estimates of future requirements for rolling stock (these estimates to cover the second half of 1946) should be in the hands of ECITO in London not later then the 30th April 1946.

The Secretariat.

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The Secretariat.

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EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION

Conference on Census of Rolling Stock held at Brussels on December 4th, 1945, and following days.

PLENARY SESSION HELD ON DECEMBER 4th AT 3.p.m., Mr. E.R. HONDELINK, DIRECTOR-GENERAL, ECITO, in the Chair.

Attended the Meeting:

I. ECITO:

M. E.R. HONDELINK	Director-General
M. DE GROOTE	Member of the Executive Board
Col. GILDEA	"
Gen OBYDEN	"
Dr. SORMA	"
M. ZIELINSKY	"
M.E.E. DESORGHER	Director of Railways Division
Cdt. MATHÉ	" " Supplies (Continent)
Mr. CHALONER	Press Adviser
Lt. NICOLAEV	Interpreter
M.R.L. DEVOOGHT	Director of Regional Office, Brussels
M. TUJA	Director of Regional Office, Paris
M. VAN LUTSENBURG MAAS	Deputy Director Regional Office The Hague
M. CLEMANG	Agency of Luxembourg
Gen. HEWER	O.R.M.O.A. Deputy Director General
Col. EARLEY	O.R.M.O.A.
Col. SHAPPELL	"
Col. POTTER	"
Lt. Col. VAN STAPPEN	"
Maj. STEEVES	"

II. Member countries of ECITO:

a) Belgium

M. H.L. DE DROOG	Director General Ministry of Communications
M. J.M. COLLE	Operating Manager S.N.C.B.

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Attended the Meeting:

I.ECITO:

M. E.R. HONDELINK	Director-General
M. DE GROOTE	Member of the Executive Board
Col. GILDEA	"
Gen OBYDEN	"
Dr. SORMA	"
M. ZIELINSKY	"
M.E.E. DESORGHER	Director of Railways Division
Cdt. MATHE	" " Supplies (Continent)
Mr. CHALONER	Press Adviser
Lt. NICOLAEV	Interpreter
M.R.L. DEVOOGHT	Director of Regional Office, Brussels
M. TUJA	Director of Regional Office, Paris
M. VAN LUTSENBURG MAAS	Deputy Director Regional Office The Hague
M. CLEMANG	Agency of Luxembourg
Gen. HEWER	C.R.M.O.A. Deputy Director General
Col. EARLEY	O.R.M.O.A.
Col. SHAPPELL	"
Col. POTTER	"
Lt. Col. VAN STAPPEN	"
Maj. STEEVES	"

II. Member countries of ECITO:

a) Belgium

M. H.L. DE DROOG	Director General Ministry of Communications
M. J.M. COLLE	Operating Manager S.N.C.B.
M. J.V. VANDERBORGHT	Inspecteur en Chef, Assistant to the Director General of S.N.C.B.
M. R.J. TACK	Inspecteur principal S.N.C.B.
M. L. VER ELST	Inspecteur principal S.N.C.B.
M. L.C. WALLET	Inspecteur principal S.N.C.B.
M. E. FOSSOUL	Inspecteur S.N.C.B.
Lt. Col. P. JACQUET DE HAVERSKERKE	Mission Militaire belge aupres du Ministere des Communications

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b) France

M. E.E. CORBIN	Adjoint au Directeur General des Chemins de fer, Ministry of Public Works
M. R.E. DUGAS	Ingenieur en Chef, S.N.C.F., Chef du Service technique de la Direction Generale S.N.C.F.
M. J.E. DARGEOU	Directeur du Service central du Mouvement S.N.C.F.
M. M. MARTIN	Ingenieur en Chef S.N.C.F.
M. P. COUSIN	Ingenieur principal S.N.C.F.
M. J.F. JANSSEN	Inspecteur principal Adjoint au Service Central du Mouvement, S.N.C.F.
M. A. LAFAYE	Inspecteur divisionnaire au Service central du Materiel, S.N.C.F.
M. PLACE	Representant General, S.N.C.F.
Lt. Col. G. MURRAY	British Military Mission to France
M. P.L. PERIRIZET	Major, delegate of General BERGES, Railway Military Service

c) Greece

M. C. IOSADROVSKY	Inspecteur de Traction, Greek State Railways

d) Luxembourg

M. B. EMERING	Chef du Service du Materiel et de la Traction, Chemins de fer luxembourgeois
M. J.P. MUSQUAR	Ingenieur, Chef du Service de l'Exploitation, Chemins de fer luxembourgeois

e) Netherlands

M. J.J. DIETZ	Delegate of Ministry of Transport and Power
M. J. VOLMULLER	" " " "
M. W.C. BURGERS	Inspecteur principal en chef, Netherlands railways
M. D.N. BOEST	Chef des services directs, Netherlands railways
M. G.F. GIESBERGER	Operating Manager, Netherlands railways
M. H. GOEDHART	Chef du service de la traction, Netherlands railways
M. J.W. RUSKAMP	Chef du roulement des locomotives, Netherlands railways

f) Norway

M. G.F. SMITH	Ministre de Norvege a Bruxelles
	Operating Manager, Norwegian State

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	Central du Mouvement, S.N.C.F.
M. A. LAFAYE	Inspecteur divisionnaire au Service central du Materiel, S.N.C.F.
M. PLACE	Representant General, S.N.C.F.
Lt. Col. G. MURRAY	British Military Mission to France
M. P.L. PERDRIZET	Major, delegate of General BERGES, Railway Military Service

c) Greece

M. C. IOSADROVSKY	Inspecteur de Traction, Greek State Railways

d) Luxembourg

M. B. EBERING	Chef du Service du Materiel et de la Traction, Chemins de fer luxembourgeois
M. J.P. MUSQUAR	Ingenieur, Chef du Service de l'Exploitation, Chemins de fer luxembourgeois

e) Netherlands

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M. J. VOLMULLER	" " " "
M. W.C. BURGERS	Inspecteur principal en chef, Netherlands railways
M. D.N. FOEST	Chef des services directs, Netherlands railways
M. G.F. GIESBERGER	Operating Manager, Netherlands railways
M. H. GOEDHART	Chef du service de la traction, Netherlands railways
M. J.W. RUSKAMP	Chef du roulement des locomotives, Netherlands railways

f) Norway

M. G.F. SMITH	Ministre de Norvege a Bruxelles
M. O. HOLTMON	Operating Manager, Norwegian State Railways

g) United Kingdom

Brig. Gen. F.J. BIDDULPH	War Office
Brig. Gen. X.N. SIMNER	" "

h) Yougoslavia

M. D. VELITCHKOVITCH	Ingenieur en chef, Yougoslavian State Railways (Directorate General)

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III. Occupied Countries:

a) Austria

M. P.A. KATSCHER	Conseiller superieur technique du materiel roulant, Austrian State Railways

b) Germany

Sir R.E. MARRIOTT	Transport Division Control Commission Germany, Railways Directorate, BAOR
Lt. Col. I.E. CAMERON	Q(M) - HQ-BAOR
Lt. Col. F.D. MASSON	HQ - BAOR
Lt. Col. W.D. DRAPER	Directorate of Transportation - BAOR
M. G.A.R. TRIMMING	Controller Railway Department - BAOR
	Transport Division Control Commission Germany
Col. B.G. LAWRENCE	Chief liaison officer - Control Commission Germany - Berlin
Col. M. MANGE	Groupe francais du conseil de Controle - Delegation du Directoire des transports - Berlin
Lt. NICOLSKY (Mme)	" " "
Lt. Col. A. MAILLOT	D.O.C.F. French Zone
Maj. P.J. ELLIS	OMGUS - G 4 USFET
Lt. Col. J.W. MOE	US Army - 2nd Military Railway Service H.Q.
Lt. Col. P.E. OAKES	US Army - 2nd Military Railway Service H.Q.
Lt. Col. H.L. WOLDRIDGE	US Army - 1st Military Railway Service
Maj. L.W. SHEPHERD	H.Q. BAOR.

c) Italy

Maj. A.C. PING	Allied Commission Italy - Transportation Sub Commission AFHQ (G 4 Mov. & Tn) Italy
M. A. NASTRINI	Principal Secretary - Italian State Railways
M. S. CELLI	~~Interpreter~~ Inspecteur en Chef.

d) Roumania

Maj. G.F. MILLER	British Military Mission - Roumania Chauffeur

IV. Other countries:

a) Sweden

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Lt. Col. I.E. CAMERON	Q(a) - HQ - BAOR
Lt. Col. F.D. MASSON	HQ - BAOR
Lt. Col. W.D. DRAPER	Directorate of Transportation - BAOR
M. G.A.R. TRELMING	Controller Railway Department - BAOR
	Transport Division Control Commission Germany
Col. B.C. LAWRENCE	Chief liaison officer - Control Commission Germany - Berlin
Col. M. MANGE	Groupe francais du conseil de Controle - Delegation du Directoire des transports - Berlin
Lt. NICOLSKY (Mme)	" " "
Lt. Col. A. MAILLOT	D.C.C.F. French Zone
Maj. P.J. ELLIS	OMGUS - G 4 USFET
Lt. Col. J.W. MOE	US Army - 2nd Military Railway Service H.Q.
Lt. Col. P.E. OAKES	US Army - 2nd Military Railway Service H.Q.
Lt. Col. H.L. WOLDRIDGE	US Army - 1st Military Railway Service
Maj. L.W. SHEPHERD	H.Q. BAOR.

c) Italy

Maj. A.C. PING	Allied Commission Italy - Transportation
M. A. NASTRINI	Sub Commission AFHQ (G 4 Mov. & Tn) Italy
M. S. CELLI	Principal Secretary - Italian State Railways ~~Interpreter~~ Inspecteur en Chef.

d) Roumania

Maj. G.F. MILLER	British Military Mission - Roumania Observer

IV. Other countries:

a) Sweden

M. T.O.R. EMERS	General Director , Swedish State Railways

b) Switzerland

M. E. BALLINARI	Chief Operating Superintendant, Swiss Federal Railways
M. J. DIETSCHI	Head of Section , Swiss Federal Railways

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International Wagons-Lits Company.

M.	M.R. MARGOT-NOBLEMAIRE	General Manager
M.	A. VAN DIEVOET	Representative of the Headquarters of the Company
M.	A. WIDHOFF	Operating Manager
M.	J. BUGNIET	Inspecteur principal

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Secretariat of the Conference.

Mr.	E.D. GRANT	Technical Secretary to the Director General ECITO
	P.G. NICAISE	Head of the Secretariat ECITO
	A.J. WILLE	Assistant to the Director of Railways Division ECITO
Lady	W.G.C. DENT	Chief of English section translating service ECITO
Mme	B. KHAVKINE	Secretary Information section ECITO
Mlle	A.F. KEYLS	Secretary to the Director of Railways Division ECITO
Miss	M.F. SMITH	Secretary to the Divisional Officer, Railways Division, ORMOA, ECITO

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Secretariat of the Conference.

M. E.D. BRANT	Technical Secretary to the Director General ECITO
P.G. NICAISE	Head of the Secretariat ECITO
A.J. WILLE	Assistant to the Director of Railways Division ECITO
Lady W.G.C. DENT	Chief of English section translating service ECITO
Mme B. KHAVKINE	Secretary Information section ECITO
Melle A.F. KEYLS	Secretary to the Director of Railways Division ECITO
Miss M.F. SMITH	Secretary to the Divisional Officer, Railways Division, ORMOA, ECITO

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The CHAIRMAN in opening the meeting welcomed the delegates and explained that most of the eighteen principal standard-gauge railway administrations in Europe were represented. It had not been possible for certain administrations to be represented at the opening session owing to the state of communications existing in Europe, but he hoped that they would co-operate in carrying out any decisions which might be reached, in view of the importance of the problems to be solved.

The CHAIRMAN then stated that the official languages of the conference were English, French and Russian, and that delegates could express themselves in any of these languages.

In introducing the discussion, the CHAIRMAN mentioned that the difficulties with which the Conference was concerned were well-known. There was a general shortage of railway rolling stock in Europe at the present time; there was a large number of vehicles awaiting repair or even beyond repair. The efficient use of rolling stock was also hampered by its maldistribution and by the immobilisation of vehicles on foreign systems. Before a satisfactory remedy could be applied it was essential to determine the whereabouts and nature of all existing rolling stock, and this involved simultaneous action on parallel lines by all concerned.

The purpose of the meeting was to decide the methods to be followed in order to obtain as true a picture as possible of the position. It was of the utmost importance that all should co-operate, as by so doing they would not only serve the common interest but would help to improve their own position.

In regard to the census the CHAIRMAN warned the delegates that satisfactory results should not be expected at once. After the 1914 - 1918 war four or five censuses had had to be taken before adequate and reliable data could be obtained. Present conditions were far more difficult. He pointed out that a number of authorities and railway administrations had already taken censuses which had proved helpful, and he hoped that such local censuses would be repeated from time to time.

The intention was that the headquarters of ECITO should be responsible for the collation of data obtained in such censuses.

It was hoped that the data in question would be made available to ECITO, and that the authorities and administrations involved would supply such additional details as might be deemed necessary by the Conference. If required, further conferences could be called to consider the action to be taken.

The CHAIRMAN then asked if any delegate wished to make suggestions as to the programme of work referred to in Item 2 of the Agenda.

As no comments were made he passed to the next item on the Agenda which related to the forms and other documents required for the census. There were two main points to be considered: the census should be taken simultaneously and the returns rendered should be of uniform character.

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Major PING, representing the Allied Commission in Italy pointed out that a census taken in Italy had occupied three days and that different wagons had been recorded on each day. The Italian Railway administration had proposed a census to be taken over two months. This period was in his view somewhat excessive.

The CHAIRMAN stated that such a procedure would involve the counting of the same vehicle more than once owing to the fact that they might cross frontiers during the taking of a census of that nature. The best results in his view would be obtained by taking a census at noon on the same Sunday in all countries.

Major PING explained that the Italian proposal involved stencilling each vehicle with an indication that it had been recorded, so that the vehicle in question should only be included once.

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Monsieur MARTIN stated that the French delegation supported the views of the Chairman, and that it did not matter if individual administrations required some time to collate and check the information obtained.

The CHAIRMAN then drew attention to the fact that the question of the forms to be used had been investigated by the French and Belgian Railways and that they had prepared a short report to which specimen forms were attached. Copies of this report and the specimen forms were distributed at the meeting. The CHAIRMAN then asked the meeting to agree to the setting up of a sub-committee, under the chairmanship of Mr. DESORGHER, Director of the Railways Division of ECITO, to consider the forms and documents required for the census. This was agreed to.

Mr. BURGERS (Netherlands Railways) stated that the specimen list for recording stock was not sufficiently detailed. Although provision was made for a distinction between the stock of the administration taking the census and that of various individual foreign administrations, no provision existed for foreign stock which had changed ownership. Moreover, as the census might serve as the basis for the ultimate allocation of allied and ex-enemy stock, it would be desirable to elaborate the distinction between different types of wagon and not merely to divide them into three categories: open, covered and flat. The Netherlands Railways had a number of wagons designed for special traffics, and it was important to establish their whereabouts.

The CHAIRMAN stated that the matter could be referred to again under Item 5 of the Agenda and also in a sub-committee, and that the question of capacity would be borne in mind in connection with any allocation.

The representative of the Italian State Railways enquired as to how wagons would be recorded which bore no markings as to ownership, and suggested that the indications on the solebars might be used in certain instances. He pointed out that the actual recording would have to be done by relatively unskilled staff.

Mr. KATSCHER (Austrian Railways) asked if the different classes of repair referred to in the forms could be defined, and mentioned that his administration divided repairs into light, intermediate and heavy.

The CHAIRMAN replied that this could be considered by the sub-committee.

The Italian State Railways Representative supported the Austrian delegate and suggested the following threefold classification: serviceable wagons including those under or awaiting light repairs, wagons under or awaiting heavy repairs, and wagons beyond repair. It was important to mention separately wagons which needed scrapping because it would not otherwise be clear if such wagons had been included in the returns of various administrations.

Mr. KATSCHER mentioned that according to the pre-war regulations vehicles have to be overhauled after the lapse of a certain time, and that administrations could refuse to accept vehicles which were due for repair under those regulations, [illegible] international regulations were to be observed.

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Mr. KATSCHER mentioned that according to the pre-war regulations vehicles have to be overhauled after the lapse of a certain time, and that administrations could refuse to accept vehicles which were due for repair under those regulations, and he enquired as to how far these international regulations were to be observed.

The CHAIRMAN replied that strict regulations of this character could not at present be applied. It was necessary to utilise any vehicles which were capable of running.

No other matter being raised the CHAIRMAN stated that there were two matters to be considered by the sub-committee in addition to those on the paper circulated with the agenda. These were the Netherlands Railways request for more detail as to wagon types and the Austrian and Italian delegates request for a definition of repairs.

In regard to Item 4 on the Agenda, the date of the first census, it was difficult to reach a decision at once, but ECITO headquarters would like to form a general conclusion as to the approximate date.

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After discussion in the sub-committee it might be possible for the representatives of the various administrations to say if it could be taken in January.

Mr. MAILLOT, representing the French Zone in Germany, suggested January 13th or 20th.

The CHAIRMAN asked that these dates should be considered, but reminded the delegates that certain administrations were not represented at the Conference and that there might not be sufficient time to acquaint them with the decision so that preparations for a census on one or other of these dates could be made by them.

General OBYDEN drew attention to the necessity for allowing adequate time for making preparations and issuing instructions to the staff.

The CHAIRMAN then passed the Item 5 on the Agenda, Identification. He said this was a technical matter which could well be considered by a sub-committee, and he accordingly suggested that one be set up under the chairmanship of Mr. Devooght, Director of the Brussels Office of ECITO, who had had some experience in this matter. This was agreed to.

Discussion then took place on the paper which had been circulated in relation to Item 5 of the Agenda, and following an observation by Mr. DUGAS (S.N.C.F.) it was agreed that a revised French text should be circulated to conform with the English text which had been altered after the drafting of the French text.

The CHAIRMAN mentioned that certain administrations possessed records of rolling stock which had been reprinted and relettered during the war and he asked that ECITO be supplied as soon as possible with copies of any such records. He added that it might be necessary in certain cases of difficulty for experts to be sent to identify stock on the ground.

The Italian State Railways delegate pointed out that, subject to any final decision as to the allocation of rolling stock in Europe, wagons should be returned at once to their owners. He drew attention to the special position existing with regard to a number of privately owned tank wagons which had been hired by the Italian Railways.

Major PENG (Allied Commission, Italy) enquired as to the treatment of wagons built for the ferry services with Great Britain, of which a number were to found in Italy at the present time.

The CHAIRMAN replied that such vehicles could be accounted under the heading "Other administrations" in the same way as tank wagons and the stock of the Wagons-Lits Company.

[illegible] (United Kingdom) asked that train ferry stock should be so

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General OBYDEN drew attention to the necessity for allowing adequate time for making preparations and issuing instructions to the staff.

The CHAIRMAN then passed the Item 5 on the Agenda, Identification. He said this was a technical matter which could well be considered by a sub-committee, and he accordingly suggested that one be set up under the chairmanship of Mr. Devooght, Director of the Brussels Office of EOTTO, who had had some experience in this matter. This was agreed to.

Discussion then took place on the paper which had been circulated in relation to Item 5 of the Agenda, and following an observation by Mr. DUBAB (S.N.C.F.) it was agreed that a revised French text should be circulated to conform with the English text which had been uttered after the drafting of the French text.

The CHAIRMAN mentioned that certain administrations possessed records of rolling stock which had been repainted and relettered during the war and he asked that EOTTO be supplied as soon as possible with copies of any such records. He added that it might be necessary in certain cases of difficulty for experts to be sent to identify stock on the ground.

The Italian State Railways delegate pointed out that, subject to any final decision as to the allocation of rolling stock in Europe, wagons should be returned at once to their owners. He drew attention to the special position existing with regard to a number of privately owned tank wagons which had been hired by the Italian Railways.

Major PENG (Allied Commission, Italy) enquired as to the treatment of wagons built for the ferry services with Great Britain, of which a number were to found in Italy at the present time.

The CHAIRMAN replied that such vehicles could be recorded under the heading "Other administrations" in the same way as tank wagons and the stock of the Wagons-Lits Company.

Brigadier SIBMER (United Kingdom) asked that train ferry stock should be so shown and not be merely grouped with other miscellaneous vehicles. There were some of these vehicles at present in Great Britain and he was engaged in locating them.

The CHAIRMAN stated that these points should be borne in mind by the Sub-Committee. It was not his intention that the heading "Other rolling stock" should represent a single total but that the stock in question should be suitably classified and that separate figures be given for each category. The Sub-Committee should determine the appropriate classification.

Mr. MARGOT-NOBLEMAIRE (Wagons-Lits) concurred, and added that his Company attached great importance to this point; it owned a quantity of nocchalised stock some of which was at present retained in [redacted] Europe. Some of this stock was urgently required for the reopening of a Cross Channel ferry service in April or May 1946, in agreement with the Southern Railway.

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The CHAIRMAN stated that this matter could be raised under Item 6 of the Agenda.

It was stressed by a delegate of the S.N.C.F. that much of the train-ferry stock did not belong to other administrations, but to railway administrations, notably the S.N.C.F.

The CHAIRMAN stated that, although general priority in relation to total needs could hardly be granted to the Wagons-Lits Company, every possible effort would be made to secure the return at the earliest opportunity of the stock belonging to all administrations represented. With regard to train-ferry wagons the CHAIRMAN added that there were some belonging to the S.N.C.F. and others to private companies and that these should be recorded differently according to their ownership.

The delegate of the S.N.C.B. urged that privately owned Belgian wagons, such as tank wagons, which were understood to be lying idle in occupied countries, should be returned forthwith to Belgium.

The CHAIRMAN stated that such wagons should be shown in the census according to their ownership, and added that investigations were taking place as to the return of privately owned stock to its owners. If the Belgian delegate would inform EGITO of any further cases, the matter would be taken up immediately.

Mr. MARCOT-NOBLEMAIRE stressed the fact that he was not asking for special treatment for the benefit of his Company, but that his Company had accepted various commitments at the Conference in Brussels in October and at the Conference in Lugano, and further conferences were contemplated. Additional stock was therefore needed.

The CHAIRMAN stated that all demands for restoration of rolling stock would be treated on their merits, and added that the Chairman of the second sub-committee could see from the discussion the nature of the problems involved.

Passing to Item 6 on the Agenda, the CHAIRMAN stated that although the main object of the Conference was to consider the census, it might be useful to take advantage of the presence of representatives from various parts of Europe to discuss briefly certain other questions, which would arise when the information to be derived from the census was available. These were: future requirements; repatriation; redistribution and exchange of rolling stock. All these points were of considerable importance and further meetings might be necessary to consider them in the light of experience gained at the present Conference.
A paper would be circulated on the "Future Requirements of various Railway Administrations to meet their more urgent needs for Rolling Stock".

Other points which would have to be considered were the restoration of rolling stock found in countries other than that of the owning administration, and the allocation of military and other rolling stock not belonging to railway administrations. It might be useful to hear delegates' views in order to have a

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that these should be recorded separately.

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Other points which would have to be considered were the restoration of rolling stock found in countries other than that of the owning administration, and the allocation of military and other rolling stock not belonging to railway administrations. It might be useful to hear delegates' views in order to have a basis for future discussion.

He also drew attention to the importance of a properly regulated exchange of rolling stock whilst the present shortage persisted, and mentioned the useful work being done by the Wagon Exchange Office established in Paris under EUCTO sponsorship in helping to maintain an appropriate balance of wagons between various countries in Western Europe. He considered similar arrangements to be highly desirable in respect of Eastern and South-Eastern Europe.

In response to the Chairman's invitation for suggestions, Major PINK (Allied Commission, Italy) mentioned that Italy was greatly concerned. The Italian Railways had to supply empty wagons for the conveyance of potatoes from the Netherlands to Italy, and coal from Poland to Italy, and there was a risk that such wagons might be diverted to other uses when outside Italy.

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There were also difficulties in regard to the exchange of wagons with Yugoslavia, and he stated that cases had arisen in which Italian wagons had been retained for use in Yugoslavia.

The CHAIRMAN stated that similar difficulties had occurred in the past in Western Europe and the solution consisted in the organisation of a system for recording and regulating the exchange of wagons. It might not be possible to do this from a single office covering the whole of Europe and two or three wagon exchange offices might be necessary. Certain preliminary steps had already been taken in this direction.

The CHAIRMAN stated that the only other point to which he wished to refer to was the question of repairs. One way of alleviating the shortage of wagons was to repair larger numbers of unserviceable wagons. Certain countries which had surplus repair capacity might be able to assist, and ECITO was prepared to help by arranging for the supply of mobile workshops which would enable temporary repairs to be made to wagons to render them fit to run to workshops where comprehensive repairs could be undertaken. He asked the delegates to ascertain after their return what were the repair possibilities in the country or zone with which they were concerned, and advise ECITO of the position. It would then be possible for ECITO to tackle the problem efficiently.

In concluding the meeting the CHAIRMAN thanked the Belgian and French railway administrations for their work in preparing the report on the forms to be used for the census.

The meeting terminated at 19.10.

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EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION

Conference on Census of Rolling Stock held at Brussels,
December 4th-6th,1945

Plenary Session Held on
December 6th at 14.30, Mr.E.R.Hondelink,Director General,in the Chair

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Delegates attending the first plenary session of the Conference, which took place on December 4th, were all again present at this meeting. In addition there were:

I. ECITO:

Brig.R.W.L.FELLOWES	ECITO (ORMOA), Rome, Italy

II. Member Countries of ECITO:

Poland

Dipl.Ing.Stanislas SOBIESZCZANSKI	Counsellor at the Ministry of Communications, Warsaw

III. Occupied Countries

a) Austria

Mr. CORDON	Allied Commission for Austria
Lt.Col.HAVILAND	" " " "

b) Germany - Soviet Occupied Zone

Director Colonel PICHUGIN	Allied Control Commission, Berlin
Colonel Alexis SHKVARIN	" " " "
Mr. TOPEKHL. (Interpreter)	" " " "

The CHAIRMAN opened the meeting by stating that it would be the final session of the Conference and that the main work to be undertaken was the consideration of the results obtained by the two sub-committees. The first sub-committee had dealt with the forms and documents necessary for the taking of the

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The CHAIRMAN added that the first sub-committee, which has had the heavy task of deciding the nature of the returns to be compiled for the census, had only been able to complete its work in the morning and its minutes could not, therefore, be made available at the plenary session. He would therefore ask Mr. DESORGHER, the chairman of the sub-committee, to summarise the conclusions reached.

Mr. DESORGHER said that the first sub-committee had based its work on the circular prepared by the French and Belgian railways and he wished to express great appreciation of the work which they had carried out.

The sub-committee had put the following proposals forward:

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1) that a census of each main category of rolling stock be taken on a given day (a Sunday) at a given time (noon);

2) that there should be three different dates for the census of locomotives, coaching stock, and freight stock respectively in order to alleviate the task of the staff who had to do the actual recording;

3) that to take into account the time necessary for completing the instructions to be given, for their circulation and for the training of staff, the census should take place at noon on the following dates:

24th February 1946, for locomotives;
3rd March, 1946, for coaching stock;
17th March, 1946, for freight rolling stock.

These somewhat distant dates could not be advanced if, as was desired and as was necessary, full information regarding individual locomotives and vehicles were to be recorded.

At this point, the CHAIRMAN stated that the foregoing represented a group of decisions which could be considered before passing on to the other conclusions of the sub-committee and he invited delegates to offer their comments.

The division of the census into three separate stages, locomotives, coaching stock and freight rolling stock, was agreed to.

After the CHAIRMAN had stated in reply to a question from Mr. CORDON (Allied Control Commission, Austria) that the revised forms and instructions would be circulated by the 25th December, the dates proposed were accepted.

The CHAIRMAN explained that ECITO would approach those administrations which were not represented at the Conference and ask them to carry out a census according to the procedure which had been formulated and on the dates which had been agreed.

Mr. DESORGHER then referred to the next conclusion of the sub-committee which was that neutral countries would limit the census to foreign wagons on their railway systems, but would also supply a list of their own wagons which were outside their frontiers at the time of the census and were not within the scope of the normal exchange arrangements under the R.I.V.

The CHAIRMAN stated that the countries concerned were Sweden and Switzerland and enquired if the delegates of those countries were prepared to co-operate.

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Mr. EMERS (Swedish State Railways) indicated assent on behalf of his administration as did Mr. BALLINARI (Swiss Federal Railways) who added that he would supply a detailed list of the thousand Swiss wagons which had left Switzerland at varying dates since 1941 and had not been returned.

Mr. DESORGHER, continuing the summary of the sub-committee's conclusions, stated that in the explanatory text and the tables prepared by the French and Belgian railways, various alterations and amplifications had been agreed, of which the more important were:

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The locomotive classification had been simplified, and it had been decided to divide all locomotives into the three following categories:

1) passenger locomotives (those with driving wheels with diameter of 1.60 metres or more);
2) freight locomotives (those with driving wheels with a diameter of less than 1.60 metres);
3) shunting locomotives.

Each category would be sub-divided as follows:

a) locomotives with two pairs of driving wheels
b) " " three " " " "
c) " " four or more pairs of driving wheels.

The CHAIRMAN said that this was an illustration of the way in which the forms had been revised. He enquired if the delegates would be prepared to accept the work of the sub-committee or if they wished to examine each point in detail.

Mr. DUGAS (French National Railways) asked if agreement had been reached between the two sub-committees as to their decisions, particularly with regard to those dealing with the marks of origin.

After some discussion it was agreed that this question and the associated problem of the manner in which ownership should be recorded should be deferred until later when the conclusions of the second sub-committee could also be reviewed.

Mr. DESCROHER continued the summary of the sub-committee's decisions. The distinction originally suggested between suburban and other coaching stock had been dropped. The following classification had been suggested in regard to serviceability or otherwise:

a) Motive Power Units

1) locomotives capable of being used (including those undergoing running repairs);
2) locomotives expected to be restored to serviceable condition during 1946;
3) other locomotives.

b) Coaches and Wagons

1) vehicles capable of being used (including those undergoing running repairs) and those capable of being used but temporarily immobilised by demolitions, etc.;
2) unserviceable vehicles, including those temporarily immobilised by demolitions, etc.
3) all vehicles beyond repair.

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2) unserviceable vehicles, including those temporarily immobilised by demolitions, etc.
3) all vehicles beyond repair.

The sub-committee had made a number of detailed alterations in the draft forms. They related to the following points:

(i) the elimination of certain discrepancies between the tables relating to coaching stock and those relating to freight rolling stock;
(ii) the insertion of further details concerning the treatment of vehicles which had had their indication of ownership changed;
(iii) various improvements in the headings so as to avoid any suggestion that a decision was being taken as to ownership and so as to confine the returns to ascertaining facts, particularly in regard to the present marking and the original marking.

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The sub-committee had also reached the conclusion that the census would only be of real value if there were set up under the auspices of ECITO an "International Commission for Investigating the Census Returns" which would be able to examine the returns and check the results. A committee of members of this commission would be formed for carrying out the work of preparation, and where special stock was involved, experts would be co-opted to assist.

The CHAIRMAN then asked if there were any comments as to the desirability of setting up this commission. The suggestion was agreed to without dissent.

Mr. DESORGHER then passed to the next subject dealt with by the sub-committee: the estimates for future needs for rolling stock. It was proposed that such estimates should be made by each administration on the basis best suited to its own circumstances, and that they should accompany the census returns. These estimates would embrace all rolling stock, i.e., locomotives, carriages and wagons, and they would be made after consultation with the economic authorities of the country concerned and having regard to the use which might be made of other forms of transport. They would enable needs and resources to be compared.

The administrations would also supply a detailed list of their rolling stock in 1937. This year had been selected after careful consideration, but any relevant information as to subsequent changes of importance between that year and the date when the country concerned entered the war could also be submitted.

The CHAIRMAN remarked that the information supplied under these heads would be preparatory to the redistribution of rolling stock. It should be clearly understood that the rendering of the census returns should in no way be delayed by the preparation of estimates of future needs. They should form the subject of a separate report. It was explained in reply to a question by the delegate of the Belgian Government that the expression "economic authorities" covered governments. The CHAIRMAN added that the statement of future needs should include memoranda explaining the basis on which the estimates had been made. The data asked for regarding pre-war rolling stock would be of value in connection with restitution but should not be used in determining present needs. It was pointed out be a French delegate that the 1937 figures could not alone serve as a basis of restitution; the countries concerned had certain legal rights. Mr. DE GROOTE observed that there was a definite distinction between restitution, which was a legal question, and the redistribution of rolling stock to meet economic needs.

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Mr. DESORGHER, continuing the summary of the work of the first sub-committee, stated that it had drawn attention to the need for restoring order in the European rolling stock position. It was therefore proposed that instructions should be drawn up and put into effect immediately by the railway administrations and military and civil authorities which forward traffic. These instructions should include the following points:

1) railway administrations or occupation authorities should forward traffic to foreign countries as a matter of absolute priority in wagons originating in the country of destination; when wagons were asked for by the military and civil authorities, the proposed destination should therefore be given;

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2) when movement of empty wagons was required from one country to another, the stock transferred should as far as possible be that originating in the country to which the empties were required to be sent.

As regards the countries and occupation zones in Western Europe, the wagon exchange committee, which meets weekly in Paris, should endeavour to secure the carrying out of these instructions pending the institution of monetary penalties for the undue detention of foreign rolling stock.

3) as far as possible coaching stock originating in foreign countries should be returned to the country of origin.

4) particular attention should be paid to special stock whether belonging to railway administrations, operating companies or private owners.

When this stock was not indispensable to the allied authorities it should be repatriated, either loaded or empty, to its country of origin or if need be to destinations determined by its owners. In connection with these repatriation movements, priority should be accorded to stock which is urgently required to meet important economic needs (tank wagons, special high-capacity wagons, etc.) or for international passenger services (sleeping cars).

The CHAIRMAN observed that these recommendations related to an objective which was generally desired, namely the return at the earliest possible moment of rolling stock to its home system. Whilst such recommendations could appropriately be included in the minutes, it should be remembered that action was already being taken along these lines. The census would, of course, assist in expediting repatriation. It was, however, important that such movements should in no way prejudice the handling of essential traffic for which such stock might be required.

The recommendations in question were agreed to.

Continuing with the report of the first sub-committee, Mr. DESORGHER stated that countries which were concerned with occupation zones should give formal instructions to the effect that:

1) all remarking of vehicles should be prohibited, except by virtue of an international agreement reached in conjunction with ECITO, in cases which were properly justified;

2) the military authorities should make every effort to accelerate the release of vehicles held under load or still immobilised by demolitions, etc.

Lastly, the sub-committee asked that provision be made for supplying, from now on and as an exceptional measure, rolling stock, passenger or freight, to countries or zones where the shortage was exceptionally acute, provided that proof of the need were put forward,

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Mr. CORDON (Allied Control Commission, Austria) pointed out that Austrian wagons were still marked as belonging to the Reichsbahn and that such wagons should be remarked as Austrian.

The CHAIRMAN replied that Austria would appear to be covered by the proviso in the recommendation relating to exceptional cases, and added

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that only former Austrian wagons should be remarked.

Mr. DUGAS (French National Railways) stated that his administration wished to have all remarking totally prohibited from now on. This proposal was put to the meeting, but in the absence of support the sub-committee's recommendation was accepted as drafted, as were the other proposals except that relating to the treatment of wagons with more than one marking, which was reserved for later discussion.

The CHAIRMAN then outlined the procedure which it was proposed to follow regarding the preparation and circulation of the rules and forms which it had been agreed to use. The text and forms would be revised and would be prepared in the three official languages, English, French and Russian, and would be sent in about two weeks to all those concerned, who would then be able to make their own detailed arrangements for the census. He thanked the French National Railways for agreeing to undertake the heavy task of revising these documents. The information obtained from the census together with the estimated rolling stock requirements for the second half of 1946 should reach ECITO Headquarters in London not later than 30th April, 1946.

In reply to a request from Lt. Col. MAILLOT (French Occupation Zone, Germany) for a German translation, the CHAIRMAN stated that it was only possible to supply the text and tables in the three official languages, English, French and Russian.

Mr. DESORCHER asked the delegations present to advise Mr. COUSIN (French National Railways) before the end of the meeting of the number of copies desired and in which language they were needed. The French Railways could then send out the documents in question direct to the administrations concerned.

At the suggestion of the CHAIRMAN it was agreed to take as read the report of the second sub-committee which had already been circulated. He explained it was not intended to obtain an immediate decision as to the ownership of stock; that was a matter for other and higher authorities. What was wanted was a complete record, and if stock had changed hands it was merely intended to have a note of that fact.

The CHAIRMAN then drew attention to the paragraph in the second sub-committee's report which referred to the use of the owners' lettering and numbering as a means of identification. For this to be done, use must be made of the owners' records and he asked that copies

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At the suggestion of the CHAIRMAN it was agreed to take as read the report of the second sub-committee which had already been circulated. He explained it was not intended to obtain an immediate decision as to the ownership of stock; that was a matter for other and higher authorities. What was wanted was a complete record, and if stock had changed hands it was merely intended to have a note of that fact.

The CHAIRMAN then drew attention to the paragraph in the second sub-committee's report which referred to the use of the owners' lettering and numbering as a means of identification. For this to be done, use must be made of the owners' records and he asked that copies of these records be sent to ECITO, wherever they were available. This was agreed to.

The CHAIRMAN then alluded to the subject of wagons which had been marked by more than one administration, and drew attention to the second sub-committee's recommendation that all markings be recorded.

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Mr. DEVOOGHT, Chairman of the second sub-committee, explained that this course had been adopted because it was desired to follow as simple a procedure as possible. If the original marking only were to be recorded in addition to the present marking, unskilled personnel might have some difficulty in selecting the correct original marking from amongst two or three different markings.

Lt. Col. MAILLOT (French Zone, Germany) agreed that greater precision was necessary and suggested that where there was difficulty in determining the original marking, reference should be made to the markings on the solebar.

The CHAIRMAN said that the staff carrying out the census could not be expected to examine parts of the wagon such as the solebar or axle boxes for markings, and that they would have to content themselves with the obvious markings.

Mr. COUSIN said he considered the proposal of the first sub-committee to record only the original and present markings should be adopted. A similar view was expressed by a delegate of the Belgian National Railways, who stressed the importance of the original marking.

Mr. DEVOOGHT said that there were in fact two proposals before the meeting:

1) to record only the original and present markings;
2) to record all markings.

In his view, the second alternative was preferable, because there were certain wagons in respect of which the original marking did not correspond with that of the legal owner. This was the case notably with wagons which had been transferred from one administration to another under the terms of a peace treaty, and it was for this reason and in the interests of simplicity that the second sub-committee had decided in favour of recording all markings.

After further discussion in which a number of delegates took part, the CHAIRMAN said it appeared that there was a majority in favour of recording only the original and present markings. The tables would therefore be circulated in the form suggested by the first sub-committee. Where, however, supplementary details could readily be given, these should be supplied. If the census returns were examined in conjunction with the pre-war records, very many of the questions affecting ownership and restitution could be answered. Experts could be sent to investigate doubtful cases. He repeated the warning given at the opening meeting that perfect results could not be expected

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Further discussion followed in which Mr. COUSIN explained that by original marking, the pre-war marking was meant, and a Belgian delegate put forward as a definition pre-war ownership. Mr. DUCAS repeated his request for all legible markings, whether crossed out or not, to be shown. Lt. Col. MAILLOT suggested that there should be three columns in the table to record original, present, and all other markings respectively.

The CHAIRMAN in summing up the discussion said that it was clear that the forms to be used should be as simple as possible. The points raised in discussion could be borne in mind for the future. After the census had taken place, a further conference would be called by ECITO and ample notice given in the hope of securing the most complete representation possible.

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In reply to a question, it was explained that U.S. army rolling stock would be recorded in the census in the same way as stock belonging to railway administrations.

The CHAIRMAN in closing the conference thanked the delegates for attending and expressed the hope that by common action the results obtained would lead to a substantial improvement in the rolling stock position in Europe.

The meeting terminated at 17.55.

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EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION

Conference on Census of Rolling Stock held at
Brussels on December 4th - 6th, 1945

Meeting of the first Sub-Committee on the 5th December '45 under the chairmanship of Mr. E.E. Desorgher, Director of the Railways Division of E.C.I.T.O.

PRESENT:

I. ECITO.	Mr. E.E. Desorgher,	Director of the Railways Division
	Mr. Tuja	Regional Director, Paris.
	Mr. van Lutsenburg Maes,	Deputy Regional Director, The Hague
	Mr. Clemang,	Representative in Luxembourg.
	Brig. R.W.L. Fellowes	O.R.M.O.A. E.C.I.T.O. Rome.
	Mr. E.D. Brant	Technical Private Secretary to the Director General.

II. Member countries of ECITO.

a) Belgium

Mr. Vanderborght	Inspecteur en Chef, S.N.C.B.
Mr. Ver Elst	Inspecteur principal, S.N.C.B.
Mr. Wallet	Inspecteur principal, S.N.C.B.
Mr. Fossoul	Inspecteur, S.N.C.B.

b) France.

Mr. Martin	Ingénieur en Chef, S.N.C.F.
Mr. Cousin	Ingénieur principal, S.N.C.F.
Mr. Janssen	Inspecteur principal, S.N.C.F.
Mr. Lafaye	Inspecteur divisionnaire, S.N.C.F.

c) Luxembourg.

Mr. Musquar	Ingénieur en chef du service d'exploitation des chemins de fer luxembourgeois.

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d) Netherlands.

Mr. Dietz	Représentant du Ministere des Transports et de la Force motrice.
Mr. Burgers	Inspecteur principal en chef, Netherlands Railways.
Mr. Foest	Chef des services directs, Netherlands Railways.
Mr. Ruskamp	Chef du roulement des locomotives, Netherlands Railways.

e) Yugoslavia.

Mr. Velitchkovitch Ingénieur en chef, Yugoslav. State Railways (General Management)

XII. Occupied countries etc.

a) Germany

Mr. Trimming	Controller Railway Department BAOR - Transport Division, Control Commission Germany.
Col.B.G.Lawrence	Chief liaison officer - Control Commission Germany - Berlin.
Lt.Col. Maillot	Head of Operating Division Railway Occupation Detachment. (French Zone)
Lt.Col. Oakes	US Army - 2nd Military railway service H.Q.

b) Austria.

Maj. Faynot	Occupation Detachment, Austria.

c) Italy.

Mr. Celli	Inspecteur en Chef - Italian State Railways.
Mr. Nastrini	Secrétaire principal - Italian State Railways.

IV. Other countries
Non-members of
E.C.I.T.O.

a) Switzerland.

M.E. Ballinari	Chief Operating Superintendent Swiss Federal Railways.
M.I. Pietschi	Head of Section, Swiss Federal Railways

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e) Yugoslavia.

Mr. Velitchkovitch Ingénieur en chef, Yugoslav. State Railways (General Management)

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a) Switzerland.

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M.J.Dietschi	Head of Section, Swiss Federal Railways

International Sleeping-car Company.

Mr. Woytt	Ingénieur en chef.

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MINUTES OF MEETING OF THE FIRST SUB-COMMITTEE

(5th December 1945)

The Chairman, Mr.E.E.Desorgher, Director, Railway Division , ECITO, began by outlining the programme of work of the Sub-Committee, which was as follows : an examination into the proposals for the census, and an examination of methods of calculating rolling stock requirements.

With regard to the census, the French and Belgian railways have been good enough to prepare in great detai a technical circular to which specimen tables were attached, which the Chairman suggested should be taken as a basis for the Sub-Committee's work.

The Italian State Railways' representative stated that a detailed census giving individual wagon numbers could not, in his opinion, be carried out in one day. Such a census, to be accurate would have to be spread over a month and a half, and would have to be taken by representatives of the Operating Department and of the Mechanical Engineer's Department, who would act as a check on each other. On the other hand, a simple census confining itself to a mere record of the total numbers of wagons, could be underteken in the conditions contemplated, and he asked that one should confine oneself, for the present, to this simplified solution.

Mr. Cousin, Head of the Wagon Control Office of the S.N.C.F., explained that in his view the carrying out of the arrangements proposed would not give rise to any special difficulties.

The detailed work would have to be done on the ground by ordinary outside staff, but the drawing up of the summary tables could be undertaken in the offices by qualified members of the staff. The recording of individual wagons with their own numbers was moreover essential to avoid mistakes and duplication, and to permit a subsequent check on the census by having regard to the qualifications shown by the

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The detailed work would have to be done on the ground by ordinary outside staff, but the drawing up of the summary tables could be undertaken in the offices by qualified members of the staff. The recording of individual wagons with their own numbers was moreover essential to avoid mistakes and duplication, and to permit a subsequent check on the census by having regard to the qualifications shown by the wagons numbers which have been recorded. Further, in the view of Mr. Cousin, recent experience gained by the French and Belgian railways had shown thatthe taking of a census on a given day was necessary to avoid substantial omissions, and was moreover perfectly practicable if sufficiently detailed instructions were given.

Mr. Wallet of the Belgian Railways supported Mr. Cousin's views and stated that the administrations concerned should be able to make the necessary effort to obtain the desired results.

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To help meet the views of the Italian Railway's representative, he proposed to separate the taking of records of locomotives, of passenger train stock and of freight rolling stock. He added, that to simplify the procedure, it would be sufficient if in regard to foreign rolling stock they would simply compile a list of wagons on hand and their numbers. The owning administration would work out the necessary details as to types of vehicles from the lists of numbers.

The Chairman feared that this last-mentioned procedure might cause considerable delay in working out the details and getting together the information required.

The representative of the Italian State railways pointed out that mistakes and duplication could be avoided by stencilling vehicles when they had been recorded in the census.

Lt.Colonel Maillot, representative of the French Zone in Germany, supported the views of Mr.Cousin. He would, however, be prepared to accept certain modifications in order to ease the work of the staff concerned.

Mr. Ballinari, representative of the Swiss Federal Railways, considered that the census should be taken on a fixed date. He would, however, be prepared to accept certain modifications. He enquired whether the neutral countries such as Switzerland should take a census of their own stock, and expressed the view that it should be sufficient to record the foreign vehicles which were in Switzerland, and to supply at the same time a list of the Swiss vehicles which were outside Switzerland at the time of the census.

The Chairman remarked that the aim was to have as detailed a census as possible in countries which have been affected by the war. In his view, the best solution was to take a census at a fixed time on a given date, and this appeared to be the view of nearly all the members of the Sub-Committee. The date should be a day on which traffic is at a minimum, namely a Sunday or a Public Holiday, in order to have available the services of the maximum number of staff suitable for the work. Preparatory training forthe staff who were to carry

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He was also of the opinion that there was no objection to spreading the census of stock immobilised by demolitions or otherwise over a period, since the position of such vehicles was unlikely to change, and their recording could therefore take place before the official census.

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Finally, with regard to the neutral countries, he accepted the suggestions put forward by Mr. Ballinari.

Mr. Vanderborght of the Belgian Railways considered that there would be certain drawbacks in taking a separate census of coaching stock and freight rolling stock. If this were done, coaching stock now being used for other purposes, located in marshalling yards at the time of the census might, for example, be omitted. There were also passenger vehicles included in freight trains, and this fact might also cause difficulty if separate censuses were taken.

Mr. Ballinari thanked the Chairman for the arrangements proposed in regard to the neutral countries. He did not see any difficulty in carrying out a separate census for passenger vehicles and for wagons, but he was of the opinion that Sunday should not be the day for the taking of the passenger vehicle census.

On this question being put to the vote, the Sub-Committee decided to separate the three censuses, and to take them as follows :

- Sunday at noon for passenger vehicles and wagons
- any other day for locomotives.

The Sub-Committee then went on to study the text of the circular prepared by the French and Belgian railways.

General Inventory, Article 1.

The representative of the British Zone in Germany asked that the tables should include the loading capacity of wagons. Mr. Cousin replied that the number and letter showing the type pf wagon would give this information.

Article 1 was adopted, with an additional note.

Articles 2 & 3.

Articles 2 & 3 were adopted, with one addition

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Articles 2 & 3.

Articles 2 & 3 were adopted, with one addition to Article 3.

Article 4.

A discussion then took place regarding the definition of different types of repairs to locomotives, and it was proposed that the standard to be adopted should be the number of man-hours required to complete any such repairs.

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The representative of the British Zone in Germany stated that the position in the territory in which he was concerned was such that a detailed technical examination of locomotives would be necessary in order to make such a classification. He proposed that this work should be simplified, and was sure that the same difficulties were to be found in the American Zone of Germany, which was confirmed by the representative of the Zone in question.

The representative of the French Railways thought that approximate figures could be arrived at without difficulty by experts, so that some kind of classification of locomotives could be made.

The representative of the French Zone of Occupied Germany emphasised the difficulties which were also to be met with in his territory and suggested that any classification should be based on practical considerations.

It was finally decided to separate locomotives into the following classes only :

- locomotives in service (including maintenance and running repairs);
- locomotives which will be restored to service in 1946;
- other locomotives.

In Annex 1, the five columns n° 3 to n° 7 inclusive, would thus be replaced by three columns. Appropriate changes would also be made in Annexes n°: 7,8 and 9.

Further discussion took place on the subject of a suitable basis for classifying locomotives, whether by the number of driving- wheels, wheel diameter, tractive effort or maximum speed, it finally being decided that the classification should be made as follows :

- passenger locomotives (locomotives with a wheel diameter of 1m60 or over);
- freight locomotives (locomotives with a wheel diameter of less than 1m60);
- shunting locomotives.

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- shunting locomotives.

The representative of the Netherlands Railways raised the question of light locomotives, and each of the above categories was divided into three sub-categories in order to meet this problem ; these sub-categories were :

a) 2 pairs of driving wheels
b) 3 " " "
c) 4 or more pairs of driving wheels.

The specimen tables are to be amended accordingly.

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With regard to coaching stock there has been prepared, as also for freight rolling stock, a guide to the procedure to be followed and the rules to be adopted So far as concerns the tables relating to vehicles (carriages and wagons) the Chairman suggested the same simplified classification as had been adopted for locomotives.

Ultimately the Sub-Committee decided, in view of the fact that the problem was more complex for coaching stock, to adopt the following classification :

a) Vehicles capable of being used, including those undergoing running repairs;
b) Unserviceable vehicles;
c) Vehicles beyond repair, or immobilised by demolitions, etc.

Various consequential alterations were accordingly necessary in certain of the other tables.

The Netherlands Railway representative mentioned that there were numerous coaches on his system used solely for certain special international services, such as leave trains, and he would like to see a special heading to cover such vehicles.

The Chairman pointed out that this factor applied to a number of countries or zones and was outside the scope of a census; he did not therefore think it desirable to complicate the returns in this way.

Reference was also made by the Netherlands Railway representative to the subject of coaches on which the ownership lettering had been changed, but it appeared that the procedure suggested was adequate in this connection. It was emphasised that the heading S was to cover all vehicles in service, spare vehicles, and vehicles used in leave and other special trains.

Consideration was then given by the Sub-Committee to the revision of a number of details in the tables. In the case of vehicles whose ownership-lettering had been changed and those marked "Allied Forces" reference should be made to any indications which appeared on the solebars.

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In dealing with coaching stock the Sub-Committee decided to drop the distinction between suburban stock and other stock, with the result that Annex XII was no longer required and certain consequential alterations were made in the guide to the procedure and in Annex II.

Various minor alterations in the guide and in the tables were then adopted, relating to the recording of coaches lettered "Allied Forces" or with some similar inscription, such as "U.S.".

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In regard to wagons, it was stressed that the only wagons to be included under the heading privetely owned were those marked 'P.

Various details were then discussed and agreed upon as to different wagon types to be enumerated separately. The Sub-Committee decided to use for the returns relating to wagons the same classification as for the coaching stock, namely :

a) vehicles capable of being used including those undergoing running repairs;
b) unserviceable vehicles;
c) vehicles which were beyond repair or which were immobilised by demolitions, etc.

The representatives of the British Zone in Germany, whose views were shared by the representative of the U.S. Zone, stated that it was impossible to classify individual wagons in this way and offered facilities for representatives of the countries concerned to come and examine and identify their wagons on the spot.

Mr. Cousin considered that a classification of this kind was indispensable to enable the owning countries to appreciate the situation of the vehicles which belonged to them and which had been forcibly taken from them. With regard to the distinction between unserviceable wagons, and those incapable of repair or immobilised, this could be given in the form of an overall percentage for the British and U.S. Zones only, it being understood that the corresponding information should be given as soon as possible. When the census had taken place, the record could be on the basis of individual wagons in the British and U.S. Zones as elsewhere.

Explanations were then given as to how wagons on which the indications of ownership have been changed were to be dealt with. A long discussion followed, from which it emerged that certain alterations in the tables were desirable to avoid mistakes and misunderstandings.

The Chairman decided to defer further consideration until the next meeting of the Sub-Committee to be held on the morning of December 6th, when the various pro-

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The Sub-Committee then proceeded to examine the question of estimates of future needs, and draft tables dealing with this matter were circulated. A discussion took place on the column headed "Inventory position in 1938". The Netherlands Railways' representative saw objections to the choice of this period, which had been followed by substantial changes in the motive

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power and coaching stock position, and proposed leaving each country free to choose its own base period.

Lt. Colonel Maillot emphasised the importance of having pre-war figures. Finally the Sub-Committee decided by a majority to adopt the year 1937 for the figures to be shown in column 2.

The period to be covered by the first estimates of future requirements would be for 1st July to 31st December, 1946.

The headings at the side of the tables would have also to be revised so as to correspond with the tables and classification to be used for the census. A discussion took place.

The representative of the British Zone in Germany expressed fears as to the possibility of estimating future needs owing to possible divergences between the practice of different countries which would render comparisons very difficult. The Chairman explained that it was intended to try and obtain simply a rough approximation.

Further consideration of the subject was postponed until the meeting to be held at 10.00 hours on 6th December.

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Further consideration of the subject was postponed until the meeting to be held at 10.00 hours on 6th December.

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FIRST SUB-COMMITTEE

MINUTES.

of Meeting held on Dec. 6th, Thursday, 1945, at B r u s s e l s.

1. The Sub-Committee noted the following points which had been dealt with arising out of the last meeting: -

a) to eliminate certain discrepancies between the tables relating to coaching stock, and those relating to freight rolling stock;

b) to provide for additional data to be supplied for vehicles with changed markings;

c) to amend the headings so as not to prejudge the question of ownership and to exclude all but factual data, particularly in regard to the marking: "PRESENT" or "OF ORIGIN".

2. The Sub-Committee having agreed unanimously to the above changes, the French Railways Administration was good enough to undertake the completion of the forms including the rules and appended tables to be circulated within a fortnight to all the railway administrations concerned.

3. The representative of the Netherlands Railways advocated omitting, for the census, all marks of country origin found on rolling stock.

The Chairman considered that for the present the maintenance of the two categories only - "original" marking and "present" marking - seemed to be the only practicable method.

4. The Sub-Committee then approached the question of dates for the census, allowance being duly made for the time required to circulate the necessary instructions and prepare all the forms. Eventually a Sunday was decided on for all three stages of the census:-

a) 24th February, 1946, for locomotives
b) 3rd March " " coaching stock.
c) 17th March " " freight rolling stock.

5. This being settled, the Chairman was of the opinion that the British and U.S. Occupation Authorities could provide information as to the condition of individual vehicles (capable of being used etc.). Coaching stock and freight rolling stock should be listed under the following headings:

a) serviceable vehicles (including those undergoing running

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c) to amend the heading so as not to prejudge the question of ownership and to exclude all but factual data, particularly in regard to the marking: "PRESENT" or "OF ORIGIN".

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c) 17th March " " freight rolling stock.

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a) serviceable vehicles (including those undergoing running repairs and those immobilised by demolitions, but still serviceable) ;
b) damaged vehicles (including damaged and immobilised);
c) all vehicles beyond repair.

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All information to reach ECITO in London at latest by April 30th, 1946 (address: - ECITO, Berkeley Square House, W.1.) i.e, to be despatched about April 20th, 1946.

6. M. Cousin and M. Martin (SNCF) did not think the proposed census would serve any useful purpose unless an international Commission for Investigating the Census Returns were set up under the auspices of ECITO, with the object of checking the information supplied. The Belgian Railways delegates supported this view.

The Sub-Committee likewise agreed, and it was decided that the motio should be put to the plenary session of the Conference, with the rider that the proposed investigation commission would be at liberty to co-opt experts for special questions.

The British delegate urged that the size of the proposed commission should be small.

7. The Chairman suggested that the proposed body should set up a small permanent committee for the purpose of carrying out the work the results of which would be submitted to the full commission.

8. Reverting to the question of estimates of requirements, the Chairman stressed the advisability of appending a list of these to the data to be supplied by the census, each Administration to present a list of such requirements in whatever form it preferred, covering locomotives, coaching stock and freight rolling stock, and co-ordinated with the economic and other transport interests of the country concerned, thus enabling the amount of rolling stock to be viewed in relation to requirements. The above list should include detailed figures of the 1937 stock, together with any relevant figures of important changes in the stock since 1937. The Sub-Committee agreed.

9. The Sub-Committee then stressed again the urgent problem of restoring order in the distribution of the rolling stock of various countries. It was suggested that the following guiding principles should be stated at the plenary session and should be followed up by detailed instructions to be issued by the railway administrations and the military and civil authorities which forward traffic.

When making up loads for foreign destinations,

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When making up loads for foreign destinations,

1. Administrations or occupation authorities should give absolute priority to wagons originating in the country of destination. With this end in view, civil and military authorities should in stating their requirements in rolling stock be sure to include the final destination of the wagons asked for.

2. Where empty wagons are required to be sent from one country to another such movements should comprise as far as possible wagons originating in the country to which the empties are to be sent.

Pending a system of monetary penalties for countries or occupation zones in Western Europe for the undue detention of foreign rolling stock, the Wagon Exchange Committee at present meeting weekly in Paris should endeavour to enforce the application of these principles.

3. As far as possible coaching stock originating abroad should be returned to the country of origin.

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4. Special attention should be directed to special stock whether the property of railway administrations, operating companies or private owners.

Where not essential for allied requirements, such stock should be repatriated to the country of origin with the least possible delay, either loaded or empty, or else to any destination decided by the owners.

In the course of such movements, priority must be accorded to stock needed for urgent economic requirements such as tank wagons and special high capacity wagons, as also for international traffic, e.g. sleeping cars.

10. The Belgian Railways delegate requested a recommendation to the effect that the military authorities should accelerate as far as possible the release of stock held under load or immobilised by demolitions etc.

11. The delegate of the French occupied zone asked that provision should be made for supplying rolling stock from now on, whether passenger or freight, to countries or zones especially deficient in such stock, provided that proof of need were afforded, such as information based on the census taken on November 4th.

12. M. Martin (SNCF) advocated the prohibition of any further substitution of markings on vehicles, except in certain exceptional cases authorised by international agreement in conjunction with ECITO.

In this connection, the delegate of the Austrian occupied zone raised the special case of Austria as one coming under the above possible exceptions.

In conclusion, the Chairman congratulated the Sub-Committee on its work, and hoped that this would yield useful results.

The meeting closed at 11.30.

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

EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION

Conference on Census of Rolling Stock held at
Brussels on December 4th-6th, 1946

Meeting of the second Sub-Committee on the 5th December 1946
under the chairmanship of Mr. I.L. DEVOOGHT, Regional Director
of ECITO, Brussels

Attended the Meeting:

I. ECITO

M. R.L. DEVOOGHT	Regional Director of ECITO, Brussels.
Lt. Col. VAN STAPPEN	O.R.M.O.A.
Lady DENT	Interpreter

II. Member countries of ECITO

a) Belgium

M. J.V. VANDERBORGHT	Inspecteur en Chef S.N.C.B.
M. L.C. WALLET	Inspecteur principal S.N.C.B.

b) France

M. R.E. DUGAS	Chef du Service technique de la Direction Generale, S.N.C.F.
M. J.E. DARGEOU	Directeur du Service central du Mouvement, S.N.C.F.
M. M. MARTIN	Ingenieur en Chef, S.N.C.F.

c) Greece

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

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M. M. MARTIN	Ingenieur en Chef, S.N.C.F.

c) Greece

M. C. IOSADROVSKY	Inspecteur de Traction, Greek State Railways.

d) Luxembourg

M. B. EBERING	Chef du Service du Materiel et de la Traction, Luxembourg Railways.

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

III. Occupied countries

a) Austria

M. P.A. KATSCHER — Conseiller superieur technique du Materiel roulant, Austrian State Railways.

b) Italy

Maj. A.C. PING — Allied Commission Italy - Transportation Sub Commission AFHQ (G 4 Mov. & Tn) Italy.

International Wagons-Lits Company

M. J. BUGNIET — Inspecteur principal

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International Wagons-Lits Company

M. J. BUGNIET — Inspecteur principal

3546

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REPORT OF SUB - COMMITTEE II

The terms of reference of the sub-committee consisted in establishing rules for the identification of motive power units, coaching stock and freight rolling stock.

It was agreed that the first step would be to recognise the ownership of a given vehicle, secondly its type, thirdly its condition and lastly whether immobilised or not, thus enabling it to be entered on the census form in its correct order and with the relevant details.

The first step in the census thus completed is entirely separate from any new marking of vehicles, - it merely serves to reestablish and to state identity, with reservations if necessary, and not to impose a fresh identity.

The sub-committee based its studies on the document drawn up by the French and Belgian administrations, - incidentallypaid a tribute to the excellence of the work they had put in.

It was agreed that the best method of identification was to make use of existing markings such as:

owners' marking
home marking(where given)
number
type marking(where shown)

Owners' lettering and number allowed of complete identification only when the list of stock was still in possession of the owners, that is, in the majority of cases. There were however certain systems such as the Austrian which had lost some of their records.

The second sub-committee recommended that different owners should be ask to notify whether they were still in possession of these lists and would be willing to communicate them to ECITO.

In some case identifying marks had been obliterated or cancelled and a new marking affixed.

The sub-committee suggested the following rules as a guide when taking the census:

a) where several markings, all but one being cancelled: -
the vehicle to be entered under the non-cancelled marking without prejudice to the final decision as to the rightful owners;

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

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a) where several markings, all but one being cancelled: -
the vehicle to be entered under the non-cancelled marking without prejudice to the final decision as to the rightful owners;

b) where several markings of which more than one not cancelled: -
the railway administration making the census to select which marking, to the best of its knowledge, should determine the entry.
In any and every case, <u>all</u> visible markings to appear on the census form, such entry to be as nearly photographic as possible, i.e. cancelled markings to appear as such. Inorder to avoid confusion between a number wrongly entered and later cancelled, and a number cancelled on the vehicle, the use of special columns was suggested, one for non-cancelled numbers and one for numbers cancelled,or legible through the paint.

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c) where no marking or number on vehicle: -
this would appear to be very rare, except in Italy. Several different procedures were contemplated. The sub-committee rejected a suggestion to affix a special mark to such vehicles, for instance, that of an independant organisation such as ECITO, enabling the vehicle to be provisionally identified.

The sub-committee advocated above all avoiding the addition of any supplementary marks, particularly just before the census: in this connection, it rejected a proposal to invite the various administrations to maintain or confirm the original markings before the census.

The sub-committee recommended that the officials carrying out the census should be instructed to enter in a special column their conclusion as to pre-war ownership. Before the form was submitted, such entries should be most carefully checked by each administration.

In order to simplify procedure the delegates agreed to adopt a method which undoubtedly allowed of abuses, with the proviso, naturally, that a more thorough identification should be carried out after the census. Ownerless vehicles to be entered as such. The mere putting of a number on such vehicles would not make the search for them much easier unless the number was drawn from an authoritative list of stock. Blocked vehicles had no need of a number; unblocked vehicles would automatically go into service with the rest of the stock.

In the sub-committee's view, each administration should take the necessary steps to have such vehicles examined either on the spot, or at an identification centre, by technical experts who would take constructional details as a basis for establishing ownership. Vehicles earmarked for one of these centres could be specially labelled in the same way as vehicles are labelled for scrapping.

If all this took some time, especially where mostly unskilled labour was being used, this need not preclude the method by which the census was to be taken everywhere on the same date and at the same hour. The attendant work could be spread over some time, as arranged by the authorities in any particular zone. The essential was to take the agreed measures for marking all vehicles entering or leaving the zone during the period of the census.

The sub-committee recommended that following the census, every possible facility should be accorded to the technical experts delegated by the various owning companies or administrations to proceed abroad and complete the identification of foreign vehicles, and moreover that as, from the nature of the rules proposed in the interests of simplicity, identification would sometimes be rather sketchy, the results of this first census should subsequently be elaborated by ECITO, in order to establish legitimate ownership, once all data were to hand and without excluding scrutiny of vehicles in situ.

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

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After having considered the various factors determining identity - owner, type, condition and immobilisation or otherwise, the sub-committee made the following recommendations: -

1. As there are in many countries railway companies distinct from the national railway system, it is desirable that a list of the markings used by these companies should be passed through ECITO to all the countries carrying out the census.

2. Amongst "Other administrations" listed should be included:
The International Wagons-Lits Company;
"Mitropa";
UNRRA;
the Ferry-boat companies.

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3. As the census of locomotives may be carried out in better conditions than that of other vehicles, - in the sheds and by qualified staff, - it is desirable that all markings on boilers and mechanical parts should be noted; this should make for accuracy.

4. In this first census, specialised types of wagons such as cattle, carlies, etc., should not be included in the list of types of wagon, and separate mention should not be made of wagons belonging to continental systems but adjusted to English loading-gauge for use in ferries.

5. The fact that a vehicle has passed its date for overhaul should not in itself exclude it from being recorded as a serviceable vehicle.

6. The headings provided to cover the condition of vehicles could not be made more detailed without complicating the forms. Greater detail would only have proved useful in the long run had it been possible for technical experts to carry out the census, which is not the case.

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3613

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

MESSAGE FORM

Register No: ORMOA/240/3

FROM : ORMOA, ECITO, c/o British Military Mission to Belgium BAOR — 08 1800 A

TO : For action:

ECITO (ORMOA), Rome
Allied Secretariat, Allied Commission Austria, Vienna

European Coal Organisation, London

For information:

A.F.H.Q., C.M.F.
AICOM, Rome, for TN Sub Comm
UNRRA, Rome
EUROTRANS, London, for ORMOA (Rear)
SEARAIL 9.B
UNRRA, London, for De Waal
W.S.A. London for Hall
M.W.T. London for Boyle
Czech Office for Relief & Rehabilitation, London for Bala
OMGUS, Frankfurt, for Transportation Division

E.- 230 (.) Unclassified (.)

Bids for movement of international freight transit traffic through Italy and Austria for April follow (.) All figures on monthly basis except where otherwise stated (.)

First (.) Non availability of bids for Adriatic ports due to fact that UNRRA are unable to give any information about availability of cargo through North Italian ports until after meeting in Italy on 20 March (.)

Second (.) To Czechoslovakia Ceiling of 16,000 tons from Venice or Trieste (.) Tonnage limited by availability of wagons, i.e. 500 Czech wagons only available (.) Reverse movement from Czechoslovakia to Venice 2 trains, final destination of cargo Yugoslavia and Greece (.) UNRRA agreed clearance and shipping for this cargo in Venice (.) UNRRA also agreed that this movement will not appreciably increase turnround of wagons (.) From Switzerland through Austria one train daily (.)
Third (.) To Yugoslavia (.) UNRRA Surprops equipment from Marseilles depot through Italy 2 trains, from Paris and Liege depots through Austria 2 trains (.)
Fourth (.) To British Zone Austria (.) Potash from France 1,000 tons (.)
Fifth (.) To Italy (.) Potash from France direct or through Switzerland via Basle, Domodossola and Milan 2,000 tons (.)
Sixth (.) To Switzerland (.) From Czechoslovakia through Austria one train daily (.)

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

UNRRA, Rome
EUROTRANS, London, for ORMOA (Rear)
SEARAIL 9.B
UNRRA, London, for De Waal
W.S.A. London for Hall
M.W.T. London for Boyle
Czech Office for Relief & Rehabilitation, London for Bala
OMGUS, Frankfurt, for Transportation Division

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Fifth (.) To Italy (.) Potash from France direct or through Switzerland via Basle, Domodossola and Milan 2,000 tons (.)
Sixth (.) To Switzerland (.) From Czechoslovakia through Austria one train daily (.)
Seventh (.) Wagons for UNRRA Surprops equipment will be furnished by UNRRA (.) Wagons for potash from France and for traffic between Switzerland and Czechoslovakia will be furnished initially by loading countries subject balancing at frontiers (.) Exports from Czechoslovakia to Italy will move as return loads in Czech wagons (.)
Eighth(.) Request ECO assist Italy with locomotive coal for international transit traffic commitments (.)
Ninth (.) Request earliest notification of agreed acceptances and recommendations as to routes

This message may be sent
AS WRITTEN by any means
except _____)wireless
signed: R.L.G. May

IMPORTANT

3512

66

870

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

MESSAGE FORM

Register No.: ORMOA/240/2

FROM: ORMOA, ECITO, c/o British Military Mission to Belgium BAOR

14/100 A

TO : For action:

ECITO (ORMOA), Rome
Allied Secretariat, Allied Commission Austria, Vienna

European Coal Organisation, London

For Information:

A.F.H.Q., C.M.F.
ALCOM, Rome, for TN Sub Comm
UNRRA, Rome
EUROTRANS, London, for ORMOA (Rear)
Searail, 9.B
UNRRA, London, for De Waal
W.S.A. London for Hall
M.W.T. London for Boyle
Czech Office for Relief & Rehabilitation, London for Bala
OMGUS, Frankfurt, for Transportation Division

E-234 (.) Unclassified (.)

Reference our E-230 of 8 March (.) Para two (.) Reverse movementfrom Czechoslovakia to Venice AMEND to read traffic up to capacity of Czech wagons available and NOT 2 trains during the month

This message may be sent AS WRITTEN by any means except _____ wireless

IMPORTANT

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

European Coal Organisation, London

For Information:

A.F.H.Q., C.M.F.
✓AICOM, Rome, for TN Sub Comm
UNRRA, Rome
EUROTRANS, London, for ORMOA (Rear)
Searail, 9.E
UNRRA, London, for De Waal
W.S.A. London for Hall
M.W.T. London for Boyle
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This message may be sent
AS WRITTEN by any means
except_____ wireless

IMPORTANT

signed: R.L.G. MAY

3321

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

1328

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

ACC 10000/148/276 (2 of 2 folders)

870/TN/1

E.C.I.T.O. MATTERS - OPENED FROM № 72

AUG. 1945 - SEPT. 1946

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

2/2

I.T.O. MATTERS - OPENED FROM NO. 72

JUNE 1945 - SEPT. 1946

W1. 9533/63727P 490M (Pads of 100) 5/43 MP 710428 51 6736

ARMY FORM C 2136 (Large) **MESSAGE FORM**

Call	Srl. No.	Priority	Register No.
		IMMEDIATE	

Transmission Instructions

ABOVE THIS LINE FOR SIGNALS USE ONLY.

11 RMD

FROM (A) ECITO ORMOA ROME — Originator — Date-Time of Origin. 111050 — Office Date Stamp

For Action.

TO ECITO ORMOA c/o BRITISH MILITARY MISSION BELGIUM BRUSSELS

EUROTRANS LONDON FOR ORMOA REAR

(W) For Information (INFO)

MOV BASF PARIS
ECITO PARIS

Message Instructions. GR

Originator's No. SIXTYSEVEN (.)

UNCLASSIFIED (.) SUMMERTIME WILL BE INTRODUCED IN ITALY AT ZERO TWO ZERO ZERO HOURS SUNDAY MARCH SEVENTEENTH (.) SIMPLON ORIENT EXPRESS WILL BE RETIMED IN ITALY AND WILL RUN DAILY FROM MONDAY MARCH EIGHTEENTH (.) DETAILS OF TIMINGS (.) TO ITALY (.) BRIGUE DEPART ONE ONE ONE SIX CMA DOMODOSSOLA ARRIVE SWISS TIME ONE ONE FIVE SIX CMA ITALIAN TIME ONE TWO FIVE SIX CMA DEPART ONE FOUR TWO ZERO CMA ARRIVE MILAN ONE SEVEN TWO ZERO CMA MILAN DEPART ONE NINE ZERO ZERO CMA ROME ARRIVE ONE SIX FIVE ZERO CMA MILAN DEPART ONE SEVEN FIVE ZERO CMA VERONA ARRIVE TWO THREE ONE ZERO DEPART ZERO FIVE FOUR FIVE CMA VENICE ARRIVE ZERO NINE TWO ZERO (.) FROM ITALY (.) VENICE DEPART ONE SIX TWO ZERO CMA VERONA ARRIVA ONE NINE THREE F FIVE CMA DEPART ZERO ONE THREE FIVE CMA MILAN ARRIVE ZERO SEVEN ZERO ZERO CMA ROME DEPART ONE ZERO THREE ZERO CMA MILAN ARRIVE ZERO NINE ZERO ZERO CMA MILAN DEPART ONE THREE TWO FIVE CMA DOMODOSSOLA ARRIVE ONE SIX THREE FIVE DEPART ITALIAN TIME ONE EIGHT ONE FIVE SWISS TIME ONE SEVEN ONE FIVE CMA BRIGUE ARRIVE ONE EIGHT ZERO THREE (.)

Copies by hand to : ALLIED COMMISSION, Transportation Sub Commission.
M.R.S.
Q. Mov Liaison AFHQ.

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

Originator's No [illegible] (.)

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BE RETIMED IN ITALY AND WILL RUN DAILY FROM MONDAY MARCH EIGHTEENTH (.)
DETAILS OF TIMINGS (.) TO ITALY (.) BRIGUE DEPART ONE ONE ONE SIX CMA
DOMODOSSOLA ARRIVE SWISS TIME ONE ONE FIVE SIX CMA ITALIAN TIME ONE TWO FIVE
SIX CMA DEPART ONE FOUR TWO ZERO CMA ARRIVE MILAN ONE SEVEN TWO ZERO CMA
MILAN DEPART ONE NINE ZERO ZERO CMA ROME ARRIVE ONE SIX FIVE ZERO CMA MILAN
DEPART ONE SEVEN FIVE ZERO CMA VERONA ARRIVE TWO THREE ONE ZERO DEPART ZERO
FIVE FOUR FIVE CMA VENICE ARRIVE ZERO NINE TWO ZERO (.)
FROM ITALY (.) VENICE DEPARTS ONE SIX TWO ZERO CMA VERONA ARRIVA ONE NINE THREE F
FIVE CMA DEPART ZERO ONE THREE FIVE CMA MILAN ARRIVE ZERO SEVEN ZERO ZERO CMA
ROME DEPART ONE ZERO THREE ZERO CMA MILAN ARRIVE ZERO NINE ZERO ZERO CMA
MILAN DEPART ONE THREE TWO FIVE CMA DOMODOSSOLA ARRIVE ONE SIX THREE FIVE
DEPART ITALIAN TIME ONE EIGHT ONE FIVE SWISS TIME ONE SEVEN ONE FIVE CMA
BRIGUE ARRIVE ONE EIGHT ZERO THREE (.)

Copies by hand to : ALLIED COMMISSION, Transportation Sub Commission.
M.R.S.
Q. Mov Liaison AFHQ.

63
870

This message may be sent AS WRITTEN by any means except ~~WIRELESS~~	If liable to be intercepted or to fall into enemy hands, this message must be sent IN CIPHER.	Originator's Instructions. Degree of Priority.	Time	System	Op.
Signed	Signed.	IMMEDIATE	TOR or TOO 0945		
			Time Cleared		

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

Minutes of a Meeting held at ECITO (ORMOA) ITALY OFFICES

at 1500 hours on Friday, 8 March 1946.

Present:

Brigadier R. W. L. Fellowes, ECITO (ORMOA) ITALY (In the Chair)
Major G. R. G. Tonks, Q(Mov.) Liaison, A.F.H.Q.
Lt. Col. W. J. Kelly, D.D.M.R.S.
Lt. Col. L. F. Ryan, M.R.S.
Lt. Col. A. H. Street, A.C., Shipping & Tn Sub-Commission
Captain S. C. Hall, A.C., Shipping & Tn Sub-Commission
Captain J. Stopford, P.O.L. Division, Industry & Utilities Sub-Commission
Mr. H. B. Eyles, Petroleum Attache, H.B.M. Embassy
Lt. Col. A. C. Ping, ECITO (ORMOA) ITALY
Ing. S. Celli, I.S.R.
Mr. A. Gori, I.S.R.

.....

1. GENERAL.

The Chairman stated that he had discussed the question of the mutual repatriation of French and Italian rolling stock with Brig. de Rhe Philipe. The repatriation of both serviceable and damaged stock had been going on for some time in N. W. Europe, including the American, British and French occupied zones of Germany. Considerable progress had already been made. This was in the interests of all countries, as it simplified the supply of spares for maintenance and repair.

Brig. Philipe had agreed that proposals be formulated on the basis of:-

(a) movement of traffic for France in French wagons as far as possible. Such wagons to be exchanged for Italian vehicles of the same type and serviceability, on a wagon for wagon basis.

(b) exchange of damaged stock -

(i) box cars, high side and low side wagons on a day to day basis - type for type.

(ii) exchange of special types to be balanced over a month.

2. SERVICEABLE WAGONS.

Ing. Celli stated that instructions had been issued on 30 Jan for French wagons to be worked (loaded) into the Compartimenti of Milan, Turin and Genoa as fastas possible. All traffic from Italy to France to be loaded in French

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

Mr. A. Gori, I.S.R.

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3. PASSENGER STOCK.

Ing. Colli stated that the following French passenger stock was in Italy -

Good condition.....	16
Repairable.....	28
Irreparable.....	13
	57

(64)

Owing to the grave shortage of passenger stock in Italy, it was agreed that the S.N.C.F. be asked to replace the 16 serviceable coaches by Italian vehicles in good condition before the former could be released. Repairable would be moved to VENTIMIGLIA for direct exchange as for wagons. The S.N.C.F. should also be asked to return any other damaged Italian passenger stock without exchange.

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- - -

...../4.

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4. UNSERVICEABLE WAGONS.

Ing. Celli said there might be as many as 6000 French wagons in Italy, whereas the S.N.C.F. had mentioned a figure of only 600 Italian vehicles in France.

After discussion, during which Lt. Col. Ryan said he considered that the necessary flow of wagons could, to start with, be maintained from the large number of cripples concentrated in the big yards in North Italy, it was agreed that:-

(a) movement to VENTIMIGLIA should start at 2 trains, each of 50 wagons, weekly.

(b) exchange to be effected as in para 1(b).

(c) wagons requiring the least repair should, as far as possible, be moved first.

(d) I.S.R. could undertake sufficient repair to make wagons fit to move.

(e) trains might have to be run at special low speeds.

(f) movement from South Italy, when required, could be via LA SPEZIA, GENOA, without affecting lines working to capacity.

5. R.T.C. TANK CARS.

Ing. Celli said the S.N.C.F. stated there were very few Italian R.T.C.s in France. Several thousand, the bulk of which were privately owned by the Oil Companies, were, however, missing from Italy.

French R.T.C.s in Italy comprised -

Serviceable.....	76
Damaged.....	57
Irreparable.....	8
	141

Mr. Eyles said that the distribution of fuel oil and petrol in Italy was being seriously prejudiced by lack of R.T.C.s.

Before the war, a great deal of the distribution over quite long distances was by large road tankers. This was most uneconomical and the vehicles no longer existed, nor were they procurable.

Lt. Col. Ryan said he believed the position might be improved by an appreciable number being released shortly from military control.

It was agreed to release damaged R.T.C.s, but the serviceable must be

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

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It was agreed to release damaged R.T.C.s, but the serviceable must be retained.

6. WINE WAGONS.

At Ing. Celli's suggestion, it was agreed that French privately owned wine wagons should be repatriated without insisting on a wagon for wagon exchange, on the understanding that any Italian wagons of this type in France would be returned.

7. OTHER FOREIGN WAGONS.

It was agreed to request the French to accept Belgian and Dutch stock to count for purposes of exchange as though it was French. Also to suggest to the S.N.C.F. that they arrange with the S.N.C.B. and Dutch to work Italian wagons southward to make them available for exchange.

...../ECITO

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

ECITO (ORMOA) ITALY will ask ECITO (ORMOA) BRUSSELS or the B.M.W. (Paris) to arrange this, if requested.

It was agreed that Rumanian, Hungarian and Yugoslav wagons could not be accepted in exchange for French or other wagons. These countries had not taken the census sponsored by ECITO and nothing was known of their ability to exchange with Italy. The risk of worsening the Italian rolling stock situation could not be accepted.

8. IMPLEMENTATION OF PROPOSALS.

It was agreed that the I.S.R. deal direct with the S.N.C.F. regarding the method of putting these recommendations into force.

Ing. Colli undertook to submit the proposals to the S.N.C.F. with copies to Q(Mov.) Liaison A.F.H.Q., D.M.R.S., A. C., Transportation Sub-Commission and ECITO (ORMOA) ITALY. The last-named will assist whenever required.

R. W. L. FELLOWES
Divisional Officer,
ECITO (ORMOA) ITALY.

Distribution:

A.F.H.Q. (G-4, Mov. & Tn) (2)
A.F.H.Q. Q Mov. Liaison A.F.H.Q. (2)
D.M.R.S. (2)
Allied Commission, Shipping and Tn. Sub-Commission (1)
" " P.O.L. Division, Industry and Utilities Sub-Commission (1)
Petroleum Attaché, H. B. M. Embassy.
Italian State Railways (3)
ORMOA - Liaison - ECITO (3)
ORMO./ECITO, c/o British Military Mission to Belgium (2)
Regional Director, ECITO, France (1)
M. Simonnot, S.N.C.F. Representative at Rome. (1)

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1338

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

E C I T O (OMMOA) ITALY
Ministero dei Trasporti,
Piazza della Croce Rossa,
R O M A

7 March 1946

Telegrams : ECITO OMMOA ROME
Telephone : 843,458
Reference : RY 404/3
Subject : Repatriation of foreign rolling stock
To : Q(Nov.) Liaison
D.D.M.R.S.
D.G., I.M.R.
Transportation Sub-Commission, Allied Commission
Industry and Utilities Sub-Commission, P.O.I. Division
Copy to : Colonel Eyles, c/o H.B.M. Embassy.

1. S.C.I.T.C. are most desirous that the repatriation of foreign rolling stock should not be delayed any longer. In fact much has already been done to repatriate rolling stock, both serviceable and damaged, in N.W. EUROPE including the occupied zones of GERMANY.

2. This matter has been discussed today with Brigadier de Rhe Philippe, who agrees that rolling stock should be exchanged between FRANCE and ITALY forthwith on the following basis:-

(a) Exchange of serviceable rolling stock, type for type and wagon for wagon. All traffic from ITALY to the French frontier should, therefore, as far as possible/ be loaded in French wagons.

(b) An exchange of damaged wagons on the basis of direct exchange, by types, of the following:-

i. box wagons
ii. high sides
iii. low sides

(c) Exchange of other types of damaged wagons, numbers to be balanced over a month in order to avoid delays which might otherwise occur in the procurement of special types.

3. It is requested that addressees send representatives to a Meeting to be held in this office at 1500 hours on Friday, 8 March to consider how best this decision can be implemented, and to suggest a programme for the repatriation of damaged stock. It is emphasised that this programme must not interfere with essential movement over lines at present working to capacity.

R. W. L. Fellowes 3338

R. W. L. FELLOWES
Divisional Officer
ECITO (OMMOA) ITALY
8/3/

MINUTES OF MEETING

HELD IN OFFICE OF ECITO/ORMOA (ITALY) ON 6 MARCH 1946

to discuss

EMERGENCY INTRODUCTION OF SUMMER TIME IN ITALY

Present:

Chairman :	Brig. R. W. L. FELLOWES	ECITO/ORMOA ITALY
	Brig. A. T. de THE PHILIPE	D.A.G.(Mov) AFHQ
	Lt. Col. W. T. KELLY	DDMRS
	Lt. Col. L. F. RYAN	RLY OPG MRS
	Lt. Col. E. A. COULSON	Q MOVEMENTS LIAISON
	Lt. Col. A. C. PING	ECITO/ORMOA ITALY
	Dr. R. LENZI	ITALIAN STATE RAILWAYS
	Signor A. GORI	ITALIAN STATE RAILWAYS

.....

1. Chairman explained that the Italian Government is concerned at the effect of the continued drought on electrical undertakings, and is most anxious to introduce Summer time as a means of conserving energy as much as possible. This Meeting had been called to discover the earliest convenient date which could be used for introduction of Summer time in Italy so far as State Railways were concerned.

Whilst ECITO is anxious to ensure a conformity of dates in Europe for introduction of Summer time, the particular urgency in Italy for some means of restricting electrical consumption is realised, and ECITO Headquarters has agreed to Italy making arrangements for an earlier date in the special circumstances.

2. Decisions reached:

(a) To notify Executive Commissioner A C that it is recommended by Q(Mov), MRS and ISR that the change-over be Sunday 17 March at 0200 hours. This is the earliest possible date owing to time required to notify all concerned.

(b) Italian train timings to be adjusted on all civilian services having international connections, to avoid alterations by other

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

Brig. A. P. de RHE PHILIPE	D(Mov)(A) AFHQ
Lt. Col. W. T. KELLY	DD,RS
Lt. Col. L. F. RYAN	RLY CPG ARS
Lt. Col. B. A. COULSON	Q MOVEMENTS LIAISON
Lt. Col. A. C. PING	ECITO/ORMOA ITALY
Dr. R. LENZI	ITALIAN STATE RAILWAYS
Signor A. GORI	ITALIAN STATE RAILWAYS

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(b) Italian train timings to be adjusted on all civilian services having international connections, to avoid alterations by other nations.

(c) Simplon-Orient Express Milan-Rome-Milan coach to continue to operate on American Swiss Tour trains until the time-change, when it will transfer to civilian trains.

(d) Q(Mov) AFHQ will consider what alterations may be necessary on MEDLOC B and other international military trains, and will inform those concerned.

62

Brig. de RHE PHILIPE undertook to arrange with 13 Corps to conform with these decisions; this may involve retiming trains to and from Zone B.

3537

R. W. L. FELLOWES
Divisional Officer
ECITO (ORMOA) ITALY.

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Distribution: See Over

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

I 340

Distribution:

Q(Mov) AFHQ (3)
Q(Mov) Liaison
MRS (3)
Executive Commissioner A C (2)
Transportation Sub Commission A C
ISR (4)

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

1342

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

E C I T O (GMMOA) ITALY
A.P.O. S. 551,
C.M.F.

26 February 1946

Telegrams : ECITO OFMOA ROME
Telephone : 843.458
Reference : 404/1/1.
Subject : Passenger Rolling Stock
To : D.M.R.S.
(Building).
Copy to : Director, Transportation and Shipping Sub-Commission, Allied Commission.

The desirability of the return to ITALY of the fifty-five (55) Italian coaches now running on MEDLOG A has been brought to the notice of ECITO. A request in the strongest terms was submitted by this Organisation to the S.N.C.F. It met, however, with a blunt refusal, the S.N.C.F. producing a letter from the War Office stating that the latter would be entirely responsible for providing stock. The War Office have agreed to the Italian stock being returned to ITALY only if it can be replaced from elsewhere.

The matter was represented by me to the Director General, ECITO, during my visit to London ten days ago. On the advice of the Director of the French Regional Office (M TUJA) I recommended the Director General to take up the matter with the Governments concerned at the highest level. The result of this approach is awaited.

R.W.L. FELLOWES
Divisional Officer
ECITO (OFMOA) ITALY

Duplic
Trans D.1
Rail D.1

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

226
FEB 131700Z

G/9479
FEB 190900

ROUTINE

ORMOU (REAR) ECITO LONDON (FELLOWS)

ECITO (ORMOA) ROME

870/Tm 1

UNCLASSIFIED.

1. DO NOT PAY CHEQUE INTO BARCLAYS PENDING INSTRUCTIONS DRAW ON BALANCE OF 100,000 LIRE MADE AVAILABLE BY DFIC ATHQ WITH ARCA CASHIER ROME TO MEET ANY IMMEDIATE REQUIREMENTS.

2. FRESH SUBJECT. AT ECITO CONFERENCE LONDON 1ST FEBRUARY CZECHS STATED THAT 3 TRAINS WEEKLY ARE RUNNING EACH WAY BETWEEN SWITZERLAND AND CZECHOSLOVAKIA VIA AUSTRIA WITH COMMERCIAL TRAFFIC. ENSURE THIS MOVEMENT IS TAKEN CARE OF WHEN CONSIDERING AT VENICE ON 20TH FEBRUARY ROUTING OF UNRRA SUPPLIES FROM ITALIAN PORTS TO AUSTRIA AND CZECHOSLOVAKIA.

AC DIST

ACTION: TRANSPORTATION S/C 2

INFO: CHIEF COM MISSIONER

ECON SEC 2

FILE 2

FLOAT

HEADQUARTERS 19 FEB 1946 G-2

3535

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: E157
Date/Time of Origin: 180006

Message Centre No: G/9092
Date Time Rec'd: FEB 120915A
Precedence: PRIORITY

FROM: OMGUS ECITO BRUSSELS

TO : EUROTRANS PARIS PASS TO SNCF EUROTRANS THE HAGUE PASS TO NS HOLLAND SNCB BRUSSELS MINISTRY OF COMMUNICATIONS PAGUE OCOT TSFET (M) FRANKFURT OMGUS G5 HQ USFET (M) CONCOMB TRANS DIV PERCOMB TRANS DIV PASS TO TRANS AND WKS DIV FRENCH GP CONTROL COUNCIL BERLIN ACABRIT VIENNA FOR TRANS DIV AFHQ CMF ALCOM ROME INFO ALCOM ROME FOR ROMOA ECITO EUROTRANS PARIS EUROTRANS BRUSSELS EUROTRANS THE HAGUE MINISTRY OF COMMUNICATIONS PRAGUE FOR DCIOT EUROTRANS LONDON DO SHEMIN DE FER GOUVERNMENT NIL FR SPIRE GERMANY QMR TROOPERS GRNC

870/Tm T

UNCLASSIFIED

Subject repair of freight rolling stock.First.Developement of wagon repair in Western Europe has reaghed stage where progress might usefully be received regard being had particularly to increasing ability of certain countries to andertake work overand above their domestic requirements.Second.Request addresses be represented at meeting in Brussels 1000 hrs 19 Feb.This date arranged from convenience of those also attending Ecimot meeting 18 Feb.Third .Agenda with short paper follows main I are (A) repair capacities in each country or occupied zone at 1 Jan 46 (B) increases already planned in 6 MTHS to 1 Jul 46 (C) forecast of surplus capacities stating conditions under which these could be utilized by other countries (D) requirements for repairs to be carried Ut in neighbouring countries (E) requirements for supply of materials (F) particular requests from machine tools or mobile workshops (G) repair standards.Possible modification.Fourth.Request British Zone Austria coordinate for Austria . Fifth. Eurotrans London pass British MWT spacial reference I third (E and F).

HEADQUARTERS
12 FEB 1946

5534

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin:

Message Centre No:

Date Time Rec'd:

Precedence:

FROM:

TO :

AC DIST

ACTION: TN S/C 2

INFO: CHIEF COMMISSIONER
ECON SEC 2
ECITO (C/O TN)
FILE 2
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ACTION

HEADQUARTERS
17 FEB 1946
Co.

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 208

Date/Time of Origin: FEB

Message Centre No: G/9191

Date Time Rec'd: FEB 131215

Precedence: ROUTINE

FROM: ORMOA (REAR) ECITO LONDON

TO : ALCOM CITE ACTPT

FLC 870/Tn 1

UNCLASSIFIED.

Monsieur CHABRIEY Assistant Director equipment and supplies continent leaving LONDON Thursday morning fourteenth February by air arriving ROME same afternoon. Please arrange to meet him at hotel MILANO

AC DIST

ACTION TRANSPORTATION SC 2
INFO CHIEF COMMISSIONER
ECON SEC 2
FILE 2
FLOAT

HEADQUARTERS
13 FEB 1946
ACTION

Copy sent ECITO 14/2.

58

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 220

Date/Time of Origin: 121300 HRS FEB

Message Centre No: G/9195

Date Time Rec'd: FEB 131215

Precedence: PRIORITY

FROM: ORMOA (REAR) ECITO LONDON

TO ALCOM CITE ACTPT TROOPERS

UNCLASSIFIED:

REFERENCE OUR 208 OF 11 TH FEBRUARY. CHABRIEY UNABLE PROCURE BOOKING ON ROME PLACE. WILL FLY TO NAPLES ARRIVING THERE THURSDAY AFTERNOON THENCE TO ROME ARRIVING PRESUMABLY THURSDAY EVENING ARRANGE TO MEET HIM THERE 12130 HRS FEBRUARY.

AC DIST

ACTION; TFTN S/C 2

INFO: CHIEF COMMISSIONER
ECON SEC 2
FILE 2
FLOAT

HEADQUARTERS
13 FEB 1946
C.

Copy sent ECITO 14/2

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ACTION

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843458

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

T No

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 39
Date/Time of Origin: FEB.071600A

Message Centre No: G/8878
Date Time Rec'd: FEB.080910
Precedence: IMMEDIATE

FROM: ECITO (ORMOA) ROME

TO : ECITO/ORMOA C/O BRITISH MILITARY MISSION TO BELGIUM INFO EUROTRANS LONDON FOR DIRECTOR RAILWAYS + EUROTRANS LONDON FOR ORMOA REAR + ALCOM ITALY - AFHQ CITE FGDM

UNCLASSIFIED.

Your signal E.155 5th February to Alcom. No trace ormoa letter 26011 at Alcom or this office. AFHQ ruling that no foreign wagons shall leave Italy until after census still in force and now imperative due heavy military needs. Czechoslovakia has undertaken to supply freight cars for czech traffice through Trieste and Venice. Repeat request for copies of letters and signals to Alcom be repeated to this office.

AC DIST

ACTION TPTN 2
INFO CHIEF COMMISSIONER
ECON 2
FILE 2
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ACTION

870/Tn 1

HEADQUARTERS 3530 8 FEB 1946 A.C.

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

C19534
FEB.041442A

G/8674
FEB.050915A
ROUTINE

AFHQ GHQ CMF FROM DPIC FROM BRICKMAN
ALLIED COMMISSION ROME FOR BRIGADIER FELLOWES TRANSPORTATION
SUB COMMISSION

UNCLASSIFIED/
Now authorised finance ecito temporarily.

AC DIST

ACTION : TN SC 2
ECITO
INFO: CHIEF COMMISSIONER
ECON 2
FILE 2
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HEADQUARTERS
5 FEB 1946

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

E C I T O (OEMOA) ITALY
c/o H.Q. ALLIED COMMISSION
(Transportation & Shipping Sub Commission)
C. M. F.

Tel: 843.458.

19th January, 1946.

Telegrams: ALCOM ROME
CITF ACTFT for ECITO.

AF/ch.

Ref: G - 119.

Subject: Library.

To: Director, Transportation Sub Commission,
Allied Commission Library.

1. It is understood that Allied Commission Library has various books on transport, roads and ports in Italy and surrounding areas, which would be invaluable to this Organization, including surveys on roads and railways under the aegus of the Inter Service Topographical Department.

3. In view of the possible closing of Allied Commission, it would be appreciated if you would endeavour to have such books earmarked for transfer to ECITO/OEMOA should the Reference Library be disbanded.

R. W. L. FELLOWES,
Divisional Officer.
ECITO (OEMOA) ITALY.

Mr. SCHWARZWALD
CENTRAL REFERENCE LIBRARY
Information Division
Headquarters A. C.
Tel. 489081 / Ext. 361

Spoke Fellowes of this unit & sent Paris along to see Mr Schwarzwald, who will give him all he wants. 3528

1351

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

TN

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: C14244
Date/Time of Origin: 161615A

Message Centre No: C/7492
Date Time Rec'd: JAN 170830A
Precedence: PRIORITY

FROM: AFHQ GHQ CMF FROM BRICKMAN

TO : TROOPERS LONDON F5 KEY INFO ALLIED COMMISSION ROME FOR TRANSPORTATION SUB COMMISSION (BRIGADIER FELLOWS)

UNCLASSIFIED

Ecito Rome without funds in spite of their repeated requestes their HQ London. On urgent representation their chief brigadier fellows have authorized issue 100000 lire today. Request accounting instructions and whether further issues may be made.

AC DIST

ACTION: TN SC 2

INFO: CHIEF COMMISSIONER
ECON SEC 2
ECITO
FILE 2
FLOAT

AC 870/Int

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T 3 5 2

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

E C I T O (ORMOA) ITALY
c/o H.Q., ALLIED COMMISSION
(Transportation & Shipping Sub Commission)
G. M. F.

10th January, 1946.

870/Ten 1

Ref: G - 108.

Tel: 843.458.

Subject: Co-ordination of time changes in Europe.

To: ORMOA, ECITO,
c/o British Military Mission to Belgium,
BRUSSELS, B.A.C.R.

Copy to: Allied Commission,
(Transportation & Shipping Sub Commission)

1. Your ORMOA/903, 12th December, 1945.
The Italian State Railways recommend that the clock should be put back from 0300 hours to 0200 hours on the last Sunday in March, after the Spring equinox. The return to normal time should be made advancing the clock from 0200 hours to 0300 hours on the last Sunday in September. These dates for making the change were found convenient in the past, when it is understood they were made simultaneously by France and Switzerland. The railway representatives of these two countries complained of the difficulties which occurred in 1945 through the change being made on different dates in the various countries.

2. I have consulted with A.F.H.Q. on this matter, and they say that they agree on the desirability of a time change being made on a European basis, and that from an operational point of view they will be prepared to fall in with any suggested date.

3. The matter has, however, been referred by A.F.H.Q. to the Combined Chiefs of Staff, suggesting a world-wide or European time-change, saying that this theatre would be prepared to accept any suggested date.

4. It is presumed that negotiations will be carried out on a Governmental level, but A.F.H.Q. say that whilst they cannot guarantee the dates finally agreed upon, they are prepared to conform to those suggested by the Italian State Railways, unless the Combined Chiefs of Staff specifically direct otherwise.

52

for R. W. L. FELLOWES, O.B.E.
Divisional Officer,
ECITO (ORMOA) ITALY.

1353

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

E-105

8JAN1245A

G/7108

1oJAN1500

ROUTINE

ORMOA ECITO C/O BRIT MIL MISSION TO BELGIUM BAOR EUROTRANS PARIS EUROTRANS BRUSSELS EUROTRANS THE HAGUE UROTRANS LUXEMBOURG EUROTRANS COPENHAGEN C/O BRIT MISSION DENMARK VEUROTRANS PRAGUE C/O CZECH TO MINISTRY OF [illegible] PRAGUE ORMOA ECITO C/O ALCOM ORE INFO: EUROTRANS LONDON FOR DIRECTOR OF RAILWAYS AND ORMOA REAR

UNCLASIFIED:

PLEASE SEND ORMOA-ECITO RUSSELS A COPY OF ALL YOU STAFTICAL REPORT

TO ECITO HQ LONDON.

AC DIST

ACTION: ECITO

INFO: CHIEF COMMISSIONER

ECCN

ITTF

FILE 2

FLOAT

870/Tm 7

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

TN

G/6969

B- 104
7JAN5454

8JAN700A

PRIORITY

CSCOA EXTO C/O BRITISH MILTARY MISSION TO BELGIUM

BACH DTO FREEDOM CITE FEDOM INFOs ALCOM ROME PASS BRIG FELLOWS ACABRIT

VIENNA FOR TRANSPORT DIVISION

RESTRICTED

RESTRICTED

YOUR F X 575220F 1. COLONEL E A R L E Y WILL REP THIS HQ.

AC DIST

ACTION: ECTO

INFO: CHIEF COMMIS IONER

ECON 2

TN 2

FILE 2

FLOAT

870/Tel

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HEADQUAR

JAN

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

Tel. 376

11 January 1946

My dear General:

On the occasion of my return to Rome, after the ceremony at Milan attending the inauguration of the new Simplon Orient train, I wish to thank you very much indeed for the invitation you extended to me to be present as a representative of the Allied Commission.

The journey to and from Milan was most comfortable, and I was indeed pleased to have the opportunity of meeting the representatives of other railway systems in Europe.

Please accept my best thanks, and I am sure I speak also for the other Allied persons to whom you kindly gave facilities for the journey to and from Milan and for the hospitality extended to us on this occasion.

Yours very sincerely,

P—J.D

General di Raimondo
Director General I.S.R.
ROME

(A9)

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

TRANSLATION

AS/fl

To : Allied Commission-

870?

For inauguration Train Sempione Orient Express we invite the Allied Commission to assist ceremony 1000 hours Thursday 10 January at Capo Compartimento Ferrovie Stato Milano P.N. Phase cable Capo Compartimento Milano names of delegates and eventual request hotel accommodations.
~eneral Director I.S.R. Di Raimondo.
~

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

QA 2061 G 6738

JAN 041700A JAN 050915

ROUTINE

Q(B) BASF

ROUTINE FROM ITALY FOR ECITO CHECOA .INFO: ECITO CHECOA ITALY C/O AICOA CITE ACTA

UNCLASSIFIED:

Your mov/3/168 of 031104.Understand following persons intend attending Simplon Orient Express inauguration ceriemny at Milan.From SNCF.Messrs Coursat Vagogur Bergeu Merois lezer and Mermier from French Ministry of transport.Messrs Berges and Charguerand.From interalliedRailways Commission. General Berges. From SNCB.Messrs Nenning and Ojlle.From Netherlands Rlys. Mr Gresberger.From Southern Rly Mr Hacker.From Cie Wagon Lits.Messrs Merget-Nollemaire and Luuyt.From Swiss Railways.Messrs Merle Faschoud Bellineri and one other name not yet known.From BSF.Brig Bruxner-Kendall Col Phillips and Staff Secretary Mrs VerekerFrom Ecito Mr Levy.Total 23 wagon lit Paris have requested Capo di Compartimento Milan to reserve JNW rooms. SNCF party will leave Milan 1630 hrs 10 Jan and as will miss ceriemny and lunch.Suggest that as party will arrive Milan 1630 hrs 9 Jan ceriemny takes form of dinner that evening instead of lunch 10 Jan.

AC DIST

INFO ACTION - ECITO
INFO - CHIEF COMMISSIONER
TFTW
DAC
FLOAT

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

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1/c
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INCOMING MESSAGE

- SS RM FR ROMA DG 68181 46 2 18 -

Originator's Reference: .....

Date/Time of Origin: .....

Message Centre No: .....

Date Time Rec'd: .....

Precedence: .....

FROM: - COMMISSIONE ALLEATA VIA VENETO ROMA -

TO : .....

.....

TN 5/c

. OCCASIONE INAUGURAZIONE TRENO SEMPIONE ORIENTE ESPRESSO INVITIAMO CODESTA COMISSIONE CERIMONIA ORE DIECI GIOVEDI DIECI GENNAIO CORRENTE PRESSO CAPO COMPARTIMENTO FERROVIE STATO MILANO STOP PREGHIAMO TELEGRAFARE CAPO COMPARTIMENTO MILANO NOME DELEGATI CON EVENTUALE RICHIESTA PRENOTAZIONE ALBERGO - DIRETTORE GENERALE FERROVIE STATO DIRAIMONDO .

N 56/246

Del 10.00

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+TR GRECO 21152145 +

1 RCV AT SOD CONTI

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

File

Tel. 376 HEADQUARTERS ALLIED COMMISSION PDGB/lr
APO 394
Transportation and Shipping Sub-Commission

8 January 1945

AC/870/77/Tn.1

SUBJECT : Passenger Rolling Stock.

TO : Divisional Officer
E.C.I.T.O. (O.R.M.O.A.) Italy.

Reference D.M.R.S. letter Tn A 3(O)/19/16 of 4 January 1946, enclosing letter from Director General I.S.R. concerning transfer of Italian passenger rolling stock to France.

The Allied Commission is entirely in agreement with the views put forward both by Director General I.S.R. and by D.M.R.S., and warmly supports the suggestion that strong representation should be made through E.C.I.T.O. channels for the return of the stock to Italy.

The Allied Commission has already taken this matter up once with AFHQ, so far without success.

It is not desired to leave this matter there, however, and a further letter is now before the Chief Commissioner on the subject. Anything therefore that you can do to ensure the return of the stock to Italy will be appreciated.

P.D.G. BUCHANAN
Colonel,
Director.

A5 3519

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

Subject: Passenger Stock.

Military Railway Service,
CMF.
Tele: Firebox 9349.
Tn.A.3(O)/19/16.
4 January 46.

To : Divisional Officer,
ECITO (ORMOA) ITALY.

1. Reference conversation Brig.Waghorn-Brig. Fellowes.

2. I am forwarding a copy of a letter M.313/25600/576 dated 30 Dec 45 from Director General, ISR, on the subject of transference of Italian passenger stock to France to cover Military troop movement.

3. The facts as stated by D.G., ISR, are substantially correct as far as the situation in Italy is concerned, but I am not in a position to comment on or verify the statement regarding the relative situation on the S.N.C.F., but you presumably can do so.

4. Assuming that the position is as stated, I would ask that strong representation be made through the ECITO channels for the return of the stock to the ISR. You are, I think, fully conversant with the circumstances under which this stock was originally transferred to the SNCF.

Brigadier,
Director, Military Railway Service.
(R.D. WAGHORN)

Copy to:-
Tn.Sub-Commission A.C.(~~Tunisia~~)
DQMG (Mov & Tn), AFHQ.

5518
Sporattendue
Col P.D.G. Bucharan

GENERAL DIRECTION ISR. 30 DECEMBER 1945
M.813/25600/576

Subject:- Passenger Stock. To:- Tn. Sub. Commission A.C.
(Rail Division)
cc:- Director, M.R.S.

1. ISR Officials recently returned from abroad, have reported that no comparison can be made between ISR lines and those in France and Belgium, both for the interprity of tracks and railway plants, and for the conditions of robling stock, specially passenger stock.

2. In fact, travelling on our lines, and specially on those of Central and Southern Italy, it can be noted considerable destructions and columns of heavy damaged vehicles, and passenger trains composed with box cars. Travelling instead on the lines of a/m Countries, have not been noted large quantities of destroyed rolling stock, and all passenger trains have in composition coaches of all classes, in good condition.

3. Moreover, it has been noted that foreign trains have not that high frequency of passengers as in our trains, and therefore passengers have a sufficient availability of seats, both on local trains and on those on long runs.

4. In view of what above said, it is kindly asked to examine whether it is possible to have returned to Italy the 50 coaches which are at present in France for Medloc services between Toulon and Dieppe.

5. Present request finds its confirmation in subjects discussed at the Traffic Sub. Committee meeting held on 14 Nov. 1945, in the office of DDMRS, where it was brought in evidence that France enjoy at present 75% of her pre-war civilian traffic, while Italy enjoys only the 20%, and further that about 25% of passenger stock - chosen amongst the best - is used on Military services.

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

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The General Director
Sgd. Di Raimondo.

COPY

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

E C I T O (ORMOA) ITALY
c/o H.Q. ALLIED COMMISSION
(Transportation & Shipping Sub Commission)
C.M.F.

Ref. HY - 400.1. 7 January 1946.

Tel. 843.458.

Subject : Provision of Passenger Stock for British Military Traffic between Toulon and Dieppe.

To : ORMOA / ECITO,
c/o British Military Mission to Belgium, SHAEF, Brussels.

Copy to : ORMOA Liaison ECITO,
40, Grosvenor Square, London W.1.

D.M.R.S. (I)
H.Q. Allied Commission, Transportation Sub Commission.

1. The situation regarding passenger traffic in Italy was fully explained in this office HY - 400/1 of 28 Nov.

2. Attached is a copy of a letter dated 30 Dec from the Director General I.S.R. It is obviously inspired by the Italian Railway Officials who attended the Brussels conference.

The present conditions are vividly described in the attached cutting from the Stars & Stripes of 2 Dec. It refers to the civilian "express" and does not exaggerate the overcrowding and discomfort.

3. D.M.R.S. Italy has passed to us the letter of the D.G. I.S.R. with the request that "strong representation be made through ECITO channels for the return of the stock (Medloc A) to the I.S.R.". He confirms that the facts are substantially as stated by the D.G. I.S.R.

4. I have spoken to Brigadier de Rhé Philipe. He states that, whilst A.F.H.Q. are acting under the orders of the War Office and cannot admit that there is any question of the legality of the use of Italian Stock for military purposes outside Italy, the return of this stock will be welcomed, if suitable replacements can be arranged.

5. The Chief Commissioner, Allied Commission, is again raising the matter with the Supreme Commander, but in view of para 4, it is more than improbable that any action will result. The Supreme Allied Commander takes the view that the matter rests entirely with the War Office. The Allied Commission therefore endorse the request of the D.M.R.S.

6. It seems quite clear that the S.N.C.F. are in a very much better position to furnish this stock than the I.S.R.

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

H.Q. Allied Commission, Transp

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6. It seems quite clear that the S.N.C.F. are in a very much better position to furnish this stock than the I.S.R.

It is therefore strongly recommended that ECITO take up with the War Office and the S.N.C.F., at the highest level, the provision of French stock for Medloc A, so that the Italian stock may be returned as quickly as possible.

R.W.L. FELLOWES,
Divisional Officer,
ECITO / ORMOA ITALY.

3516

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

GENERAL DIRECTION ISR

30./DECEMBER/945.
M. 313/25600/576

Subject : Passenger Stock.

To:- Tn.Sub Commission A.C.
(Rail Division)

cc: Director, M.R.S.

1. ISR Officials recently returned from abroad, have reported that no comparison can be made between ISR lines and those in France and Belgium, both for the integrity of tracks and railway plants, and for the conditions of rolling stock, specially passenger stock.

2. In fact, travelling on our lines, and specially on those of Central and Southern Italy, it can be noted considerable destructions and columns of heavy damaged vehicles, and passenger trains composed with box cars. Travelling instead on the lines of a/m Countries, have not been noted large quantities of destroyed rolling stock, and all passenger trains have in composition coaches of all classes, in good condition.

3. Moreover, it has been noted that foreign trains have not that high frequency of passengers as in our trains, and therefore passengers have a sufficient availability of seats, both on lofal trains and on those on long runs.

4. In view of what above said, it is kindly asked to examine whether it is possible to have returned to Italy the 50 coaches which are at present in France for Medloc services between Toulon and Dieppe.

5. Present request finds its confirmation in subjects discussed at the Traffic Sub Committee meeting held on 14 Nov. 1945, in the office of DDMRS, where it was brought in evidence that France enjoy at present 75% of her pre-war civilian traffic, while Italy enjoys only the 20%, and further that about 25% of passenger stock - chosen amongst the best - is used on Military services.

The General Director
signed Di Raimondo.

COPY.

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signed Di Raimondo.

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

THE ROME - TO - MILAN EXPRESS AFFORDS A TOO LEISURELY

VIEW OF ITALY.

By Richard Wilbur,
Stars and Stripes Staff Writer.

.....

MILAN.

It's not "Have a good trip!" or "God speed!" that they wish you down here in Italy when you set out to take the civilian train from Rome to Milan these days. It's just, "God help you."

The Rome-Milan train, in other words, is one of the Italian trains which doesn't run on time any more. In fact, this train has just finished one of its post-war runs (pre-war schedule: six hours) in 29 1/2 hours, and this passenger would like to testify that it shouldn't happen to the Marx Brothers.

It starts off when you try to find the train in the Rome railway station. Signs in the old part of the station, now being torn down, direct you straight "To the tracks" into a pile of bricks, around the corner "To the tracks" into a pile of plaster, left "To the tracks," right "To the tracks," and pretty soon you find yourself chanting out loud the scrawls left by Italians on the walls, like a high-school football cheer, "We want the trains! We want the trains!"

Once you find the Rome-Milan train, scheduled to depart at 4:20 PM, there's the little matter of fitting yourself on to it. It's already jammed and overflowing at 3 PM, with hundreds of Italians, and the only logical way of finding a compartment that's supposed to be reserved for the Allied Commission, and your seat in it, would be by X-ray machine.

Out of the heaving civilian mass, though, a GI's face appears illogically at a window and calls out some encouragement. When you've battled your way into the corridor of the right car, all you have to do is lunge part-way through the missing windows of the Allied Commission compartment, and the GI pulls you the rest of the way.

Lying in regal ease along one of the two benches inside is the GI's Italian wife of ten days, who immediately aims a large file of wedding pictures at you. A wooden crate, filled with all her belongings for their home in Florence, takes up half the other seat, leaving just enough sitting room for the GI, this passenger and a last-minute arrival named Italia, a typist for AMG in Milan, who knows four words of English: "What do you think?"

The GI and an Italian trainman, who have invented a fictitious character they describe as an American major, announce at intervals his imminent [illegible] in order to keep the Italians in the corridor at bay, and the train

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

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The GI and an Italian trainman, who have invented a fictitious character they describe as an American major, announce at intervals his imminent appearance in order to keep the Italians in the corridor at bay, and the train pulls out a half-hour late with the top of the crate still clear of passengers.

As fantastic as the bulging crowd of travellers aboard the train is a glimpse outside at the Rome railroad yards, empty as a desert: not another train in sight, not even a puff of engine smoke. It's a vivid illustration of what an Italian government report termed "the enormous disaster which overtook the Italian State Railways," and of some of the report's statistics on war losses in rolling stock and railway facilities - 60 percent of the steam engines, 95 percent of the coaches, 50 percent of the electric engines, 90 percent of supplies in warehouses, 80 percent of railroad plants, 55 percent of the baggage cars.

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At any rate, this lone Rome-Milan train is off - a miracle of motion and capacity. The motion lasts about 15 minutes without interruption. Then, on the 395-mile journey, we begin making as many scheduled stops as a Stamford, Conn., local, and from the capacity mash comes a serious of rollicking cracks about the "Express" nature of this train, known as "Direttissimo" in the Mussolini days.

First unscheduled stop on the Rome-Pisa lap of the trip is due to bridge trouble - although GI repair work on this lap during the Italian campaign included constructing 3,514 linear feet of bridging - at Civita-Vecchia. A carabiniere passenger passes along a corridor-rumour that the bridge here caught fire after a gasoline drum fell from a previous train and was ignited by sparks from the wheels.

The two-hour delay gives a few hundred persons a chance to ease off the train and take a break. While on board there was a continual struggle in the corridors, with passengers desperately howling at each other to reach the latrine. Few made it.

Off once more, the Rome-Milan "Express" inches in slight pulls across the bridge to cries of "Direttissimo! Rapidissimo!" from the passengers. The GI's regally reclining wife gets another grip on her wedding pictures, preparatory to showing them around for the third time, as Italia, for the 12th time flashing out the only four English words she knows, asks this passenger: "What do you think?" - a question for which he has not yet thought up any answer.

Meanwhile, the carabiniere, who has gotten very chummy since he passed the corridor-rumour into us, has gotten permission from the GI to put his suitcase on top of the crate and has also deposited himself there, from which it is only a step up to the baggage rack and a matter of a half-hour or so before the carabiniere is stretched out on it asleep.

Another corridor standee who has seeped into the compartment is a Lithuanian minister, to whom the GI's wife grants a full square inch of seat, and who soon officially establishes our retiring hours by taking off his collar.

Morning dawns bleakly, without offering any competition to the 10-watt electric light bulb above, and at Pisa all normal laws of space-displacement are broken when six more passengers mash on to the train. The next stop, likely to be reached some time today is Florence, so the GI's wife decides to sit up and get those wedding pictures distributed in a final exhibition. The space she was lying along, just a nice tight fit for three people, is promptly filled by five.

The "Direttissimo" crawls along a route that was once one of Italy's high-speed lines - before German demolition and Allied bombing wrecked it completely for a distance of 50 miles - and life gets a little more rugged under the Allied Commission compartment's roof, which succeeds in straining a sudden rainstorm evenly over all the occupants. A temporary tent, made of two GI

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At Florence, the crate containing all the worldly goods of the GI's wife is tossed out the window with gallant fervor by the carabiniere, more fervent than gallant when a station attendant tries to argue against his method. The method does in fact cause a few casualties among new prospective passengers, but not enough to ease the pressure inside.

As the train winds up through towering crags of the Apennines towards Bologna, several passengers, especially this one, wish they'd decided to walk. The average speed of the "Direttissimo" along this lap, formerly 68 miles per hour, is now ten - but that isn't the reason for the wish. It's the bridges. You can't see them. You look out the window to find out what you're travelling on, and see nothing but a huge chasm; that's all. You feel as if you're riding on the train's imagination, even though you're pretty sure it must be one of the 18 temporary bridges built along this stretch by British soldiers to fill bomb and demolition gaps.

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The train travels through 17 reconstructed tunnels - one of them the longest double-track railway tunnel in the world, eleven and a half miles, which required 2,320 tons of cement for repair work. By this time you feel as if 320 of those tons had been applied as pressure inside the train, where passengers who can still draw a full breath (and find some unoccupied cubic inch to exhale it in) are summing up the tenor of everybody's sentiments in one tired exclamation, "Dio!"

There's also a tenor somewhere in the crowd who is increasing the general pain with a gasping, extra-mournful version of "Pagliacci." A sizable majority of passengers in the same car would gladly finish him off if they could find out under whose arm he's suffocating.

It's nearly dusk when the Rome-Milan "Express" sweeps into Bologna at five miles per hour, and the electric light bulb above in the compartment, also feeling the strain, has sunk to the faint glow of a cigaret butt. "Direttissimo!" some passenger calls out feebly to people waiting on the platform. This doesn't discourage them though, and they all get on, most of them soon finding that the cosiest crush of all is in the Allied Commission compartment.

The last lap to Milan, and Italia still wants an answer to that four-word question: "What do you think?" Well, this passenger is as stunned as everyone else to feel the train, now on undamaged terrain, speeding. And in the 29th hour of the trip that used to take six hours, the information is passed along that the Lithuanian minister has taken this same trip, during the past month, three times.

"What do you think?" . . . "Dio!"

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

"Direttissimo!" some passenger calls out feebly to people waiting on the platform. This doesn't discourage them though, and they all get on, most of them soon finding that the coolest crush of all is in the Allied Commission compartment.

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"What do you think?" . . . "Dio!"

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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. 785021

GSB/af

TRANSPORTATION & SHIPPING SUB-COMMISSION A.C.
(RAIL DIVISION)
C/o Transportation (Br) Main
C.M.F.

Tel.: 843403

8 January 1946

Ref. :AC/316/Tn.4

SUBJECT: Passenger stock.

TO : Col. Buchanan
Director Tn, Sub-Comm. AC
Rome.

Herewith copy of original and a translation of letter from Ministry of Transports General Direction ISR, on the subject of passenger stock.

Maj: RE.
For Chief,
Rail Division.

A 2 3511

COPY

MINISTRY OF TRANSPORTS
GENERAL DIRECTION ISR

30 December 1945
M.313/25600/576

SUBJECT: Passenger stock.

TO : Tn.Sub-Commission AC
(Rail Division)

cc: Direction M.R.S.

1. ISR officials recently returned from abroad, have reported that no comparison can be made between ISR lines and those in France and Belgium, both for the integrity of tracks and railway plants, and for the conditions of rolling stock specially passenger stock.

2. In fact, travelling on our lines, and specially on those of Central and Southern Italy, it can be noted considerable destructions and columns of heavy damaged vehicles, and passenger trains composed with box cars. Travelling instead on the lines of a/m Countries, have not been noted large quantities on destroyed rolling stock, and all passenger trains have in composition coaches of all classes, in good conditions.

3. Moreover, it has been noted that foreign trains have not that high frequency of passengers as in our trains, and therefore passengers have a sufficient availability of seats, both on local trains and on those on long runs.

4. In view of what above said, it is kindly asked to examine whether it is possible to have returned to Italy the 50 coaches which are at present in France for Medloc services between Toulon and Dieppe.

5. Present request finds its confirmation in subjects discussed at the Traffic Sub-Committee meeting held on 14 November 1945, in the Office of DDMRS, where it was brought in evidence that France enjoy at present 75% of her pre-war civilian traffic, while Italy enjoys only the 20%, and further that about 25% of passenger stock-chosen amongst the best - is used on military services.

THE GENERAL DIRECTOR
SGD.: Di Raimondo

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

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THE GENERAL DIRECTOR
SGD.: Di Raimondo

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

COPY

MINISTERO DEI TRASPORTI.
FF.SS. Direz.Generale

Roma 30 Dicembre 1945

N.M.313/25600/576.

OGGETTO: Materiale da viaggiatori.

ALLA : Direzione M.R.S. SEDE

p.n;
ALLA SOTTO-COMMISSIONE TRASPORTI AC
Divisione Ferroviaria
SEDE

1. Nostri Funzionari tornati di recente dall'Estero hanno riferito che, tanto per la integrità degli impianti ferroviari, quanto per le condizioni del materiale rotabile e particolarmente di quelle per il servizio viaggiatori non si possono fare confronti tra le nostre linee e quelle degli Stati Francese e Belga.

2. Infatti, viaggiando sulle nostre linee specie su quelle dell'Italia Centro-Meridionale per quanto riguarda lo stato degli impianti, si notano notevoli distruzioni e i segni di recenti ripristini, colonne di veicoli disastrati, treni viaggiatori effettuati con carri. Su quelle invece degli Stati suddetti, a parte le distruzioni di impianti che potrebbero essersi verificate su determinate zone che non sono state visitate dai predetti Funzionari, non sono state rilevate grandi quantità di materiale rotabile distrutto e tutti i treni viaggiatori vengono effettuati con carrozze di tutte le classi in ottime condizioni di manutenzione.

3. Di più si è constatato che i treni all'Estero non hanno l'intensa frequentazione dei nostri e quindi ai viaggiatori è offerta una sufficiente disponibilità di posti sia sui treni locali che su quelli a lungo percorso.

4. In considerazione di quanto sopra pregasi esaminare se non sia possibile restituire all'Italia le 50 carrozze dislocate in Francia per i servizi MEDLOC fra Tolone e Dienne.

5. La presente preghiera trova riscontro negli argomenti portati in discussione nella riunione del Sottocomitato del Traffico tenutasi il 14 Novembre u.s. nell'Ufficio del Vice Direttore MRS

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

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IL DIRETTORE GENERALE

br.

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

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

Fin

Tel. 376 HEADQUARTERS ALLIED COMMISSION PDGB.
APO 394
Transportation and Shipping Sub-Commission

AC/870/78/Tn.1 8 January 1946.

Ingegnere LOMBARDI
Minister of Transport
R o m e

Dear Engineer Lombardi,

Confirming our conversation yesterday, when I showed you a letter wherein it was stated that the Minister of Transport was querying the difference between P.O.E.I.T. (Provisional Organisation for European Inland Transport) and E.C.I.T.O. (European Central Inland Transport Organisation).

I understand in fact that it was your predecessor to whom reference was made. However, to clear up this matter it is only necessary to say that P.O.E.I.T. was the old name before E.C.I.T.O. was formed. With the signature by the member nations in September 1945 of the charter of E.C.I.T.O setting up that organisation P.O.E.I.T. automatically ceased to exist. There is then now only this one organisation - E.C.I.T.O.

Yours truly

P.D.G. Buchanan

P.D.G. BUCHANAN
Colonel,
Director.

Cpy to Economic Section

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

Tur.

140
051030

G/6850
JAN 061230
PRIORITY

ORMOA (REAR)ECITO 40 GROSVINOR SQUARE LONDON W1 SIGNED SARGINSON ALCOM ROME (FOR BRIGADIER FELLOWES)

870/Tur 7

UNCLASSIFIED

Box Ashley Norwood flight cancelled. They hope to leave tomorrow. Or soon after and will contact you Naples.

AC DIST

ACTION: ECITO

INFO: CHIEF COMMISSIONER
ECONSEC 2
TPTN 2
FILE 2
FLOAT

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

140
051030

G/6850
JAN 061230
PRIORITY

ORMOA (REAR)ECITO 40 GROSVINOR SQUARE LONDON W1 STONED SARGINSON
ALCOM ROME (FOR BRIGADIER FELLOWES)

UNCLASSIFIED

Box Ashley Norwood flight cancelled. They hope to leave to-
morrow. Or soon after and will contact you Naples.

AC DIST

ACTION: ECITO

INFO: CHIEF COMMISSIONER
SCONSEC 2
TPTN 2
FILE 2
FLOAT

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

TPTN.

QM 2061
JAN 041700A.

870/Int 7

G 6738
JAN 050915

ROUTINE

Q(M) BASF
NORTHMOVES ITALY FOR ECITO ORMOA ,INFO: ECITO ORMOA ITALY C/O AICOM CITE ACTA

UNCLASSIFIED:

Your mev/3/168 of 031104.Understand following persons intend attending Simplon Orient Express inauguration cerimony at Milan.From SNCF.Messrs Goursat Vagogue Largeu Leroix Lezer and Mermier from French Ministry of transport.Messrs Lorges and Cherguerend.From InterelliedRailways Commission. General Berges. From SNCB.Messrs Henning and Cjlle.From Netherlands Rlys. Mr Gresberger.From Southern Rly Mr Hacker.From Cie Wagon Lits.Messrs Nargot-Nellemanire and Iuuyt.From Swiss Railways.Messrs Merle Paschoud Ballinari and one other name not yet known.From BEF.Brig Bruxner-Kendall Col Phillips and Staff Secretary Mrs VerekerFrom Ecito Mr Levy.Total 23 wagon lit Paris have requested Capo di Compertimento Milan to reserve JNW rooms. SNCF party will leave Milan 1030 hrs 10 Jan and so will miss cerimony and lunch.Suggest that as party will arrive Milan 1630 hrs 9 Jan cerimony takes form of dinner that evening instead of lunch 10 Jan.

AC DIST

INFO ACTION - ECITO
INFO - CHIEF COMMISSIONER
TPTN 2
FILE 2
FLOAT

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T R A N S L A T I O N AS/fl

To : Allied Commission-

For inauguration Train Sempione Orient Express we invite the Allied Commission to assist ceremony 1000 hours Thursday 10 January at Capo Compartimento Ferrovie Stato Milano P.D. Phase please cable Capo Compartimento Milano names of delegates and eventual request hotel accommodations.
General Director I.S.R. Di Raimondo.

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

TN.

Z B 98

062155 JAN

O 0865

070945 JAN

ROUTINE

ORMOA ROUTO C/O BRITISH MILITARY MISSION TO BELGIUM BAOR

ALCON ROME FOR ROUTO CITE ACCT // INFO:(1)EUROTRANS PARIS

(2) EUROTRANS LONDON FOR ORMOA(REAR)(3)EUROTRANS LONDON FOR

DIRECTOR KYS

UNCLASSIFIED:

Regional Office Paris advised this date that forms for December census were forwarded you and all other parties concerned on 27 December.

ACCT

ACT ON - ROUTO

INFO - CHIEF COMMISSIONER

ECON SEC (2)

TN SC

FILE

FLOAT

870/TN.1

HEADQUARTERS

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FILE
879/(w)

E C I T O (ORMOA) ITALY
c/o H.Q. ALLIED COMMISSION
(Transportation & Shipping Sub Commission)
C.M.F.

Ref. G - 112. 31 December 1945.

Tel. 843.458.

Subject : DISPOSAL OF SURPLUS TRANSPORTATION STORES IN ITALY.

To : (see distribution)

1.- ORGANIZATION FOR DISPOSAL OF BRITISH STORES.

(a) British Surplus Stores are handled by the Chief Disposals Officer , Ministry of Supply, Italy, with H.Q. at Rome. He also covers Greece, N.Africa, Gibraltar and the Azores. The general policy is to dispose of all surpluses to the Government of the country in which the surplus is located, as soon as the War Office or other authority is received. The Italian Government has undertaken to accept all surpluses in Italy; it gives a receipt for the quantities taken over in **situ** , adjustment being made later between London and Rome.

The policy regarding Greece is, however, not yet settled.

(b) The C.D.O. had not previously heard of the existence or functions of ECITO. He asks that ECITO give any advice regarding allocations as quickly as possible, since he cannot delay disposal owing to the difficulty of guarding and the risk of deterioration. He pointed out that, in view of the agreement mentioned in para a (i) the allocation of any declared surplus from Italy to a country outside would have to be discussed with the Italian Government. It is preferable that allocation to other countries be deducted from the quantities declared surplus, before notifying the Italians.

2.- DISPOSAL OF SURPLUS BRITISH TRANSPORTATION STORES.

(a) On 21st August the Director of Transportation issued an instruction setting forth the policy to be adopted for the disposal of transportation stores in the C.M.F. including British Zone Austria, to implement the orders received from the War Office and A.F.H.Q. One copy is enclosed herewith. It will, however, be observed in para (e) below, that D.Tn. responsibility for the British Zone Austria ceases on 1 st January 1946.

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

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(b) The present situation is as follows:

(i) Ports projects to cover all Transportation Stores in each British operated port, which it is recommended be transferred when the operation is taken over by A.C., are almost ready for submission to the War Office for approval. Since August, many of these ports have been handed back to the Italians, who have been loaned the necessary equipment to work them, pending the final decision of the War Office.

(ii) Permanent way materials were declared to the War Office on 6th Dec (List at App.A). After retaining a military reserve, 72 miles of track is surplus. Of this the War Office has released 10 miles for a project at Genoa, instructions for the remainder are awaited.

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(iii) Bridging and Trestling other than UCRB. List (App.B) ready for submission to War Office.

(iv) Trestling all types. List practically ready for submission to the War Office. A list of trestling on loan to Greek railway disposed of to UNRRA is at App. C.

(v) Pile driving equipment. List at App. D.

(vi) Locos and rolling stock. Disposal is in hand. List at App. E. List of Oil burning equipment is at App. F. Rolling stock has been declared to War Office. List at App. G.

(vii) Hyster cranes have been declared to War Office, but the majority are unserviceable. See App. H. Moreover no spares are surplus, such stocks as there are being kept for maintainance of Military requirements. List of other types of cranes are in preparation.

(viii) Harbour craft. All Tanac and Tusa tugs, Minca and Minus barges and Ramped Cargo Lighters are considered as owned by MWT, though the theatre responsibility is vested in the Director of Transportation. MWT London have, however, agreed that the Chief Disposal Officer can act on receipt of War Office approval on behalf of the MWT.
The surpluses on the East Coast have been declared to the War Office. See App. J, K & L. The situation on the West Coast is still under discussion with the U.S. authorities.

(ix) Cranes Portal Wharf. Two are declared surplus in North Africa, see App. M.

(x) Cargo handling gear. List is being prepared.

(xi) Minor items.
Group A Handtools;
" B Machines, hand, and accessories, precision tools and oxyacetyiene plant;
" C Lamps, fire extinguishers, and miscellaneous store;
" D Textiles and packings;
" E Water supply equipment;
" F Hardware, bolts and nuts;
" G Non ferrous metals;
" H Oils and paints;

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

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" D Textiles and packings;
" E Water supply equipment;
" F Hardware, bolts and nuts;
" G Non ferrous metals;
" H Oils and paints;
" J Building materials;
" K Signalling equipment;
" L Light railway material;
" M Workshop and running shed equipment;
Stock has been taken but bids from Austria are awaited.
Group S Inland Water Transport Material and stores and maintenance stores not covered by other groups.
Surplus has been declared to the War Office. See App. N.

(xii) Captured enemy material. List being prepared.

(xiii) Transportation Stores provided by Services other than Transportation.
General types. Disposal is in hand with the Services concerned.

(c) Arrangements have been made for copies of declarations of surpluses to be submitted to this Office in future, at the same time as they are despatched to the War Office. They will at once be forwarded to ORMOA.

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(d) It will be observed that the forms included columns for bids by A.C. Italy, A.C. Austria and UNRRA, to be inserted before the declarations were made to the War Office. This system, however, resulted in these organizations raising many queries on financial and technical points, causing much additional work and delay in submission to the War Office. The present policy is to submit copies of the declarations to each organization and advise them to submit any bids direct to the Chief Disposal Officer, Ministry of Supply, Italy.

(e) The Chief Disposal Officer, M of S Italyhas so far not covered Austria, British Zone. From 1st January 1946 A.C. Austria (British element) is responsible through Civil Affairs channels to Transportation, War Office for submitting demands to "prevent disease and unrest". D.Tn. Italy therefore asks A.C. Austria for his requirements, before submitting his final declarations to the War Office.

(f) Disposal is a complicated matter in the case of Lease Lend items, since the Agreement of the U.S. authorities has to be obtained. An example is the case of the 31 2-8-2 U.S. Lease Lend Locos, which are in use by the I.S.R. Normally the Director of Transportation does not obtain bids for Lease Lend stores. He declares to the War Office the stocks, requirements for military reserves and estimated surpluses.
The War Office declare the global surplus and advise D.Tn. to report these to the Americans for disposal. Such reports are submitted on special U.S. forms to A.F.H.Q. who pass them to the U.S. Disposal Agency. If this Agency can dispose of them, the British Government is given a Lease Lend credit; if not, it informs D.Tn. that he can dispose of them and they are declared to the British Chief Disposal Officer in the normal way.

(g) It is understood that a new procedure for disposal of Transportation Stores is about to be introduced.

3.- DISPOSAL OF BRITISH TRUCKS & TYRES.

UNRRA bought 3000 3-ton trucks for Yugoslavia and Greece. A further 1000 have been purchased for Italy but delivery is slow.

4. DISPOSAL OF SURPLUS ADMIRALTY STORES.

The Chief Disposal Officer, M of S, states that a quantity of the

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

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4 DISPOSAL OF SURPLUS ADMIRALTY STORES.

The Chief Disposal Officer, M of S, states that a quantity of the surplus Naval stores are being handed over direct by the Royal Navy to the Italian Admiralty for the reequipment and maintenance of the Royal Italian Navy as reconstituted.
Other stores are being concentrated in certain Naval Depots for disposal to the Italian Government.
A large quantity of stores and some craft have already been disposed of.

5.- DISPOSAL OF U.S. STORES.

(a) All U.S. Stores are disposed of by an organization known as the Foreign Disposal Commission with H.Q. at Rome. It covers Italy and N.Africabut there are only a few Naval stores in the latter.

(b) The policy is to dispose of surpluses to the Italian Government against Dollar credits, but small amounts are sold to private firms etc.
UNRRA demands have, however, overriding priority.

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(c) Locos and rolling stock.

All U.S. Locos and rolling stock have been or are about to be disposed of to the Italian Government. The principal items are:-

Locos standard guage		0.6.0	5
"	"	" 2.8.0	243
Box cars	40 ton		11
" "	20 ton		553
Flats	50 ton		29
"	40 ton		53
"	20 ton		14
Gondolas high side	20 ton		20
" low side	40 ton		2

All the above, and also the British locos and rolling stock declared surplus, have long been in service on the I.S.R. The disposal of them will thus in no way improve the present position.

(d) Railway workshop.

It is understood that a locomotive repair shop, which has been in use at PALERMO by the U.S. Navy mainly for the repair of landing craft engines, may soon be for disposal.

(e) Cranes and cargo handling gear.

A quantity of cargo handling gear and the following cranes have been disposed of at Naples for over $. 500,000, to allow the Italians to work the berths already handed over:

40 ton	1
30 ton	2
10 ton	9
6 ton	1
4 ton	1

The Navy also have declared two or three cranes, 10, 70 ton plywood barges and one YOK steel barge surplus.
There is no indication of the quantity of cranes, cargo handling gear etc. which will be declared surplus when the Americans finish with Leghorn, but it will be substantial.

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

"	20 ton	14
Gondolas	high side 20 ton	20
"	low side 40 ton	2

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6 ton	1
4 ton	1

The Navy also have declared two or three cranes, 10, 70 ton plywood barges and one YOK steel barge surplus.
There is no indication of the quantity of cranes, cargo handling gear etc.which will be declared surplus when the Americans finish with Leghorn, but it will be substantial.

(f) Tyres and trucks.

(i) The first 13,000 U.S. trucks declared surplus in Italy were purchased by UNRRA, the majority being allocated by that body to YUGOSLAVIA, GREECE and ALBANIA. Only 200 went to Italy. This deal is almost complete. An extremely rough estimate sets the total further eventual surplus at 10,000 load carriers and 10,000 other vehicles of all types. The present intention is to sell these to the Italian Government, UNRRA demands being satisfied, except for passenger carriers.

(ii) 90,000 used tyres of all sizes have been bought by the Italian Government, but a tyre repair unit is required to rebuild them. The units immediately available have been claimed by UNRRA for Yugoslavia and Greece. It is hoped, however, to be able to make one available for Italy.

6.- COORDINATION OF BIDS FOR SURPLUSES.

(a) As far as can be gathered there seems unlikely to be much competition for the railway material, locos and rolling stock.

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(b) UNRRA are, however, bidding for motor transport, tyres & shoes for the Balkan States and have been given overriding priority by Washington as far as U.S. surpluses are concerned.

(c) UNRRA, London, have authorized the procurement from the Chief Disposals Officer, Italy of the following British surpluses:-

for Albania 2 Tanac tugs 6 Mince barges
for Yugoslavia 4 Tanac tugs 16 " "
together with spares and gear for 2 years' operation.

A signal dated 17 Dec addressed to UNRRA CASERTA instructed them to arrange this deal with the MWT & C.D.O. Ministry of Supply.

(d) It would therefore appear that UNRRA, London is collating bids for transportation material and allocating availabilities, subject to the agreement of UNRRA Washington to providing the cash.

(e) It is, however, understood that the Greeks are needing cargo handling gear, but no bid has been received for a share of the Italian surpluses. This also applies to harbour craft.

(f) It will be observed that A.C. Italy, A.C. Austria and UNRRA are all bidding for the same Articles in App. A, B, C & E and A.C. Italy and UNRRA in App. K. Does ECITO intend to act as empowered by Article VII para 5 of the Agreement?

R.W.L. FELLOWES,
Divisional Officer,
ECITO, ORMOA ITALY.

Distribution: ORMOA/ECITO, c/o British Military Mission to Belgium BAOR.
ORMOA Liaison ECITO, Berkeley Square House,
Berkeley Square, London, W.1.
A.F.H.Q. G 4 (Mov & Tn) (without enclosures)
C.D.O., Ministry of Supply Italy. " "
A.C. Transportation & Shipping Sub Commission. " "

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

Supply.

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A.C. Transportation & Shipping Sub Commission. " "
D.M.R.S. " "

3500

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

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

Tav.

QM 1084
221020A

G/6146
DEC 231100

IMPORTANT

Q (M) RAS P

ORMOA ITALY ECITO INFO NORTHMOVES ITALY

UNCLASSIFIED

Ecito Ormoa Italy message 6306 of 201745A and northmoves MOV 3/76 of 201815A refer. Timings have been passed to S N C F as requested. S N C F now require following information. 1°. Will a wagon LIT run through to Rome and Venice from Paris and viceversa or will it be necessary to change trains at Milan. 2°. Is an official reopening of the service being staged at Milan on 8 Jan 46

AC DIST

ACTION: ECITO ORMOA (TNS/C)
INFO: CHIEF COMMISSIONER
ECON.SEC.
TN.S/C
FILE 2
FLOAT

3499

1393

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

Tu.

C 48764

211220A

G/6035

DEC 211515

ROUTINE

AFHQ GHQ CMF

ROME AREA ALLIED COMMAND

INFO: ECITO C/O TRANSPORTATION SUBCOMMISSION ALCOM

870/Tu 1

UNCLASSIFIED

Authority given for ECITO to draw not more than 36 blankets on repayment authority 2507/Q (MAINT) dated 3 Dec. Demand replacement through ord channels

HEADQUARTERS
21 DEC 1945
A. C.

AC DIST

INFO ACTION: ECITO

INFO: CHIEF COMMISSIONER

ECON.SEC. 2

EN.S/C

FILE 2

FLOAT

33 3498

1396

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

TELEGRAMMA
VIA ITALO RADIO

GIV/Z/DEN/0935

Prefisso e Numero - Indicazioni eventuali - Provenienza - Numero parole - Data - Ora

GM4495/13 LONDON 25 13 1626 =

Le ore indicate sono quelle del paese di origine

ELT COL BUCHANAN ALLIED COMMIS
SION TRANSPORTATION SUBCOM=
MISSION CMF =

(Mod. 856)

LEAVING SATURDAY VIA DIEPPE HOPE ARRIVE ROME BY TRAIN AND
CAR ABOUT THURSDAY INFORM MOV MILAN =

FELLOWES +

870/Ital (32)

Rec'd 1230 hrs
Sent 15 Dec.

Ai sli Stabilimenti Poligrafici e Cartevalori - Servizio 4-043 (800.000)

Il Governo Italiano e la Società non assumono alcuna responsabilità in conseguenza del servizio telegrafico

1397

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

RISPONDETE

VIA ITALO RADIO

Presentate o telefonate i vostri telegrammi "Via ITALO RADIO„ agli Uffici della Società.

In Roma, Catania, Firenze, Genova, Messina, Milano, Napoli, Palermo, Siracusa, Lentini, Taormina (stagionale), Torino, Trieste, Venezia. Per evitare errori di trasmissione scrivete sempre: se a mano, con la massima chiarezza; se a macchina, in lettere maiuscole e con doppio spazio fra le lettere e le linee.

Fatevi correntisti per essere ammessi al pagamento a fine mese dei vostri telegrammi "Via ITALO RADIO„

Oltre alla comodità di pagare l'importo dei vostri telegrammi alla fine del mese, avrete anche il vantaggio di possedere una tessera con la quale potrete inviare i telegrammi stessi da qualsiasi ufficio della "ITALCABLE„

SERVIZIO RADIOTELEFONICO DIRETTO CON

AMERICA DEL NORD, CENTRALE E DEL SUD
VICINO ED ESTREMO ORIENTE

Rivolgetevi agli Uffici della "ITALCABLE„

per informazioni, moduli, tariffe, reclami, suggerimenti, ecc. Saranno lieti di esservi utili e di approfittare della vostra amichevole cooperazione per migliorare sempre più il servizio.

Usate sempre i nostri moduli, oppure scrivete, nella casella "Via d'istradamento„ dei moduli statali, l'indicazione gratuita "VIA ITALO RADIO„

1398

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INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FX56192
Date/Time of Origin: DEC. 121545A

Message Centre No: G.5481
Date Time Rec'd: DEC.131215
Precedence: ROUTINE

FROM: Q (MOV) GHQ CMF
TO : ORMOA ECITO C/D BMM BRUSSELS DMRSI ALCOM ROME INFO: ORMOA ECITO
C/O ALCOM ROME

RESTRICTED

RESTRICTED.

For your information. General manager wagon lits company Rome states that 135 of the sleeping cars allocated to Rome in peacetime now in Germany or Austria. He requests investigation with view to return of at least some of these cars.

AC DIST

INFO ACTION : TN SC 2
ECITO (% TN SC)
INFO : CHIEF COMMISSIONER
ECON SEC 2
FILE 2
FLOAT

HEADQUARTERS
17 DEC 1945
A. G.

ECITO/TN 1

INFO - ACTION

31

RESTRICTED

1399

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

PY

C44435
DEC. 062337A

G/5084
DEC. 071030

ROUTINE

AFHQ FROM MOV & TN AFHQ
ECITO/ORMOA ITALY C/O ALCOM CITE ACTPT INFO:ALCOM

UNCLASSIFIED.

Your cable of 271750 subject UNRRA supplie to Czechoslovakia.

1. Following conditions indispensable handling through either Venice or Trieste.

(A) WAGONS must be supplied from czech sources outside Italy.

(B) Route via Brenner both directions

(C) All arrangements for port handling, warehousing forwarding guarding en roite, railway charges to be made direct between UNRRA and appropirate civilian or italian government agencies.

(D) Priority for movement will rank below military or civil tonnages for BTA and Italy.

2. Permission to use Venoce must be obtained fro: Alcom.

3. We prefer Venice by reason of shorter haul and segregation from UNRRA traffic to Yugoslavia.

4. Assume this answers ormoa Brussels letter ormoa/240 of 25 October.

AC DIST

Action : TN SC 2
ECITO
Info : CHIEF COMMISSIONER
ECON SEC
FILE 2
FLOAT

30

3496

1400

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

RESTRICTED

GWF/wp

ALLIED FORCE HEADQUARTERS
APO 512

AG 500 M&TN-O

3 December 1945

SUBJECT: Establishment of European Central Inland Transport Organization.

TO: All Concerned.

1. The "European Central Inland Transport Organization" (ECITO) has been established by international agreement to coordinate the international movement of traffic in EUROPE by rail, road and inland waterways and to advise on the allocation and distribution of transport equipment and material. Its objective is so to assist the rehabilitation of inland transportation within EUROPE that normal peacetime movement of traffic can be resumed as rapidly as possible.

2. To this end, ECITO has established Divisional Offices in all those Allied countries which are signatories to the international agreement. In ex-enemy countries and in those countries in which overall control of transport remains with the Allied military authorities, ECITO is establishing Branch Offices of its "Office for Relations with Military and Occupation Authorities" (ORMOA).

3. a. A Branch Office of ORMOA to be known as ECITO (ORMOA) (ITALY) is being established in ROME under the direction of the Divisional Officer ECITO (ORMOA) (ITALY).

b. The terms of reference and main functions of the Divisional Officer, as laid down by the Deputy Director General, ORMOA, ECITO are set out in Appendix "A" to this letter.

c. The office of the Divisional Officer is located in the MINISTERO DELLE COMUNICAZIONI, Piazza Della Croce Rossa, ROME. Correspondence will be addressed to the Divisional Officer, ECITO (ORMOA) (ITALY), c/o Headquarters, Allied Commission, ITALY, APO 394.

4. In order to fulfill the functions for which ECITO has been established, it is necessary that all members of the organization, including ORMOA, be afforded freedom of movement and certain supplies and services.

5. Duly accredited ECITO personnel stationed in ITALY will require military permits for entry into AUSTRIA or GERMANY, or the Province of VENEZIA GIULIA. These will be obtainable from G-2 (CI) Section, Allied Force Headquarters, or from Public Safety Sub-Commission, Headquarters, Allied Commission, ITALY. Personnel stationed in other countries requiring to

3/95

RESTRICTED

140 F

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Ltr, AFHQ, AG 500 M&TM-O,
dtd 3 December 45 (Cont'd)

enter ITALY will be required to be in possession of an Italian entry visa, obtainable from Italian Embassies or Consulates abroad. For those countries in which the Italian Government is not yet represented the Allied Force Permit System remains in force.

6. Details of supplies and services which Allied military authorities are authorized to provide to ECITO personnel will be issued separately through US and British channels.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

C. W. CHRISTENBERRY
Colonel, AGD
Adjutant General

1 Incl
Appendix "A"

DISTRIBUTION:
A & B

Plus
60 - M&TM

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APPENDIX "A" to AFHQ ltr AG 500 MEMO, dtd 3 Dec 45

TERMS OF REFERENCE OF DIVISIONAL OFFICER, ECITO (ORMOA) (ITALY)

1. The main functions of the Divisional Officer, Office for Relations with Military and Occupation Authorities, ECITO (ITALY) as laid down by the Deputy Director General, ORMOA, ECITO are as follows:

a. To keep the Deputy Director General informed of the transport situation in ITALY, and to submit such recommendations as may be required.

b. To coordinate and advise the appropriate authorities upon all international road and rail problems in which ITALY is concerned.

c. To coordinate and advise the appropriate authorities upon the problems involved in wagon exchange, so far as ITALY is concerned.

d. To institute a periodical census of rolling-stock.

e. To collect such statistical information and records as may be required by the Deputy Director General in connection with road and rail transport, inland waterways and ports.

f. To coordinate and advise upon the questions of repair and restitution of transportation equipment facilities, where this advice may be specifically requested from the appropriate authorities of the Allied military forces or the Allied Commission.

g. To coordinate and advise the authorities concerned upon the disposal of surplus military transportation stores to the Italian Government, or to any other authority whom, in the light of detailed study of the local conditions, he may consider appropriate.

h. To coordinate and consolidate the essential requirements of transportation equipment of the Italian Government. This work will be undertaken through the Allied military authorities or Allied Commission.

2. The Divisional Officer is only authorized to deal with the Allied military authorities or the Allied Commission, ITALY. All dealings with the Italian Government or Italian transportation agencies will be through the Allied military authorities or the Allied Commission, as may be the more appropriate, except in such cases as the Allied military authorities or the Allied Commission may give specific permission for him to deal direct with the Italian Government or Italian transportation agencies.

RESTRICTED

Inclosure Number 1

IPC/elc

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation & Shipping Sub-Commission

Tel : 478101 1 December 1945

499/6/Tn 3

SUBJECT : International Time-table Conference held at Lugano 22 - 24 Nov 1945

TO : See Distribution

1. The enclosed notes with Appendices 1, 2 and 4 of the above Conference are forwarded for information.
Appendices 3 and 5 will be forwarded when to hand.

2. The official Minutes of the Conference are being circulated by the Secretary.

For the Chief Commissioner

C.F. Berridge
C.F. BERRIDGE,
Major R.E.

ENCL.: Conf. Notes
App. 1, 2 and 4.

DISTRIBUTION :-

Q(Mov) GHQ CMF for Mov 3
Director, MRS, for Brig. R.D. Waghorn
DMRS Rome, for Major Ryan
Col. Q(M) HQ Movements North Italy
Office of Representative of Chief Commissioner
AG Milan (for Lt.Col. E. Harris)
} Conference Notes only
Appendices not available

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

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C.F. Rowley

C.F. BERRIDGE,
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ENCL.: Conf. Notes
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DMRS Rome, for Major Ryan
Col. Q(M) HQ Movements North Italy
Office of Representative of Chief Commissioner
AC Milan (for Lt.Col. M. Harris)
Rail Division (Tn 4)
Director, Transportation & Shipping Sub-Commission
File

Conference Notes only
Appendices not available

ECITO ?

28

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Appendix I

Conference de Lugano

22 - 24 novembre 1945

Remise en circulation du train Simplon-Orient Express

Liste de presence

France - Societe Nationale des Chemins de fer français a Paris

Service Central du Mouvement

MM Dargeon, Directeur
Lorriot, Ingenieur en Chef
Pottelette, Inspecteur Divisionnaire

Service Commercial

MM Merois, Directeur
Reme, Ingenieur en Chef
Faure, Ingenieur Principal
Simmonot, Inspecteur Divisionnaire

Region de l'Est

MM Lefort, Ingenieur en Chef
Nicolas, Inspecteur Principal

Region du Nord

MM Joissen, Inspecteur Principal
de Bergh, Inspecteur Principal Adjoint

Region du Sud-Est

MM Mermier, Ingenieur en Chef
Pujet, Inspecteur Principal Adjoint

Suisse Direction generale des Chemins de fer federaux a Berne

MM Paschoud, Membre de la Direction generale
Ballinari, Chef principal de l'exploitation
Mullener, Chef de section (Horaires)
Michel, Inspecteur d'exploitation (Services directs)

Belgique Societe Nationale des Chemins de fer belges a Bruxelles

Service de l'Exploitation :

MM Colle, Directeur du Service de l'exploitation
Demaret, Inspecteur principal

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

MM Mereis, Directeur
Rame, Ingenieur en Chef
Feure, Ingenieur Principal
Simmonot, Inspecteur Divisionnaire

Region de l'Est

MM Lefort, Ingenieur en Chef
Nicoles, Inspecteur Principal

Region du Nord

MM Joisson, Inspecteur Principal
de Bergh, Inspecteur Principal Adjoint

Region du Sud-Est

MM Mermier, Ingenieur en Chef
Pujet, Inspecteur Principal Adjoint

Suisse — Direction generale des Chemins de fer federaux a Berne

MM Paschoud, Membre de la Direction generale
Ballinari, Chef principal de l'exploitation
Mullener, Chef de section (Horaires)
Michel, Inspecteur d'exploitation (Services directs)

Belgique — Societe Nationale des Chemins de fer belges a Bruxelles

Service de l'Exploitation :

MM Colle, Directeur du Service de l'exploitation
Demaret, Inspecteur principal
Pauby, Chef de bureau principal
Chislain, Sous-chef de bureau

Service commercial :

MM Antoine, Directeur du Service commercial
Trigalet, Chef de bureau

./.

3192

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

Compagnie Internationale des Wagons-Lits et des Grands Express Europeens a Paris

MM Mergot, Noblemaire, Directeur General
Widhoff, Directeur de l'Exploitation generale
Ambord, Directeur du Service Commercial
Luuyt, Chef de l'Exploitation
Rouge, Representant de la Compagnie en Suisse
Poli, Representant de la Compagnie en Italie

ENGLAND — Direction of the Southern Railway Company, Continental Department, London S.W. 1

M. Hacker, Continental Traffic Manager

Italie — Allied Forces H.Q. and Allied Commission, Italy

Lt. Col. C.R. WORTHINGTON
Major C.F. BERRIDGE
Major C.F. RYAN

Direzione Generale delle Ferrovie dello Stato, Rome

M. Dott. R. Lenzi, Ispettore Capo

En outre, assiste a la seance :

M. Tuja, Directeur en France de l'ECITO

M. Dargeou expose qu'a la conference tenue a Bruxelles le 22 octobre dernier, il a ete demande a la SNCF, Administration gerante, d'envisager la possibilite de retablir partiellement la circulation du train Simplon-Orient-Express.

La SNCF a examine la question et M. Dargeou a la satisfaction d'annoncer que, sur le terrain francais, il a ete reconnu possible de remettre en marche le train S.O.E. a partir du lundi 7 Janvier 1946 per son intineraire normal de Vallorbe.

Il propose donc aux autorites et administrations interessees d'examiner les dispositions a prendre, tant au point de vue du mouvement qu'au point de vue tarifaire, pour assurer la continuation de ce train jusqu'a Venise et Trieste, si possible, via Brigue, Domodossola et Milan.

Il rappelle, en outre, que sinsi qu'il a ete decide a la conference du 22 Octobre de Bruxelles, le W.L. Paris-Rome, actuellement achemine, a titre provisoire, par le train Alberg-Express, devra etre incorpore dans le train S.O.E. jusqu'a Milan.

Cette mesure s'impose absolument, du fait que le train Arlberg-Express, qui circule a limite de charge doit recevoir a partir du 7 Janvier 1946 un W.L. Paris-Pregue, a differer a Linz, dont l'incorporation est incompatible avec le maintien

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

Lt. Col. C.R. WORTHINGTON
Major C.F. BERRIDGE
Major C.F. RYAN

Direzione Generale delle Ferrovie dello Stato, Roma

M. Dott. R. Lenzi, Ispettore Capo

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Cette mesure s'impose absolument, du fait que le train Arlberg-Express, qui circule a limite de charge doit recevoir a partir du 7 Janvier 1946 un W.L. Paris-Pregue, a differer a Linz, dont l'incorporation est incompatible evec le maintien de la voiture Rome. Cette derniere voiture devrait donc disparaitre si le S.O.E. n'etait pas mis en route.

Mr. le Colonel Worthington indique d'abord que, pour le moment tout au moins, le S.O.E. devrait avoir son parcours limite a Venise. Il expose en suite les problemes multiples que souleve la circulation du S.O.E. sur les lignes italiennes:

- accroissement de la consommation de charbon, provoquee par la creation d'un train-vapeur nouveau entre Domodossola et Milan.
- impossibilite pratique, compte tenue des besoins militaires, et des sujetions de circulation, de mettre en route, dans la situation actuelle au dela de Milan sur Venise et Rome, des trains express affectes aux voyageurs civils et permettant un

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

acheminement satisfaisant des W.L. Venise et Rome;
- necessite d'obtenir, de l'autorite militaire Allies l'autorisation d'incorporer les W.L. Venise et Rome dans des trains militaires susceptibles de les acheminer dans des delais convenables.

Dans ces conditions, il est, a son grand regret, oblige de reserver son accord definitif a la circulation du S.O.E. en Italie jusqu'a ce qu'il ait obtenu l'assentiment des autorites competentes. Il s'emploiera a le provoquer des que possible.

D'autre part, il se demande s'il sera possible d'assurer des le debut, la circulation quotidienne du train et s'il ne sera pas conduit a demander de la limiter, pour debuter, a trois jours par semaine.

M. Dergeou demande a M. le Colonel Worthington de faire connaitre sa reponse des que possible; la mise en route du train S.O.E., prevue pour le 7 janvier ne pourra, en effet etre affective que si l'accord des autorites Allies intervient avant le 10 decembre, un delai de 4 semains etant, en effet indispensable pour permettre la mise au point definitive et la publication des horaires.

En attendant, le train sera trace a titre facultatif jusqu'a Domodossola et prevu quotidien; il ne sera mis en route que lorsque la continuation sera assuree sue les territoire italien.

Sous reserve de la decision definitive des autorites Militaire Allies la conference decide de proceder a la mise au point des horaires et de la composition du train.

M. Dargeou propose de designer, suivant l'usage, deux commissions, l'une sera chargee de l'etude des questions de 'Mouvement' et l'autre de l'etude des questions commerciales.

Le resultats des travaux de ces deux commissions sont resumes ci-apres.

A. Commission 'Mouvement'

I) Situation au 7 Janvier 1946

a) branche principale

Les horaires suivant sont fixes apres accord des Administrations interessees :

22.20	D	Paris-Lyon	A	6.45
3.05/3.15		Dijon		1.25/1.40
6.30/8.03		Vallorbe		21.30/22.42
8.47/8.54		Lausanne		20.40/20.45
10.56/11.16		Brigue		18.03/18.25
11.56/13.30		Domodossola		15.40/17.15
16.30/21.00		Milan	D	11.00/12.30
7.07	A	Venise		23.50

Le W.L. 'Paris-Rome' sera achemine de Milan a Rome dans l'horaire ci-apres :

17.50	D	Milan	A	9.50
15.45	A	Rome	D	10.50

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

permettre la mise au point definitive et la publication des horaires.

En attendant, le train sera trace a titre facultetif jusqu'a Domodossola et prevu quotidien; il ne sera mis en route que lorsque la continuation sera assuree sue les territoire italien.

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10.56/11.16		Brigue		18.03/18.25
11.56/13.30		Domodossola		15.40/17.15
16.30/21.00		Milan	D	11.00/12.30
7.07	A	Venise		23.50

Le W.L. 'Paris-Rome' sera achemine de Milan a Rome dans l'horaire ci-apres :

17.50	D	Milan	A	9.50
15.45	A	Rome	D	10.50

La circulation du train est prevue a partir du lundi 7 janvier au depart de Paris s'il est quotidien et a pertir du mardi 8 janvier s'il est tri-hedemadaire. Dans ce cas, les departs de Paris et de Rome auront lieu les Mardi, Jeudi, et Dimanche. Au depart de Rome, le premiere cisrculation est fixee, dans les deux cas, au jeudi 10 janvier.

Le train S.O.E. aura la composition suivante :

1 F4u Paris-Milan fourni par la SNCF - Course EWP 60
1 WL 1/2 classe Paris - Venise - Course EWP 62

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1 WL 1/2 classe	Paris - Rome	- course EWP 63
1 AB4u	Paris - Milan fourni par le SNCF	- course EWP 60
1 WR	Vellorbe - Milan	- course EWP 1071
1 AB4u	Berne-Milan fourni par les BLS	- course EWP 1061

Ces vehicules devront etre munis du chauffage electrique

b) branche adjacente

De Calais et de Bruxelles a Bale et a Milan

15.00	D	Calais	A	15.10
17.00/17.30		Lille		12.39/12.49
21.15/21.30		Mezieres Charleville		8.59/9.09
0.20/0.42		Thionville		5.33/6.05

16.20	D	Bruxelles Nord	A	13.42
22.00/22.15		Luxembourg		7.55/8.13
23.12/0.42		Thionville		5.33/6.48
1.28/1.33		Metz		4.35/4.45
4.44/4.54		Strasbourg		1.05/1.15
7.51/9.01		Bale		20.45/22.05
10.38/10.50		Lucerne		19.10/19.20
14.54/15.55		Chiasso		14.00/15.05
16.45	A	Milan	D	13.00

La voiture 'Berne - Milan'circulera dans l'horaire suivant entre Berne et Brigue

8.57	D	Berne	A	20.31
11.01	A	Brigue	D	18.12

La composition de ce train est fixe comme suit :

1 Dd2	Calais - Bale	fourni par la SNCF	- course EWP 146
2 CHu	- do -	- do -	- do -
2 AB4u	- do -	- do -	- do -
1 AB4u	Bruxelles - Bale	fourni par SNCB	- course EWP 414
		- do -	- do -

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15.00	D	Calais	A	15.10
17.00/17.30		Lille		12.39/12.49
21.15/21.30		Mezieres Charleville		8.59/9.09
0.20/0.42		Thionville		5.33/6.05

16.20	D	Bruxelles Nord	A	13.42
22.00/22.15		Luxembourg		7.55/8.13
23.12/0.42		Thionville		5.33/6.48
1.28/1.33		Metz		4.35/4.45
4.44/4.54		Strasbourg		1.05/1.15
7.51/9.01		Bale		20.45/22.05
10.38/10.50		Lucerne		19.10/19.20
14.54/15.55		Châsso		14.00/15.05
16.45	A	Milan	D	13.00

La voiture 'Berne - Milan'circulera dans l'horaire suivant entre Berne et Brigue

8.57	D	Berne	A	20.31
11.01	A	Brigue	D	18.12

La composition de ce train est fixe comme suit :

1	Dd2	Calais - Bale	fourni par la SNCF	- course EWP 146
2	CHu	- do -	- do -	- do -
2	AB4u	- do -	- do -	- do -
1	AB4u	Bruxelles - Bale	fourni par SNCB	- course EWP 414
1	C4u	- do -	- do -	- do -
1	OPw4u	- do -	- do -	- do -

Ces trains seront en correspondance a Bale avec les trains 60/67 C.F.F.

2) <u>Situation a realiser au cours de la premiere quinzaine de mars 1946</u>

Mr. Hacker fait connaitre que son Administration disposera vraisemblablement d'un paqubot dans le premiers jours du mois de mars pour assurer le service entre Douvres et Calais et vice versa. Les horaires de la branche adjacente seront prolonges a ce moment de Calais a Londres et retour comme suit :

8.00	D	Londres Victoria	A	20.30
9.40/11.00		Douvres		17.20/18.50
13.20/15.00		Calais Maritime		15.10/17.00

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o/o

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Ces horaires tiennent compte du maintien de l'heure de l'Europe Centrale sur le territoire français.

La composition du train "Calais-Bâle" sera renforcée à partir de cette date de :

1 WL 2me classe Calais - Bâle course EWP 145

En outre, le paquebot sera également en correspondance à Calais Maritime avec un train Calais-Paris et vice versa qui circulera dans l'horaire suivent : (Flèche d'or)

train 12				train 19
14,45	D	Calais Maritime	A	15,33
18?47	A	Paris Nord	D	11,35

Ce train qui conduire un couplage "Pullman", un WR, un WL Calais-Milan et une AB Calais-Paris (Lyon) et des voitures de 1ère, 2me et 3me classes, donnera la correspondance au SOE.

3°) Situation du 6 mai 1946

a) branche principale

Au service d'été, le train SOE sera tracé dans les horaires suivants :

22,05	D	Paris Lyon	A	7,10
2,30/2,40		Dijon		2,40/2,50
6,00/8,03		Vallorbe		22,20/23,41
8,47/8,54		Lausanne		21,28/21,35
10,56/11,16		Brigue		19,05/19,23
11,56/13,30		Domodossola		16,40/18,17
16,30	A	Milan	D	13,30

Les horaires entre Milan et Venice d'une part et entre Milan et Rome d'autre part seront communiqués ultérieurement.

La composition du train sera fixé comme suit :

1	F4ù	Paris-Milan fourni par la SNCF	-	Course	EWP 60
1	AB4ù	Paris-Venise - do -	-	Course	EWP 62
1	WL1/2	Classe - do -	-	Course	EWP 62
1	WL1/2	Calais-Milan	-	Course	EWP 60
1	WL1/2	Paris-Rome	-	Course	EWP 63
1	AB4ù	-do- fourni par la SNCF	-	Course	EWP 63
1	WR	Vallorbe- Milan	-	Course	EWP 1071
1	AB4ù	Berne- Milan fourni par les BIS	-	Course	EWP 1061

b) branche adjacente

de Calais et de Bruxelles à Bâle et à Milan

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Ce train qui conduira un couplage "Pullman", un WR, un WL Calais-Milan et une AB Calais-Paris (Lyon) et des voitures de 1ère, 2me et 3me classes, donnera la correspondance au SOE.

3°) Situation du 6 mai 1946

a) branche principale

Au service d'été, le train SOE sera tracé dans les horaires suivants :

22,05	D	Paris Lyon	A	7,10
2,30/2,40		Dijon		2,40/2,50
6,00/8,03		Vallorbe		22,20/23,41
8,47/8,54		Lausanne		21,28/21,35
10,56/11,16		Brigue		19,05/19,23
11,56/13,30		Domodossola		16,40/18,17
16,30	A	Milan	D	13,30

Les horaires entre Milan et Venice d'une part et entre Milan et Rome d'autre part seront communiqués ultérieurement.

La composition du train sera fixé comme suit :

1	F4ü	Paris-Milan fourni par la SNCF	-	Course EWP 60
1	AB4ü	Paris-Venise - do -	-	Course EWP 62
1	WL1/2 Classe	- do -	-	Course EWP 62
1	WL1/2 Calais-Milan		-	Course EWP 60
1	WL1/2 Paris-Rome		-	Course EWP 63
1	AB4ü	-do- fourni par la SNCF	-	Course EWP 63
1	WR	Vallorbe- Milan	-	Course EWP 1071
1	AB4ü	Berne- Milan fourni par les BLS	-	Course EWP 1061

b) branche adjacente

de Calais et de Bruxelles à Bâle et à Milan

15,00	D	Calais Maritime	A	15,10
15,05/15,45		Calais Ville		14,30/15,05
17,35/17,47		Lille		12,17/12?27
21,35/21,51		Mézières Charleville		8,32/8,47
0,48/1,08		Thionville		4,40/5,31

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17.05	D	Bruxelles Nord	A	12.11
22.34/22.52		Luxembourg		7.06/7.21
23.48/1.08		Thionville		4.40/6.00
1.46/1.56		Metz		3.46/3.56
4.45/4.55		Strasbourg		0.57/1.07
7.40/9.01		Bâle		20.45/22.05

sans changement jusqu'à Milan (arrivée 16.45)

sans changement de Milan (départ 13.00)

La composition de ce train sera la suivante:

1 D12	Calais-Bâle	fourni par la SNCF
2 C4u	-do-	-do-
2 AB4u	-do-	-do-
1 WL 2me classe	-do-	-do-
2 +)AB4u	Bruxelles-Bâle	fourni par la SNCB
1 C4u	-do-	-do-
1 CPw4u	-do-	-do-

+) dont l'AB4u prévu à titre facultatif

Relation Bordeaux-Lyon-Turin-Milan et retour

La relation Bordeaux-Milan et vice versa était assurée avant la guerre par les trains BM/MB en correspondence à Milan avec le train SOE.

La reprise de cette relation ne pourrait être envisagée qu'après le rétablissement de la circulation sous le tunnel du Mont-Cenis entre Modane et Bardonecchia. L'état actuel des travaux permet de prévoir ce rétablissement pour le début du 2me semestre 1946.

Toutefois, l'horaire qui pourrait être adopté entre Lyon et Milan pour les trains BM/MB ne permettrait pas d'assurer la correspondence utile à Milan avec le SOE.

Cette question sera reprise lors d'une prochaine conférence, à la faveur d'une amélioration de l'horaire du SOE.

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1	D4z	Calais-Bâle	fourni par la SNCF
2	C4u	-do-	-do-
2	AB4u	-do-	-do-
1	WL 2me classe	-do-	-do-
2	+)AB4u	Bruxelles-Bâle	fourni par la SNCB
1	C4u	-do-	-do-
1	CPw4u	-do-	-do-

+) dont l'AB4u prévu à titre facultatif

Relation Bordeaux-Lyon-Turin-Milan et retour

La relation Bordeaux-Milan et vice versa était assurée avant la guerre par les trains BM/MB en correspondence à Milan avec le train SOE.

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Toutefois, l'horaire qui pourrait être adopté entre Lyon et Milan pour les trains BM/MB ne permettrait pas d'assurer la correspondence utile à Milan avec le SOE.

Cette question sera reprise lors d'une prochaine conférence, à la faveur d'une amélioration de l'horaire du SOE.

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Col. Worthington mentions that for the moment at least, the SOE should not go further than Venice. He afterwards explains the number of problems, which arise through the running of the SOE on the Italian lines;

- increased consumption of coal brough about by the introduction of a new Steam-train between Domodossola and Milan.

- practical impossibility taking military requirements and traffic conditions into account to introduce under the present circumstances Fast train services beyond Milan to Venice and Rome for civilian passengers permitting the satisfactory continuation of Sleeping-cars to both places mentioned.

- necessity to obtain permission from the Allied authorities to incorporate the Sleepers to Venice and Rome into military trains suitable for their conveyance within convenient time-limits,

Under these conditions, he is compelled at his great regret, to reserve his final agreement to the running of the SOE in Italy until he has obtained the assent of the authorities concerned. He will intervene to obtain this as soon as possible.

On the other hand, he wonders whether it would be possible to assure a daily service right from the start and whether he would not be induced to limit the circulation to three days per week.

Mr. Dargecu asks Col. Worthington to make his reply known as soon as possible. The introduction of the SOE foreseen for the 7th of January would in fact only be possible, if the assent-ment of the Allied authorities arrives before the 10th of December. A period of 4 weeks being required for the final adjustments and the publication of the time-tables.

In the meantime, a daily train will be facultatively fixed as far as Domodossola and same will be brought into actual service only after the continuation has been assured over the Italian territory.

Subject to the final decision of the Allied Military authorities the Conference decides to proceed with the tracing out of the time table and the composition of the train in question.

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Appendix II

Ferrovie italiane dello Stato, Roma

Commission de contrôle en Autriche
Generaldirektion der Oesterreichichen
Staatseisenbahnen, Wien
Compagnie International des Wagons-Lits et
des Grands Express Européens S.A., Paris.

Conformément aux décisions de principe prises à la Conférence de Bruxelles, il a été examiné, entre les réprésentants Alliés et les représentants des chemins de fer de l'Etat italien ed des chemins de fer autrichiens la possibilité d'effectuer un service pour civils avec une voiture-lits, en utilisant le train militaire allié bi-hebdomadaire entre Naples et Villach, lequel devra être rendu tri-hebdomadaire dans ce but, et dont l'horaire devra être modifié partiellement, afin qu'il puisse aboutir à Venise, où le service pour civils avec voitures ordinaires de et pour Rome aura son origine et sa fin, et afin de permettre, en outre, la création d'une correspondence à Villach avec le train pour civils pour Vienne.

Les chemins de fer italiens soumettron le nouveau projet d'horaire à l'approbation des Autorités Alliées et ils communiquerons ensuite la date à la quelle le nouveau service sera mis en vigueur.

Tout en demeurant sans changement, l'horaire actuel entre Rome et Naples l'horaire et les jours de circulation entre Rome et Villach sera approximativement le suivant:

Mardi, Jeudi, Samedi	7,40	Dép. WIEN		arr.	17,40	Lundi, Mercredi,
	17,15	arr.	VILLACH	dép.	8,00	Vendredi
	18,45	dép.		arr.	6,52	
	19,30	arr.	TARVISIO	dép.	6,19	
	20,30	dép.		arr.	5,15	
	22,30	arr.	UDINE	dép.	2,20	
	23,30	dép.		arr.	2,10	
	4,45	arr.	VENEZIA	dép.	22,20	
	5,45	dép.		arr.	22,00	
	6,35	arr.	PADOVA	dép.	21,00	
	8,05	dép.		arr.	20,00	
	10,05	arr.	VERONA	dép.	18,15	
	10,35	dép.		arr.	17,45	
	14,10	arr.	BOLOGNA	dép.	14,15	
	17,00	dép.		arr.	12,51	
	20,30	arr.	RIMINI	dép.	9,20	
	21,30	dép.		arr.	8,20	
Mardi, Jeudi, Samedi	10,05	arr.	ROME	dép.	21,00	Lundi, Mercredi, Samedi

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ce but,et dont l'horaire devra être modifié partiellement,afin qu'il puisse aboutir à Venise,où le service pour civils avec voitures ordinaires de et pour Rome aura son origine et sa fin,et afin de permettre, en outre,la création d'une correspondence à Villach avec le train pour civils pour Vienne.

Les chemins de fer italiens soumettron le nouveau projet d'horaire à l'approbation des Autorités Alliées et ils communiquerons ensuite la date à la quelle le nouveau service sera mis en vigueur.

Tout en demeurant sans changement,l'horaire actuel entre Rome et Naples l'horaire et les jours de circulation entre Rome et Villach sera approximativement le suivant:

Mardi,Jeudi,Samedi	7,40	Dép. WIEN	arr.	17,40	Lundi,Mercredi,
	17,15 arr.	)VILLACH	(dép.	8,00	Vendredi
	18,45 dép.		arr.	6,52	
	19,30 arr.	)TARVISIO	(dép.	6,19	
	20,30 dép.		arr.	5,15	
	22,30 arr.	)UDINE	(dép.	2,20	
	23,30 dép.		arr.	2,10	
	4,45 arr.	)VENEZIA	(dép.	22,20	
	5,45 dép.		arr.	22,00	
	6,35 arr.	)PADOVA	(dép.	21,00	
	8,05 dép.		arr.	20,00	
	10,05 arr.	)VERONA	(dép.	18,15	
	10,35 dép.		arr.	17,45	
	14,10 arr.	)BOLOGNA	(dép.	14,15	
	17,00 dép.		arr.	12,51	
	20,30 arr.	)RIMINI	(dép.	9,20	
	21,30 dép.		arr.	8,20	
Mardi,Jeudi,Samedi	10,05 arr.	ROME	dép.	21,00	Lundi,Mercredi, Samedi

Pour répondre au désir des Autorités Militaires Anglaises d'avoir une correspondance entre Udine et Trieste,les chemins de fer italiens soumettron à l'approbation des dites Autorités l'institution d'une nouvelle paire de trains entre ces deux stations.

A partir du 6 mai 1946, la voiture-lits Rome-Vienne pourra circuler entre Villach ei Vienne dans les trains sous-indiqués, sous réserve de l'approbation du Commandement Allié en Autriche. Les chemins de fer italiens se réservent de communiquer le nouvel horaire entre Villach et Rome, après avoir pris les accords nécessaires avec les Autorités Alliées en Italie.

22,25	dép.	WIEN SUD	arr.	36.85
7,45	arr.	Villach	dép.	22,08

La Compagnie W.L. déclare qu'elle ne pourra assurer ce service qu'au moment où elle pourra disposer d'un nombre suffisant de voitures de son parc, actuellement immobilisées en Allemagne et en Autriche.

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Appendix IV

- 7a -

Ferrovie Federali
svizz. Berna. (FFS)

Ferrovie dello Stato
Roma. (FS)

Le FFSS chiedono che, con l'orario entrante in vigore al 6 maggio 1946, vengano migliorate le corrispondenze sulla tratta Milano - Chiasso e viceversa mettendo i nuovi treni in coincidenza con i principali treni svizzeri a Chiasso.

Le FS dichiarano che esamineranno la proposta d'intesa con le autorità alleate e comunicheranno alle FFS i rispettivi orari.

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Ferrovie federali svizz. Berna

Ferrovie dello Stato Roma

Per la tratta Bellinzona-Luino le ferrovie federali anche su richiesta dei cumuni italiani Pino e Maccagno propongono il seguente orario.

	6478 M con V	2476 Omn	6494 M con V	2480 Omn	2490 Omn	2502 Omn
Bellinzona		7.19		10.55	14.29	18.07
Pino-Tronzano	4.32	8.05/10	11.48	11.49	15.14/16	18.51/55
Maccagno	4.42/44	8.18	11.59	11.57	15.24	19.03/10
Luino	4.52	8.24	12.07	12.03	15.30	19.20
	giornal.		g.feriali	festivo		

	6479 M con V	2477 Omn	6489 M con V	2489 Omn	2493 Omn	6511 M con V
Luino	5.36	8.34	13.12	13.44	15.40	21.15
Maccagno	5.49/6.04	8.41	13/22/27	13.52	15.47	21.26/28
Pino Tronzano	6.13/25	8.48.53	13.36/41	14.00/05	15.54/55	21.35/40
Bellinzona	(2433) 7.42	9.38	14.56	14.55	16.36	21.46/55 (fest.21.37)
	giornal.		g.feriali	festivo		giornal.

I treni 2476, 2477, 2490 e 2493 saranno effettuati con automotrice Diesel.

Le ferrovie italiane sono in principio d'accordo nell'incremento delle comunicazioni fra Pino e Luino e si riservano di presentare alle autorità alleate le opportune proposte per il loro bene stare.

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Chemins de fer fédéraux suisses,
Ferrovie dello Stato, ~~Roma~~ Berne

Amélioration des relations entre Brigue et Domodossola.

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Pour tenir compte des voeux exprimés par les autorités du Val D'Ossola, il est décidé de mettre en marche un train Domodossola-Iselle-Domodossola entre 17 et 18 heures, ceci en plus des trois paires de trains circulant déjà entre Iselle-Domodossola-Iselle. La marche de ces derniers sera adaptée aux voeux exprimés, ceci dans la limite des possibilités de traction et en tenant compte de la circulation des trains O.S. et S.O., et de la simple voie entre Varzo et Domodossola, jusqu'au moment du rétablissement de la double voie (travaux en cours).

"MEDIOC",

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NOTES ON INTERNATIONAL TIME-TABLE CONFERENCE

HELD AT LUGANO 22 NOV - 24 NOV 1945.

1. SIMPLON ORIENT EXPRESS.

The general question of the reinstitution of the Simplon Orient Express was discussed and it was agreed that in the event of arrangements being made for its reinstitution that VENICE would be the destination point for the moment NOT TRIESTE or beyond. Regarding timings, etc., the following points were submitted for consideration.

(a) Daily Service PARIS - MILAN (via DOMODOSSOLA) with through sleepers to VENICE and ROME and a through Coach and Brake Van PARIS - MILAN.

(b) If NOT possible for daily service to be run as often as possible (say 3 times per week).

(c) Connection to ROME to be by the proposed timings for the existing sleeper from CHIASSO, three times weekly, which would have to be revised, and the through sleeper to VENICE to be attached if possible to a Medloc Feeder, if not to the existing ordinary train to VERONA to be extended to VENICE.

(d) W.e.f. 7 January 1946 the through sleeper via CHIASSO to ROME will terminate and if agreed will be replaced by the service via DOMODOSSOLA.

(e) If the Simplon-Orient Express is NOT agreed by AFHQ, there will be no service PARIS - ROME after 6 January 1946 as the Alberg Express from BASLE will be full load and will NOT be able to attach a wagon lits coach for ROME.

(f) A decision as to whether the Simplon - Orient Express can be run and how many times per week is asked for by France and Switzerland by 10 December 1945 for time-table purposes.

(g) It has been emphasised that all proposals are subject to A.F.H.Q. perusal and final ratification, it being added

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be the destination point for the moment NOT TRIESTE or beyond. Regarding timings, etc., the following points were submitted for consideration.

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(f) A decision as to whether the Simplon - Orient Express can be run and how many times per week is asked for by France and Switzerland by 10 December 1945 for time-table purposes.

(g) It has been emphasised that all proposals are subject to A.F.H.Q. perusal and final ratification, it being added that full consideration would be given with minimum of delay to all proposals but forward.

.....(h) Proposed Timings.

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(h) Proposed Timings - Simplon - Orient Express.

PARIS	dep.	2230		↑	0645	
DIJON	arr.	0305			0140	
	dep.	0315			0125	
VALLORBE	arr.	0630			2242	
	dep.	0803			2130	
LAUSANNE	arr.	0847			2045	
	dep.	0854			2040	
	arr	1056			1825	
	dep	1116			1803	
DOMODOSSOLA	arr.	1156			1710	
	dep.	1330			1540	
MILAN	arr.	1630			1230	
		A	F		E	
MILAN	dep.	1935	1750		0930	
ROME	arr.	1930	1545		1050	
		B	C		D	E
MILAN	dep.	1750	2100		0730	1100
VERONA	arr.	2310			0205	
	dep.	0100			0100	
VENICE	arr.	0530	0707		2100	2350
BERNE	dep.	0857			2031	
BRIG	arr.	1101			1812	

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LAUSANNE	arr.	0847		2045		
	dep.	0854		2040		
	arr	1056		1825		
	dep	1116		1803		
DOMODOSSOLA	arr.	1156		1710		
	dep.	1330		1540		
MILAN	arr.	1630		1230		
		A	F	E		
MILAN	dep.	1935	1750	0930		
ROME	arr.	1930	1545	1050		
		B	C	D	E	
MILAN	dep.	1750	2100	0730	1100	
VERONA	arr.	2310		0205		
	dep.	0100		0100		
VENICE	arr.	0530	0707	2100	2350	
BERNE	dep.	0857		2031		
BRIG	arr.	1101		1812		

NOTES :
A. Proposed train(to depart MILAN MWF)
B. Ordinary to VERONA.
C. Medloc.
D. Ordinary from VERONA.
E. Medloc.
F. American "400".

For detailed timings see Appendix I.

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2. CALAIS / BRUSSELS TO MILAN VIA CHIASSO.

It is proposed to commence w.e.f. 7 January 1946 a through service CALAIS dep. 1500 hours daily BRUSSELS 1620 hrs. daily arriving MILAN 1645 hrs on day following departure. This service will only be to MILAN.

3. SERVICE ROME - VILLACH - VIENNA.

Following discussions with A.C. AUSTRIA, (Col. MCMULLEN) Austrian Railways, MRS(I) and ISR,it was agreed, based on previous discussions at AFHQ that the following points be recommended for consideration :-

(a) That the proposed schedule for this service NAPLES to VILLACH be retimed to arrive VILLACH at 0700 (Three trains per week). This would enable:

(i) Any civilians (authorised) to go forward on the ordinary civilian train now in operation leaving VILLACH for VIENNA and GRAZ at 0800 hrs approx. and at 1000 hrs for SALZBERG and LINZ.

(ii) Military personnel to go forward on civilian train or wait until sleeper train which leaves VILLACH at 2155.

(b) At present only Military and civilians of Military status can be accepted on the sleeper train from VILLACH

(c) It is anticipated, but at this date cannot be confirmed by A.C. AUSTRIA that civilian through wagon-lits connections can be made on the night VILLACH - VIENNA service, if sleepers are available.

(d) ISR stated that connecting services from TRIESTE (if AFHQ agree) and from VENICE can be arranged, which would result in a fairly reasonable service connecting ITALY with AUSTRIA (SALZBURG, LINZ, and GRAZ).

(e) For detailed timings see Appendix II.

4. EXTENSION OF ALBERG EXPRESS VIENNA TO TRIESTE.

It was agreed by Military Authorities AUSTRIA , AFHQ and Railway Companies concerned that in view of the present position in VENEZIA GIULIA the extension of the Alberg Express to TRIESTE should NOT at the moment be considered.

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

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It was stated by the Military Authorities that the proposed services ROME - VILLACH - VIENNA with connections from TRIESTE and VENICE would meet present needs.

5. RELATIONS FRANCO / ITALIAN VIA VENTIMIGLIA.

Exchange of train timings between French and Italians was made with a view to connections being made at the Frontier when the line is opened.

There is no question of running through service at the moment. So far as ITALY is concerned existing service GENOA - VENTIMIGLIA will be used.

6. LOCAL SERVICE BETWEEN SWISS / ITALIAN FRONTIER TOWNS.

Certain proposals have been put forward and are subject to

...../ratification

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

ratification by Allied Authorities ITALY.

(a) In the case of CHIASSO - MILAN, this is an Italian responsibility, but as line is electrified, little difficulty should be experienced in meeting demands.

(b) In the case of BILLINZANO to LUINO and BRIGUE to DOMODOSSOLA, approval is sought to run trains by the SWISS, who are entirely responsible for operations although within ITALY.

(c) For detailed proposals see Appendix IV.

7. THROUGH TRAINS (See Appendix V)

It was considered by the conference, thattr ough fares must be available if the through international services are to be brought into operation.

The system which it is proposed to operate is set out in Appendix V. Early agreement to these proposals by the Allied Authorities in ITALY in conjunction with the ITALIAN Government is sought by the other interested nations.

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

Tel. 376 HEADQUARTERS ALLIED COMMISSION PDGB/lr
APO 394
Transportation and Shipping Sub-Commission

AC/870/46/Tn.1 30 November 1945

TO : Deputy Vice President,
Economic Section.
(Through Supply Group)

SUBJECT : E.C.I.T.O. (A.F.H.Q. message of 13 November).

Ref. attached query.

1. When original message was sent by E.C.I.T.O. (O.R.M.O.A.) Brussels on 2 November to AFHQ etc., there was no representative of E.C.I.T.O. (O.R.M.O.A.) in Italy. By the time the message was received in Rome on 14 November, Brigadier Fellowes, for whom the message was in effect intended, had arrived in Rome, as representative of E.C.I.T.O. (O.R.M.O.A.) here. The message was passed on to him the same day and he is dealing with it.

2. Further action rests between him and his head office in Brussels, to whom he is required to report. This Sub-Commission is not therefore making any answer to the message in question.

P.D.G. Buchanan

P.D.G. BUCHANAN
Colonel,
Director.

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

HEADQUARTERS ALLIED COMMISSION
ECONOMIC SECTION
AFO 394

LDD/ram

20 November 1945

Tel. : 267

Ref. : ES/3.20 V4

SUBJECT: ECITO - (AFHQ Message C 37304 of 13 November)

TO : Supply Group, Economic Section (Copy for Transportation S/c)

1. Reference is made to AFHQ Message C 37304 of 13 November to Alcom - copy attached.

2. Note action on message is with Transportation Sub-Commission.

3. If the Allied Commission is to provide any information by virtue of this message, it is suggested that same should be transmitted under signature of the Acting Vice-President.

4. May we know what action is to be taken.

For the Acting Vice-President.

(sgd) L. D. DENSMORE

L. D. DENSMORE
Colonel, F. A.
Deputy Vice-Pres.

Incl: Copy of C 37304

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

C 37304 G/3505

C NOV 13/2040 A NOV 14/0930 A

O

P AFHQ ROUTINE

Y

ALCOM FOR TN SUBCOMMISSION

UNCLASSIFIED

Following unclassified message dated 2 November received here today and passed you for information and necessary action.

" From CRMOA/ECITO British Military mission to BELGIUM to commanding General BAOR-Commanding VENECAL USFET MAIN AFHQ in Rome Italy. Group control council in AUSTRIA at VIENNA French Control Council at BADEN. E22. Unclassified Reference General MEWANS letter of 17 October to WANS - BOROUGH HOMNS and 18 October to General ROSS attaching thereto designated forms for certain information relative railway data. Appreciate all available information covered by this information be forwarded to reach this office not later than November 10. Data for month of September may be excluded if not already accumulated however most urgent Oct be covered. Appreciate advice by wire as to dependability of receipt of this information and continuing each subsequent month. Copy delivered personally to WB Fellows for AFHQ HARRAND for AUSTRIA and VERDIN for FRENCH Zone.

DIST

ACTION TN S/C
INFO CHIEF COMMISSIONER
ECON SEC (2)
FILE (2)
FLOAT

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

PSCB/lrv

24 November 1945

Ref.870/64/Tn 1

SUBJECT: International Passenger Train Conference

TO : G-4 (Mov & Tn) AFHQ

1. Reference my 870/69/Tn 1 of 18 October 1945, addressed to CRMSA (Brussels), a copy of which was sent to you. Reply has now been received as follows:

> "signal has been received from JJJJ dated 021530A stating that message C/M BL2209 DTG 272022A was delivered to Mov & Tn Section and signed for by them September 280645A."

2. In view of this reply it is requested that you will make inquiries to find out why it was that no action was taken on this message.

P.D.G. BUCHANAN

P.D.G. BUCHANAN, Colonel
Director

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

Ref - ,MOA/221

5 Nov 45

FROM: O.R.M.O.A., E.C.I.T.O.
c/o Br.Mil.Mission to Belgium
Brussels, B.A.O.R.

TO: H.Q., Allied Commission
Transportation Sub Commission
A.P.O. 394

Subject: International Passenger Train Conference.

Reference your 870/69 of 18 Oct 45, the following signal has been received from JJJJ dated 021530A :-

" Your message O/N BL2209 DTG 272022A delivered to Mov & Tn Section and signed for by them September 280645A."

We trust you will make further enquiries at your end.

R.L.G.MAY
for Deputy Director General

Copy to: ALCOM, Rome

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In S/C file

HEAD QUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

FDOD/

Ref. 870/7../Tn.1

20 November 1945

SUBJECT: Italian Government Membership of E.C.I.T.O.

TO : Deputy Vice President,
Economic Section.

1. Reference ES/3. CV4 of 19 November 1945.

2. It is necessary to explain first something of the organization of E.C.I.T.O. (European Central Inland Transport Organization). Under the latest agreement, signed in London on 18 September 1945, the member Governments are as follows:- Belgium, United States, France, Greece, Luxembourg, Norway, Holland, Poland, United Kingdom, Czechoslovakia, Russia. I believe Yugo-Slavia has since joined, and Denmark was also expected to become a member. The Director General of E.C.I.T.O. is Prof. Hondelnik, and the head office is in London, in the Ministry of War Transport.

3. It is intended that each Member-Government will set up in its own capital a Regional Office, under its own auspices, to carry out the work of E.C.I.T.O. in that country. So far, Regional Offices have been set up in Paris, Brussels and the Hague, but it is expected that the other Countries concerned will follow suit.

4. In addition, for E.C.I.T.O.'s relations with military and occupation authorities, in (e.g.) Germany and Austria, a separate Continental Office has been set up in Brussels under the Deputy Director-General of E.C.I.T.O. (Maj. Gen. Hewer), this office covers the military liaison side of E.C.I.T.O.'s work and is known as C.R.M.C.A. (Office for Relations with Military and Occupation Authorities). There are branches of [illegible] in Berlin (with Headquarters E.C.I.T.O.), in Paris

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

1. Reference ES/3. CV4 of 18 November 1945.

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4. Although Italy would very much like to join E.C.I.T.O. political considerations have hitherto precluded any invitation being extended to membership. Until Italy is a Member-Government, no Regional Office of E.C.I.T.O. can be opened in Italy, though perhaps some provisional earmarking of individuals may be possible beforehand.

5. Brigadier Fellowes has only been in Rome a few days and is opening an office as representative of C.R.M.C.A. in Italy. His directive prevents him from dealing with any authorities in Italy other than through A.F.H.Q. or Allied Commission. His office is no substitute for the E.C.I.T.O. Regional Office which the Italian Ministry of Transport will

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eventually form.

6. Recommendations are as follows:-

a. That invitation be extended to Italy to join E.C.I.T.O. as soon as political considerations permit. This E.C.I.T.O. will do.

b. That, when Italy has joined E.C.I.T.O., a Regional Office be opened in Rome. This the Italian Minister of Transport will do.

Signed

CHARLES W. WALTON
Colonel, A.C.
Chief, Supply Group.

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

RPM/ic

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

Tel: 843209
Ref: AC/345/Tn 4

870/Tn 1

29 October 45

SUBJECT : European Central Inland Transport Organisation.

TO : Director,
Tn Sub-Commission HQ AC

1. I have carefully studied the terms of the Agreement for the setting up of ECITO and its published functions, and it is overwhelmingly obvious that the majority of the functions of that Organisation call for technical knowledge of rail transport.

2. Article seven, which sets out the main headings, indicates that the Organisation will carry out studies in order to give technical guidance to the Governments concerned. The Italian Government has applied for membership to ECITO, but until such time as admittance is granted, the Organisation is empowered to treat with the Occupation Authorities. In a country in which the majority of the territory has been returned to the Government, it is difficult to establish the power of the Occupation Authorities and it is obvious, therefore, that admittance of the Italian Government to ECITO should be pressed strongly.

3. The advisory body of the Italian Government is the Allied Commission, and in matters technical, the Rail Division is the section of the Sub-Commission best qualified to tender advice. There is very little advice now needed by the Italian Government on the Movement of traffic, but considerable help is still needed as to how the movement shall be achieved.

4. Article VII sets out a number of heads under which the ECITO will be prepared to give advice. They are:-

Information of Transport Equipment and Material. -
Realisation of requirements for Transport Equipment and Material. -
Allocations and Distribution for Use of Transport
Equipment and Material -
Arrangements to make Mobile Transport Equipment and Material available -
Restorations of Transport Equipment and Material -
Census of Transport Equipment and Material -
Traffic -
Charges-
Rehabilitation of Transport Systems-
Operation of Transport -
Co-ordination of European Transport -
Advice as to priority of reconstruction.

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

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Equipment and Material -
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Restorations of Transport Equipment and Material -
Census of Transport Equipment and Material -
Traffic -
Charges-
Rehabilitation of Transport Systems-
Operation of Transport -
Co-ordination of European Transport -
Advice as to priority of reconstruction.

5. Each one of those headings are subjects, which in Italy are dealt with by the Rail Division of the Allied Commission and the Military Railway Service. In view of this, I am not able to understand why the Rail Division and the M.R.S. have been excluded from the fulfilment of their proper functions, and why non-technical Movements Officers, even if attached to Allied Commission, are considered the most suitable advisers to any Conference called presumably on the basis of the determined functions of ECITO.

6. The Rail Division is the technical arm of the Sub-Commission, and whilst it acts in an advisory and sustaining position to the non-technical Movements Division, it is not an inferior Division which supplies information in order to be represented by non-technical personnel.

././././

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7. The importance of the Deputy Director being present at any Conference such as that which has recently been held is fully realised, but it is contended he should be supported by technical advice from the Rail Division, and, if AFHQ send representation, by a competent nominee of the Director, Military Railway Service.

8. It is asked, therefore, that G5 and G4 Mov and Tn at AFHQ be made fully aware of this feeling. If ECITO is to achieve results, the essential technical information which forms the very basis of its existence must be readily available at meetings. We are in grave danger of delaying the restoration of European Transport unless this action is taken, for we shall have decisions made which will be incapable of fulfillment, and much time will be wasted in putting matters right.

R. P. Moss

R.P.MOSS,
Chief,
Rail Division

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

Telephone ABBey 7711,
(Extensions 3607 & 3634)

PROVISIONAL ORGANISATION FOR
EUROPEAN INLAND TRANSPORT.

Our ref. ORMOA/R/6

Your ref.

24th October, 1945.

From The Liaison Office for ORMOA, ECITO,
Room 15,
Berkeley Square House, W.1.

W 9/11.

To The Allied Control Commission for Italy,
Transportation Division,
I T A L Y .

Subject: ORMOA (ITALY).

Herewith four copies of a directive addressed by the Deputy Director General to the Divisional Officer, ORMOA (ITALY), for your information and distribution.

E.M. Sarginson.

(E.M.Sarginson)
Liaison Officer, ORMOA, ECITO.

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23 October, 45.

From The Deputy Director General,
ORMCA,
ECITO,
c/o The British Military Mission to Belgium,
BRUSSELS.

To The Divisional Officer, ORMCA,
ITALY.

1. You will establish a Branch Office of ORMCA in Italy within the War Establishment agreed by the Deputy Director General and within the terms of reference and executive functions of ECITO, as set out in the Agreement concerning a Provisional Organisation for European Inland Transport, signed in London on 8th May, 1945. Your Office will be known as "European Central Inland Transport Organisation (ECITO), the Office for Relations with Military and Occupation Authorities (ORMCA) (Italy)".

2. Matters of policy are the responsibility of the Executive Board. Submission of such matters to the Board will in all cases pass through the Deputy Director General and, with the exception of purely routine matters, all communications with the Head Office of ECITO will pass through ORMCA, Brussels (or in certain instances, where specially directed, through the Liaison Office for ORMCA, situated at the Head Office of ECITO).

3. You terms of reference only permit of your dealing with the Military Occupation Authorities or the Allied Control Commission in Italy. All dealings with the Italian Government or Italian Transportation Agencies will be through the Military Occupation Authorities or the Allied Control Commission, as may be the more appropriate, except in such cases as the Military Occupation Authorities or the Allied Control Commission may give specific permission for you to deal direct with the Italian Government or Italian Transportation Agencies.

.....2.

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

1. You will establish a Branch Office of [illegible]
within the War Establishment agreed by the Deputy Director General and within the terms of reference and executive functions of ECITO, as set out in the Agreement concerning a Provisional Organisation for European Inland Transport, signed in London on 6th May, 1945. Your Office will be known as "European Central Inland Transport Organisation (ECITO), the Office for Relations with Military and Occupation Authorities (ORMOA) (Italy)".

2. Matters of policy are the responsibility of the Executive Board. Submission of such matters to the Board will in all cases pass through the Deputy Director General and, with the exception of purely routine matters, all communications with the Head Office of ECITO will pass through ORMOA, Brussels (or in certain instances, where specially directed, through the Liaison Office for ORMOA, situated at the Head Office of ECITO).

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.....2.

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4. In such cases where you may find it necessary to deal with National Governments or Military Occupation Authorities on the Continent other than those in Italy, communications with these Authorities should be made through the CRMOA Office in Brussels, except where you are specifically detailed to deal through a particular Regional Office.

5. All dealings on administrative matters with the Head Office of ECITO will be made through the Administrative Officer of CRMOA in Brussels.

6. Your main functions will be as follows,

a) To keep the Deputy Director General informed of the transport situation in Italy, and to submit such recommendations as may be required.

b) To co-ordinate and advise the Authorities concerned upon all international road and rail problems in which Italy is concerned.

c) To co-ordinate and advise the Authorities concerned upon the problems involved in wagon exchange, so far as Italy is concerned.

d) To institute a periodical census of rolling-stock the exact details of which will be communicated to you in due course from CRMOA, Brussels.

e) To collect such statistical information and records as may be required by the Deputy Director General in connection with road and rail transport, inland waterways and ports.

f) To co-ordinate and advise the Authorities concerned upon the questions of reparation and restitution of transportation equipment facilities, where this advice may be specifically requested from the appropriate authorities of the Military Occupation Forces or the Allied Control Commission.

g) To co-ordinate and advise the Authorities concerned upon the disposal of surplus military transportation stores to the Italian Government, or to any other authority when, in the light of your detailed study

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

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b) To co-ordinate and advise the Authorities concerned upon all international road and rail problems in which Italy is concerned.

c) To co-ordinate and advise the Authorities concerned upon the problems involved in wagon exchange, so far as Italy is concerned.

d) To institute a periodical census of rolling-stock the exact details of which will be communicated to you in due course from OFSOL, Brussels.

e) To collect such statistical information and records as may be required by the Deputy Director General in connection with road and rail transport, inland waterways and ports.

f) To co-ordinate and advise the Authorities concerned upon the questions of reparation and restitution of transportation equipment facilities, where this advice may be specifically requested from the appropriate authorities of the Military Occupation Forces or the Allied Control Commission.

g) To co-ordinate and advise the Authorities concerned upon the disposal of surplus military transportation stores to the Italian Government, or to any other authority whom, in the light of your detailed study of the local conditions, you may consider appropriate.

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h) To co-ordinate and consolidate the essential requirements of transportation equipment of the Italian Government. You will undertake this work through the Military Occupation Authorities or Allied Control Commission. You will keep the Deputy Director General informed periodically when new requirements become apparent or when further information concerning past requirements becomes available.

i) All the above functions to be within the limits of general directives and instructions issued by the Director General or Deputy Director General.

7. At a future date an Italian Regional Office will be established. When this occurs a further directive will be issued to you as to your terms of reference. Until the Italian Office is established you will, so far as political considerations warrant, act in the capacity of Regional Office for Italy within the limits imposed by your directive in para 3, above.

8. You will attend such Meetings in Italy as may concern the Transportation problems in that country, and report the results of these where necessary to the Deputy Director General. In certain instances you may consider it advisable that you yourself or a member of your staff should become Chairman of certain important Meetings, where you are requested to do so by the unanimous consent of the other interested authorities represented at the Meetings.

R. H. Sampson.

(R.K.HEWER)
Deputy Director General,
ORMOA - ECITO.

Copies to:

The Director General, ECITO, (Ten, for internal distribution of ECITO)
D.Q.M.G., Mov & Tn., A.F.H.Q. (four)
Allied Control Commission, Transportation Division, (Italy), (four),
V.Q.M.G., War Office,
D.Q.M.G., Movements, War Office,
D.Tn., War Office,
ECITO Regional Office, France,
ECITO Regional Office, Belgium,

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

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F. M. Sampson.

(R.K.HEWER)
Deputy Director General,
OR/OA - ECITO.

Copies to:

The Director General, ECITO, (Ten, for internal distribution of ECITO)
D.Q.M.G., Mov & Tn., A.F.H.Q. (four)
Allied Control Commission, Transportation Division, (Italy), (four),
V.Q.M.G., War Office,
D.Q.M.G., Movements, War Office,
D.Tn., War Office,
ECITO Regional Office, France,
ECITO Regional Office, Belgium,
ECITO Regional Office, Holland,
ECITO Regional Office, Luxemburg.

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Tel. 376 HEADQUARTERS ALLIED COMMISSION FD3B/1x
APO 394
Transportation and Shipping Sub-commission

AC/870/73/Tn.1 20 November 1945

TO : Economic Section (Deputy Vice-President)
(through Chief Supply Group).

SUBJECT : Census of Rolling Stock.

Ref. ES/3.20V4 of 19 November.

1. The purpose of the meeting called by ECITO at Brussels on 4 Dec. is to elaborate the procedure necessary for taking a census of all railway rolling stock over the widest possible area in Europe.

2. The attendence at this meeting, as advisers to the Allied Commission/AFHQ representative (S), of two representatives from the Italian State Railways is already in hand with AFHQ.

P.D.G. BUCHANAN
Colonel,
Director.

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HEADQUARTERS ALLIED COMMISSION
ECONOMIC SECTION
APO 394

LDD/rem

Tel. : 267

19 November 1945

Ref. : ES/3.20V4

SUBJECT: Brussels 4 December '45 Meeting on Census of Rolling Stock

TO : Supply Group, Economic Section
(Att'n: Transportation Sub-Commission)

1. Reference attached copy of AFHQ message C 36115 of 8 November relative to Major Ring attending above mentioned meeting.

2. The Acting Vice-President has requested information as to the purpose of the Brussels meeting and whether or not Allied Commission should request that an Italian Government technical expert be invited to attend to represent Italian interest.

3. Please furnish information and recommendations.

For the Acting Vice-President.

L. D. DENSMORE
Colonel, F. A.
Deputy Vice-Pres.

Incl:

Copy C 36115

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C 36115

NOV 8/NFT

G 3197

NOV 9/1100A

AFTH FROM FHCLM

ROUTINE

ACTION: TROOPERS LONDON FOR MOVEMENTS INFO: ALCOM

UNCLASSIFIED.

1. Major AC THG Th Sub Commission is proceeding UK on LIAF on 10 November. He is required to attend meeting in BRUSSELS 4 December on census of rolling stock.

2. Will you please arrange his movement to BRUSSELS and return to UK. He will report to you for necessary instructions.

DIST:

INFO ACTION: TRANSPORT SC (2)

INFO : CHIEF COMMISSIONER
ECON SEC (2)
G-4 (B) (2)
FILE (2Φ
FLOAT

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EU ECATO.

LIMITED TIME TABLE CONFERENCE HELD IN BRUSSELS
OCTOBER 22ND - 24TH, 1945, UNDER THE AUSPICES OF E.C.I.T.C.

The full text of the Minutes of the Plenary Sessions and of the sub-Committees are sent herewith with the compliments of the Secretariat.

It would be appreciated if the Secretariat could be informed by the administrations concerned of action taken by them to give effect to the decisions reached.

E.C.I.T.O.
Berkeley Square House,
Berkeley Square,
LONDON W.1.

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of the Secretariat.

It would be appreciated if the Secretariat could be informed by the administrations concerned of action taken by them to give effect to the decisions reached.

E.C.I.T.O.

Berkeley Square House,

Berkeley Square,

LONDON W.1.

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EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION

Minutes of the meeting for the examination of International Passenger Services held on the 22nd October at the Palais des Beaux-Arts, Rue Ravenstein Brussels.

There were present:

Country	Organisation	Name	Position
	E.C.I.T.O:		
	Headquarters	Mr. Hondelink	Director General
		Mr. Desorgher	Director of Railways
		Mr. Micaise	Chief of the Secretariat
		Mr. Pierson	Assistant to the Director of Railways
		Mr. Brent	Technical Secretary to the Director General
	C.R.M.C.A.	Major Gen. Mayer	Deputy Director General
		Brigadier Fellowes	
		Colonel Chappell	
		Lt. Col. May	
		Mr. Verdin	Assistant Director
	Regional Offices:		
	Brussels	Mr. Devooght	Director
		Mr. Van Wallo	Assistant Director
	The Hague	Mr. Van Lutzenburg Maas	Assistant Director
	Luxembourg	Mr. Closeng	Representative
	Paris	Mr. Tuja	Director
Germany	Allied Control Council	Colonel Lange	Chairman of the Railways Committee
		Lt. Nicolsky	Secretary
Germany (U.S. Zone)	Military Government	Colonel Sines	
		Colonel MacChesney	
	HQ USFET (Frankfurt)	Lt. Col. Cransis	
	G2 HQ USFET	Lt. Col. Kaiser	

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		Mr. Nicaise	Chief of the Secretariat
		Mr. Pierson	Assistant to the Director of Railways
		Mr. Brant	Technical Secretary to the Director General
	O.R.M.G.A.	Major Gen. Hewer	Deputy Director General
		Brigadier Fellowes	
		Colonel Shappell	
		Lt. Col. May	
		Mr. Verdin	Assistant Director
	Regional Offices:		
	Brussels	Mr. Devooght	Director
		Mr. Van Walle	Assistant Director
	The Hague	Mr. Van Lutsenburg Maas	Assistant Director
	Luxembourg	Mr. Clemang	Representative
	Paris	Mr. Tuja	Director
Germany	Allied Control Council	Colonel Mange	Chairman of the Railways Committee
		Lt. Nicolsky	Secretary
Germany (U.S. Zone)	Military Government	Colonel Sinsa	
		Colonel MacChesney	
	HQ USFET (Frankfurt)	Lt. Col. Cransie	
	G2 HQ USFET	Lt. Col. Kaiser	
	OCOT TSFET	Lt. Col. Loretz	
	OCOT TSFET	Lt. Col. Finnegann	
	OCOT TSFET	Major Beard	
	GH TSFET	Lt Col Naumann	

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Country	Organisation	Name	Position
Germany (British Zone)	Allied Control Commission Railways Directorate	Mr. G.C. Laughton	
	BAOR D.Tn.	Brigadier Gardiner	
	DOMG BAOR (Mov. & Tn.)	Brigadier Wensborough Jones.	
	O(E) HQ L of C	Colonel Eden	
Germany (French Zone)		General Paquin	Chief of Transportation in Germany.
		Colonel Grenier Godart Lt. Tricon Miss Gillain	
		Mr. Rabourdin	Chief of the Occupation Unit.
		Lt.Col. Lhuillier Mr. Boucon	
Austria	Allied Commission for Austria	Mr. Herrand	Assistant Director of Railway Division.
		Mr. Bellet	Director of Transport
		Major Delmas	Director of Railways Innsbruck
		Mr. Prosenbauer) Mr. Taberelli)	Austrian Railways
Belgium	Ministry of Communications	Mr. Devos Mr Meriems	Inspector General Inspector General
	Ministry of Finance	Mr. Lebon	Director General of Customs
	Belgian National Railways	Mr. Colle Mr. Vanderborght	Traffic Manager Inspecteur en Chef adjoint
		Mr. Wallet	Inspecteur Principal
		Mr. Demaret	Inspecteur Principal
		Mr. Tack	Inspecteur Principal
		Mr. Dauby	Chef de Bureau
		Mr. Trigalet	Chef de Bureau
		Mr. Ghislain	S/Chef de Bureau
Denmark	Danish State Railways	Mr. Terkelsen Mr. Rasmussen	General Manager

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	(Cont'd)	Colonel Koch	
Germany (French Zone)		General Peguin	Chief of Transportation in Germany.
		Colonel Grenier	
		Godart	
		Lt. Tricon	
		Miss Gillain	
		Mr. Rebourdin	Chief of the Occupation Unit.
		Lt.Col. Lhuillier	
		Mr. Bouzon	
Austria	Allied Commission for Austria	Mr. Harrand	Assistant Director of Railway Division.
		Mr. Bellet	Director of Transport
		Major Delmas	Director of Railways Innsbruck
		Mr. Prosenbauer)	Austrian
		Mr. Taberelli)	Railways
Belgium	Ministry of Communications	Mr. Devos	Inspector General
		Mr Mariama	Inspector Gensral
	Ministry of Finance	Mr. Lebon	Director General of Customs
	Belgian National Railways	Mr. Colle	Traffic Manager
		Mr. Vanderborght	Inspecteur en Chef adjoint
		Mr. Vallet	Inspecteur Principal
		Mr. Demaret	Inspecteur Principal
		Mr. Tack	Inspecteur Principal
		Mr. Dauby	Chef de Bureau
		Mr Triglet	Chef de Bureau
		Mr. Ghislain	S/Chef de Bureau
Denmark	Danish State Railways	Mr. Torkelsen	General Manager
		Mr. Rasmussen	
		Mr. Johnsen	
France	Ministry of Foreign Affairs.	Mr. Lebel	
		Mr. Baudouy	
	Ministry of the Interior	Mr. Blanchart	National Police. Paris.
	Ministry of Finance	Mr. Pochelu	Customs

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Country	Organisation	Name	Position
	Ministry of Public Works	Mr. Creange	
	French National Railways	Mr. Dargeou Mr. Herois Mr. Lorriot Mr. Rame	
	Inter-Allied Control Commission, Paris.	Major Herman	
Gt. Britain	L.N.E. Railway	Mr. Neil Mr. Vandamme	Continental Traffic Manager
	S. Railway	Mr. Hacker Mr. Newbold	Continental Supt. Assist to Continental Supt.
Italy	A.F.H.Q. and Allied Commission for Italy.	Lt.Col. Worthington	
	Italian State Railways	Mr. Cerola Mr Martelli	
Luxembourg	Ministry of Finance	Mr. Kunnen	
	Railways	Mr. Musquar	Manager
Netherlands	Ministry of Public Works	Mr. Dietz Lt Volmuller	
	Netherlands Rlys.	Mr. Giesberger Mr. Bongaerts Mr. Posthumus-Meyjes	Traffic Manager Assistant Chief, Commercial Services Chief of Time-Table Dept.
Switzerland	Swiss Federal Railways.	Mr. Paschoud Mr. Ballinari	General Manager (Technical) Chief Operating Superintendent
Czechoslovakia	Ministry of Communications	Mr. Kopecky Mr. Skeck Mr. Cibulka	Technical Advisor Superior Secretary Managing Director
Other Military		Lt.Col. Woldridge Lt.Col. Schuble	Military Railway Service

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	ission, Paris.		
Gt. Britain	L.N.E. Railway	Mr. Neil	Continental Traffic Manager
		Mr. Vandamme	
	S. Railway	Mr. Hacker	Continental Supt.
		Mr. Newbold	Assist to Continental Supt.
Italy	A.F.H.Q. and Allied Commission for Italy.	Lt.Col. Worthington	
	Italian State Railways	Mr. Carola	
		Mr Martelli	
Luxembourg	Ministry of Finance	Mr. Kunnen	
	Railways	Mr. Musquar	Manager
Netherlands	Ministry of Public Works	Mr. Dietz	
		Lt Volmuller	
	Netherlands Rlys.	Mr. Giesberger	Traffic Manager
		Mr. Bongaerts	Assistant Chief, Commercial Services
		Mr. Posthumus-Meyjes	Chief of Time-Table Dept.
Switzerland	Swiss Federal Railways.	Mr. Paschoud	General Manager (Technical)
		Mr. Ballinari	Chief Operating Superintendent
Czechoslovakia	Ministry of Communications	Mr. Kopecky	Technical Advisor
		Mr. Spack	Superior Secretary
		Mr. Cibulka	Managing Director
Other Military Authorities:		Lt.Col. Holdridge	Military Railway Service
		Lt.Col. Schuble	
		Lt.Col Osborn	
International Organisations:	Office Central des Transports Internationaux par Chemins de Fer.	Mr. Noe.	
	International Union of Railways (U I C)	Mr. Pader	Deputy Secretary General
	Compagnie Internationale des Wagons-Lits.	Mr Margot	General Manager
		Noblemaire	
		Mr. Wachoff	
		Mr Van Dievoet	

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1. Opening by the Chairman

The meeting was opened at 1500 hours by the Chairman, Mr. Hondelink, Director General of ECITO. The Chairman then extended a welcome to all the delegates.

He explained that the European Central Inland Transport Organisation, whose functions included assisting the resumption of European Transport, had taken the initiative in summoning this meeting for the purpose of improving international services to the extent which was permitted by military necessity and the reduced amount of rolling stock available, and also to the extent justified by economic necessity in Europe.

The object of the conference would therefore be the drawing up of a minimum programme of international passenger services and at the same time the making of suggestions for simplified frontier formalities and for means of payment on behalf of all persons who were required to travel to other countries on official business.

During all the preliminary work which had led up to the creation of ECITO the aim had been to promote general well-being by common effort, and the Chairman hoped that the spirit would inspire those participating in this Conference.

II. Appointment of Sub-Committees.

The programme of work being fairly large, the Chairman proposed to divide the questions to be considered into groups and to entrust their detailed examination to Sub-Committees. Four Sub-Committees were contemplated, namely:

1. Services to be created and their frequency;

2. Fixing of timings and dates of introduction of services;

3. Frontier formalities, and conditions of admittance to trains;

4. Travel documents.

Mr LEBEL, Delegate of the French Ministry of Foreign Affairs proposed the combination of the work of the first and second sub-committees and of the third and fourth sub-committees. After discussion it was agreed that only two sub-committees should be set up:

The first to study operating matters properly so called (list of services, administration responsible, supply of rolling stock including motive power, temporary fixing of timings, etc.);

The second to study matters of an administrative character (miscellaneous formalities, documents, methods of payment, etc)

III. General Discussion and Instructions to be given to the Sub-Committees.

The conference then proceeded to discuss various suggestions of which account would have to be taken by the sub-committees:

With regard to the services which were to be examined these were divided into four groups as follows:

1. London-North Germany-Denmark via Calais, Ostend or Hook of Holland;

2. France-Frankfort and thence to Vienna, Prague and Berlin.

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1. London-North Germany-Denmark via Calais, Ostend or Hook of Holland;

2. France-Frankfort and thence to Vienna, Prague and Berlin.

3. London-Paris and thence to Switzerland, Northern Italy and Belgrade;

4. This group could be divided into the two main routes:

a. London-Ostend and France to Switzerland-Vienna-Bucharest (a route already partially open);

b. Hook of Holland-South Germany-Switzerland.

On the proposal of the Chairman, the Meeting agreed to the appointment of Mr Desorgher, Director of Railways, ECITO, as chairman of the first sub-committee and appointed, on the proposal of the French Government, Mr Paschoud, Director General (technical) of the Swiss Federal Railways as vice-chairman. The meeting also agreed to appointment of Major General Hewer, Deputy Director General, ECITO, as chairman of the second sub-committee, and on the proposal of the delegation of the Southern Railways of Mr Marois of the French National Railways as vice-chairman.

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The chairman then made some recommendations to the sub-committees. He stressed the fact that the rolling stock to be used for the minimum programme of services to be established would have to be obtained from a number of different sources without detriment to the domestic requirements of the different countries concerned, and that any complicated procedure for the calculation and payment of charges for the use of rolling stock must be avoided as far as possible. He explained that the use by one administration of rolling stock for this purpose would not prejudice in any way its final allocation which would only be determined when reparations questions in general had been settled by the competent interallied commission. He further drew attention to the fact that the number of civilian passengers who could be able to take advantage of the new services would in most cases be small, and this must be borne in mind when considering the stock of which the trains were to be made up. As regards motive power, the Chairman mentioned that the military authorities had declared surplus a certain number of locomotives used by them. In view of this, the railway administrations responsible for the provision of new services were invited to make known to ECITO any requirements which they might have for additional locomotive power.

The Swiss delegation pointed out that the reciprocal use of stock has hitherto been governed by two international conventions which Switzerland has continued to observe, even during the war, in its relations with its neighbours, and which it contemplated applying in the event of the creation of new international services. The Chairman replied that as a result of war conditions, in most European countries there had been radical changes in the composition of the stock of vehicles. Numerous transfers of rolling stock had taken place as between one country and another, and it was often difficult, in the circumstances of the moment, to know who was the true owner of a particular vehicle. As long as a confused state of affairs persisted, it would be impossible to restore the application of the old international regulations. ECITO would take action as soon as practicable to bring about the restoration of the old international sets of regulations, to the extent compatible with the needs of the moment.

With respect to travel documents and similar matters, the Chairman commended the system at present used by air carriers. They issue what are in effect travel documents to persons authorized to travel on official business, without requiring payments, which may involve complicated monetary transactions. The air carriers later obtain settlement of their charges by submitting statements to the departments or organizations on whose behalf the journeys have been undertaken. In reply to questions from the British Railway delegates, the Chairman said that his remarks did not apply to services where through tickets were available and which did not involve exchange complication so far as concerned the passenger.

IV. Co-ordination of Time Changes

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IV. Co-ordination of Time Changes

The French delegation drew attention to the numerous difficulties which European railway administrations had encountered before the war as a result of the introduction of time changes, by Government order, on different dates in different countries. The delegation expressed the hope that ECITO would use its influence to arrange for such changes to take place on a common date. The Chairman stated that the French proposal was fully in line with the objectives of ECITO and such steps would be taken as were possible to arrive at the desired result. He urged all the railway administrations represented at the conference to take up the matter forthwith with their own governments, so that next spring the change might take place on a common date.

V. Other Business.

Mr Giesberger, delegate of the Netherlands Railways, asked on what date it would be possible to resume the international timetable and through carriage

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conferences. He reminded the meeting that these European conferences were able to settle general questions relating to international passenger train services and to arrange through services by train and boat as required, and that amongst its responsibilities was the elimination of difficulties connected with passport and customs examination at frontier stations.

In short, the timetable conference normally deals with matters appearing on the agenda of the present meeting. It was of course true that military control still existed over the railway systems of certain liberated and occupied countries, but this situation did not constitute a serious obstacle to the resumption of the Conference in question.

Finally, Mr. Giesberger expressed the wish for the military authorities and the representatives of the railway administrations to indicate what difficulties stood in the way of the resumption of these conferences.

In reply, the Chairman stated that it had been laid down as part of the functions of ECITO to work out and co-ordinate in the terms of paragraph 14 of Article VII of the Agreement, common action necessary to secure the inauguration, maintenance, modification, resumption, or where appropriate the suppression, of international arrangements for through working of railways and exchange of rolling stock of the Countries of Continental Europe. Amongst the signatory governments there was the Netherlands Government which was thus bound by the terms of the Agreement. On the other hand it was well known that before the war there was a number of international association dealing with railway questions several of which overlapped in scope. It was therefore desirable to review jointly with all concerned all these international bodies and regulations to eliminate all duplication and to adapt them to the changed circumstances.

ECITO would undertake this task as soon as circumstances permitted, but for the moment there was more urgent work to do.

Moreover, the Chairman pointed out that many railway administrations were not represented at the meeting.

On the proposal of the French delegation, the meeting declared itself ready to express a wish that the international timetable conference should be resumed as soon as possible.

There being no other business, the meeting terminated at 1900 hours.

Brussels, 22nd October 1945.

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Brussels, 22nd October 1945.

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DECISIONS OF THE FIRST SUB-COMMITTEE

Meeting of the 23rd October, 1945

I Services connecting Great Britain with Germany and Denmark

Existing services are as follows:-

a) A train London - Calais - Brussels - Bad Oeynhausen This is a military train to which sponsored civilians may have access This train has been running three times a week since the 1st October and is at present not fully utilised.

b) A civilian service London - Ostend - Brussels, comprising a rail car running three times a week which has been in service since the 23rd October and which connects with train a) above in the direction Brussels - London, the connection involving a change of station in Brussels.

c) In connection with the steamers running for military traffic between Harwich and the Hook of Holland, there will be as from November 1st two trains in each direction between the Hook and Germany for military purposes, one to and from Hamburg and the other to and from Bad Oeynhausen. These trains will be made to maximum and will be fully utilised.

d) A military train from Bad Oeynhausen to Schleswig Holstein This is a military train running at night connecting neither with train a) nor with train c).

After a discussion in which the fact emerged that it was at present necessary, owing to the extreme shortage of coaching stock, for about three quarters of troop transports to be carried out by using wagons in spite of the need for such stock for vital economic purposes, particularly in Holland, Germany and Austria, the sub-committee found itself obliged to restrict its programme to comparatively limited measures intended to cover only the most urgent needs. It therefore reached the following conclusions:-

1. A "Wagons-Lits vehicle would be added to the train Calais - Bad Oeynhausen and would be available for civil passengers travelling on official business. If necessary the timing of the train would be revised

2. This vehicle could accommodate as from Brussels any passengers arriving by the service London - Ostend - Brussels, in so far as a connection was provided

3. The British military authorities indicated their willingness to revise the timing of the Bad Oeynhausen - Schleswig Holstein service so as to afford a connection at Bad Oeynhausen and to provide for the through running

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b) A civilian service London - Ostend - Brussels, comprising a rail car running three times a week which has been in service since the 25rd October and which connects with train a) above in the direction Brussels - London, the connection involving a change of station in Brussels.

c) In connection with the steamers running for military traffic between Harwich and the Hook of Holland, there will be as from November 1st two trains in each direction between the Hook and Germany for military purposes, one to and from Hamburg and the other to and from Bad Oeynhausen. These trains will be made to maximum and will be fully utilised.

d) A military train from Bad Oeynhausen to Schleswig Holstein This is a military train running at night connecting neither with train a) nor with train c).

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2. This vehicle could accommodate as from Brussels any passengers arriving by the service London - Ostend - Brussels, in so far as a connection was provided

3. The British military authorities indicated their willingness to revise the timing of the Bad Oeynhausen - Schleswig Holstein service so as to afford a connection at Bad Oeynhausen and to provide for the through running of the Wagons-Lits vehicle. This train would be extended to the Danish frontier and on agreement with the Danish Railways would enable the vehicle in question to run on to Copenhagen.

4. The British military authorities undertook to examine the possibility of reserving accommodation for about 20 civilians travelling on official business in one or other of the two trains running to and from the Hook of Holland, in spite of the number of military passengers and the absence of amenities in the stock provided.

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In the course of a detailed explanation the Netherlands railway delegate emphasised the special difficulties confronting the working of trains on his system owing to the existence of an extensive mileage of single-track lines and owing to the destruction of numerous bridges. He drew particular attention to the advantage to be derived by the running of new services by practicable routes. These would be facilitated by the forthcoming re-opening of the bridge at Deventer. He asked the British authorities to take his views into account.

II. Services from Paris to Frankfort - Berlin - Prague - Vienna.

Existing services are as follows:-

a) A daily train Paris - Frankfort, reserved for military passengers and a small number of civilians travelling on official business.

b) A twice-weekly train from Frankfort to Helmstedt subject to the same conditions with a road connection to Berlin

c) For record purposes, mention may be made of a German civilian train calling at all stations between Frankfort, Nuremburg and Munich

The French Railway delegate drew attention to the fact that it was proposed to run shortly a second train from Paris to Frankfort which would be daily and would be available for both military and civilians. The French Railways would provide the rolling stock. This proposal was unanimously accepted. So far as concerned the section Paris - Mainz, and subject to further consideration, the American authorities agreed in principal to the extension from Mainz to Frankfort. The representative of the French Government drew attention to the desirability of extending this train to Nuremburg and Prague having regard to the fact that the international tribunal was now in session at Nuremberg and to the numerous contacts between France and Czechoslovakia. The Wagons-Lits Company would probably be able to provide the necessary stock for the Paris - Prague through service. On the other hand the Czechoslovak Railways would be able to make available six coaches for this service. The question of provision of rolling stock thus appeared to be capable of a satisfactory solution, subject to a more detailed examination at a later date.

The American authorities had unfortunately to draw attention to the fact that present civilian and military needs are such that the lines from Frankfort to Austria are at present being worked to capacity. A new path could only be found when the repatriation of displaced persons which was at present going on had been completed which would be at the beginning of February. It would then be possible to provide a new service. The administrations concerned undertook to take forthwith such action as was necessary to agree upon the necessary timings.

Meanwhile the American military authorities agreed to [illegible]

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Meanwhile the American military authorities agreed to the incorporation, as a transitory measure, in the German civilian train leaving Frankfort for Nuremberg, of a Wagons-Lits vehicle running in the new Paris-Frankfort train. They undertook to inform the French Railways directly of the timing of this train. The representative of the Allied Commission for Austria drew attention to the advantage which would be derived from extending the Paris Frankfort service to Vienna at least on the days when the Arlberg-Orient Express did not run.

In view of the fact that the parties concerned were unable to supply the necessary stock, the sub-committee could only take note of the wish which had been expressed and expressed the desire that necessary action should follow as soon as possible.

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In the course of the discussion that followed, the following points emerged:-

1. In connection with the shortage of rolling stock, the Wagons-Lits Company pointed out that it could undertake the repair of its own vehicles in its workshops in France, Belgium and Italy to the extent that the British and American zones could arrange for the return of its rolling stock whether in good or bad condition. The French and Belgian Railway delegates stated that their administrations could do the same for their own vehicles. The delegates representing the British and American zones agreed that in their areas there were considerable numbers of foreign coaches in bad condition. They added that the present state of repair shops in Germany which had been for the most part seriously damaged rendered it impossible for them to undertake their repair for a long time. They would therefore look into the various proposals which had been made to them.

The Chairman pointed out that the forthcoming census of rolling stock in Europe would bring to light the exact position of rolling stock and would enable recommendations to be made such as those following the lines suggested by the Wagons-Lits Company and the French and Belgian Railways.

2. The delegate of the French Government pointed out that to his knowledge there was still a large number of passenger coaches used as hotels. It was unanimously recommended that such vehicles should be released as soon as possible. It was further pointed out by the delegates from the British and American zones that strict instructions had already been given in this sense.

3. As a result of the discussion it was evident that questions of comfort and the condition of rolling stock played at the present time a relatively unimportant part but on the other hand it was absolutely essential to secure the most punctual running possible of all trains. This latter point was particularly important in view of the approach of winter when other means of transport were subject to heavy delay and it was largely the users of such services who needed punctuality because they were often travelling to attend conferences.

III. <u>Services between North-West Europe and Switzerland, Italy and Belgrade.</u>

Existing services are as follows:-

a) A daily through service Paris-Berne via Delle.

b) A daily service Paris-Bale;

c) A thrice-weekly service Paris-Innsbruck-Vienna (Arlberg-Orient-Express);

d) A daily railcar service Paris-Vallorbe with a connection to Swiss destination.

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On the other side of Paris, connections existed to London via Dieppe (daily) and to Brussels.

The railway administrations of the Netherlands, Belgium, France, Luxembourg and Switzerland had the intention of working out detailed timing to improve the services between Holland, Belgium and Calais on the one hand and Switzerland on the other, such services using the common section Thionville-Bale. The French delegation suggested an improvement in the services between France and Italy. Finally, the ECITO representative from Italy, with whose views the representatives of the American occupation authorities in Germany wished to be associated, thought that the Allied Authorities in Italy would view with favour the recommendation of the French and Italian railways that the resumption of rail traffic between France and Italy, to the extent which

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circumstances permitted, should be examined

The delegate of the Swiss Federal Railways pointed out that the services in question were less dependent upon military factors than those further north, and suggested that they should be considered at a special meeting to be held in Switzerland at which all those concerned would be represented, and which would be convened by the Swiss Federal Railways in its capacity as managing administration of the European timetable and through carriage Conference

Whilst agreeing with the substance of the preceding remarks so far as concerns services not running through military occupation zones, the Chairman considered that when such zones were involved a preliminary examination by the Sub-Committee was desirable

Having regard to the various considerations which had been raised the Sub-Committee reached the following conclusions:

a) A working party comprising representatives of the administrations concerned to consider the details involved in creating through services out of those at present provided on for example the route Bale-Chiasso-Milan to include if possible through coaches.

b) Similarly, a working party to investigate what was involved in connection with a possible through service over the route Paris-Frankfort-Nuremberg-Prague.

c) On the request of the Swiss delegation, a third working party to examine the possibility of providing services between Switzerland and South Germany.

d) The Sub-Committee fully agreed, on the other hand, to take into account the proposal of the Swiss Federal Railways regarding the conference to be held in Switzerland, at which ECITO would be represented. This conference would deal in particular with services between North-West Europe, Switzerland and Italy, and would endeavour to provide for services to Rome and Trieste It would also examine, in accordance with the wishes of the representative of ECITO from Italy and of the representative of the transport division of the Allied Commission for Austria, the establishment of a service Rome-Vienna via Bologna, Tarvisio, Villach, with, if possible, a branch Bologna-Munich. Finally it would examine the possibility of providing a connection to Trieste via Villach with the Arlberg Express.

There would be raised at the same Conference the problem of selecting administrations whose representatives would preside at meetings relating to particular international trains. In this connection those administrations present expressed a wish for the maintenance of pre-war practice.

At the conclusion of the meeting the administrations drew up the following text, in accordance with the decision reached at the plenary session, regarding the resumption of the European timetable conference.

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"The various railway administrations, attending a meeting at Brussels convened by ECITO, take the opportunity which has been afforded them of expressing the wish that the European Timetable Conference should be summoned to resume its work with the participation of the occupation authorities concerned, as soon as the general conditions prevailing in Europe permit the use of international trains by ordinary civilian passengers".

The session was suspended, until 1030 hours on the 24th October, to enable the working parties to deal with the subjects which had been referred to them.

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DECISIONS OF THE FIRST SUB-COMMITTEE

MEETING HELD ON THE 24TH OCTOBER, 1945

The sub-committee resumed its meeting at 10.30 hours on the 24th October to consider the conclusions reached by the working parties on the previous day.

1st Working Party:

Services between Holland, Belgium and Paris, and Switserland and Italy.

a) The intention of the administrations was to reinstitute the Simplon-Orient-Express as far as Trieste adding to it a branch from Milan to Rome. The necessary detailed examination would take place at the meeting convened by the Swiss Federal Railways which would be held at the end of November, probably in Lugano.

b) Meanwhile it had been decided to provide a service connecting with the Arlberg-Orient-Express and connecting Rome with Bale with the following approximate timings:

9.42	Bale	17.09
14.54) 15.40)	Chiasso	(11.44 (11.[illegible]
16.30) 17.30)	Milan	(10.10 (9.[illegible]
17.00	Rome	9.00

The institution of the necessary trains in Italy to run three times a week would be undertaken as soon as possible. With regard to the incorporation of a through sleeping car of the Wagons-Lits Company, this was governed by the composition of the Arlberg Express on the French portion of its run, and the French Railways undertook to try and deal with the problem and notify their decision at the earliest opportunity.

Such action would be taken as might be necessary to ensure the inclusion of a restaurant car on the appropriate portions of the journey in Italy, but this is dependent upon the ability of the Wagons-Lits Co. to obtain the necessary provisions from military sources on repayment.

The proposals also included the provision of a connecting service at Bologna serving Villach and Vienna.

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The proposals also included the provision of a connecting service at Bologna serving Villach and Vienna.

c) The Swiss Federal Railways were at the present time studying the improvement of services between Belgium and Holland, on the one hand, and Switzerland, on the other. The question would be dealt with at the Conference to be held at Lugano, to which the British Railways would also be invited.

d) There would also be discussed at the Lugano Conference the possibility of extending the Arlberg Express from Innsbruck via the Tauern line to Villach and Trieste.

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The representative of ECITO in Italy pointed out that a service Villach-Udine was already provided by the train mentioned under b) above; this would assist as a transitory measure in providing a Trieste connection.

The provision of stock must be arranged between the Allied Military Authorities in Italy and the Allied Commission for Austria. The Wagons-Lits Company cannot provide any further sleeping cars from outside Italy, unless some are restored to their control in Austria.

2nd Working Party:

Services between Paris, Frankfort, Nuremberg and Prague.

The American occupation authorities in Germany were not able to give a definite date on which a complete through service from Paris to Prague could be introduced, but this would probably be in February 1946.

a) In connection with the establishment of a second train Paris-Frankfort, it was however decided in principal to extend the sleeping car Paris-Frankfort running in this train to Nuremberg with approximately the following timings:

23.45	Paris	5.40
16.40) 17.15)	Frankfort	(12.30 (7.30
24.00	Nuremberg	00.00

The connections at Frankfort would only be able to be made when the bridge over the River Main at Frankfort had been reopened. Trans-shipment was necessary meanwhile.

b) In view of the fact that the establishment of a Paris-Prague through service would take a considerable time, the running of a through coach off the Arlberg-Orient-Express between Linz and Prague via Budejovice was investigated, taking advantage of an existing service between Prague and Budejovice.

This solution involved the problem of traversing the Russian zone between Linz and the Czechoslovak frontier. The representative of the Inter-Allied Commission in Austria undertook to take this question up

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This solution involved the problem of traversing the Russian zone between Linz and the Czechoslovak frontier. The representative of the Inter-Allied Commission in Austria undertook to take this question up with the Russian authorities. He also stated that in view of the extreme shortage od coal in Austria the Czechoslovak Railway Administration would have to supply the coal or the locomotive power for working the train between Linz and the Czechoslovak frontier. Attention was also drawn by the representative of the S.N.C.F. to the fact that the addition of the Prague through coach involved reconsideration of the load of the Arlberg-Orient-Express over the French section. The question would be re-examined at the Lugano meeting.

c) On the proposal of the French Railways, the managing administration for the Orient Express, a special meeting would be summoned in Paris to discuss the establishment of a direct through service Paris-Prague. Details regarding this meeting and its date would be settled at Lugano.

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3rd Working Party:

Services between Switzerland and South Germany

a) There was already a train between Baden Baden and Frankfort which the military authorities were ready to extend to Bale as soon as the bridges between Baden Baden and Bale had been repaired. In this way it would be possible to provide a twice-weekly service to and from Berlin.

b) Meanwhile there was a service between Singen and Offenburg which might provide a temporary solution of the problem.

c) Finally there was a service between Constance and Ulm affording a connection between Switzerland and Germany.

The sub-committee took note of the fact that during the meeting the details had been agreed between the administrations concerned for a through service between Amsterdam and Brussels.

The Chairman then stated that the business had been completed. He thanked the delegates and congratulated them on the results obtained.

Mr. Paschoud, General Manager (Technical) of the Swiss Federal Railways, speaking as vice-Chairman of the sub-committee, congratulated Mr. Desorgher on the way in which he had taken the chair at the discussions which had been both interesting and cordial.

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TABLE CONFERENCE CALLED BY E.C.I.T.O.

ON THE 22ND OCTOBER, 1945 IN BRUSSELS.

SECOND SUB-COMMITTEE.

The meeting was opened at 1000 hours under the Chairmanship of MAJOR GENERAL HEWER, Deputy Director General of E.C.I.T.O. MR. BLEROIS, Deputy Director of the Commercial Services of the S.N.C.F. acted as vice-Chairman.

The meeting agreed on the programme to be examined and decided not to divide itself into sections.

1. Customs, Currency and Security.

In matters of customs and currency two categories of travellers are to be considered - military persons on the one side and civilians on the other, whether these are officials or ordinary civilians. The currency control is indispensable, not only to keep track of civilian smugglers but also to prevent military persons, unaware of the importance of the consequences of their act, from unknowingly helping unscrupulous civilians. The question is to defend the currency of all European countries. It is thus necessary that military persons should, in matters of customs and currencies, be submitted to examination formalities, detailed procedure to be worked out between the Governments concerned and military authorities. It would be necessary for a representative of these authorities, for instance a member of the military police, to be present at the control points in order to co-operate with the civilian authorities.

On the other hand, the representatives of the French, Belgian and Luxembourg customs were able to give the assurance that all steps would be taken to simplify the formalities in order that fast train schedules may be prepared and maintained: declarations for currency control, and even for the customs, to be completed before the examination takes place; a responsible person for certain groups to present the declarations on their behalf; examinations to take place in the train while it is in motion; subject to a) the duration of the journey without stops should be sufficient to allow this examination to be carried out, b) the crowding of the trains should not hamper the circulation in the corridors. The formalities may well be completely done away with for the transit journey, on the condition that such transits are not too long. Everything possible will be done in order to avoid detraining for any reason, particular attention being given to Wagons-Lits passengers. When the examination takes place at the frontier, it is desirable that two trains should not stop at the same time at the control point.

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Concerning security, all passengers whether military or civil will remain under the control of the military authorities when in transit through military zones. In all other cases the civil authorities will exercise this control, having in mind the nature of the traveller, whether military or civilian, including U.N.R.R.A.

The Police authorities reserve the right that, in the case of security documents not being in order or missing, passengers will be removed from the train and detained. Military will be examined by military security personnel.

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Security regulations may be carried out on the train whilst in motion under the following conditions - a) that the transit time without stopping should be sufficient (1½ to 2 hours), b) that a stop of a few minutes be made before the crossing of the frontier in order to allow any irregular travellers to be detrained, but it is desirable that the train schedules be arranged in such a way that the security officers will be able to return to their starting point by a convenient train.

MR. BAUDOUY made a declaration on behalf of the French government expressing the desire of the said government to simplify, subject to reciprocity, the visa formalities, in order to facilitate travel between countries.

It is desirable to extend the simplification of formalities already in application between certain countries to facilitate the movement of train personnel, including Wagons-Lits personnel; the military authorities in the occupational zones will study the position with their respective headquarters with a view to giving all assistance and facilities asked for.

2. Transport Documents.

The transportation of military personnel will be covered as at present. It is nevertheless recommended that all transport tickets or vouchers for their issue should be unified. E.C.I.T.O. will take up the question with the military authorities in order to attain this objective.

So far as civilian passengers are concerned, the payment of their fare should be made as easy as possible.

The first facility doing away with rebooking at border stations is the provision of direct tariffs. The Railway Company at the entraining point issues through-tickets, single or return, to be paid for in the currency of the country of departure. Final payment to all Railway Companies concerned is made later by the issuing Railway Company according to approved arrangements.

Such through rates which are easily set up are already in operation for through journeys excluding the occupational zones. For journeys through occupational zones, it is necessary to await the setting up of tariffs in those zones.

E.C.I.T.O., in accordance with the dispositions given in the Agreement concerning the setting up of this Organisation, will make the necessary contacts and call the meetings necessary to determine the rates and also

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E.C.I.T.O., in accordance with the dispositions given in the Agreement concerning the setting up of this Organisation, will make the necessary contacts and call the meetings necessary to determine the rates and also the authorities which the railway administrations should contact to settle matters of detail. Until this aim is reached, as much of the journey as possible will be covered by a through-ticket.

A second facility is granted to the traveller, when he can obtain a ticket in exchange for a voucher for which a recognised authority undertakes to pay the amount of the travelling fee. As in this way the accounts of the Railway Companies would be rather complicated and they would be exposed to certain risks (exchange losses, possible loss of vouchers, etc.), it seems advisable to apply this way of payment to military persons on the one side, as is the case at present, and to members of certain International Organisations - few in number - on the other side, such as U.N.R.R.A. and E.C.I.T.O.

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Subject to an agreement to be established between such an Organisation and the Railway Companies concerned, one or several designated offices of the Organisation issue a voucher signed only by authorised officials; these vouchers are exchanged in certain designated offices, few in number, for normal transport tickets. The issuing Railway Company only is in relation with the receiving Organisation and handles the accounting with the other interested Railway Companies as in the case of cash payment. The Organisation, when setting up such arrangements with the Railway Companies, will give the assurance and the guarantee that payment will be made in a simple and speedy manner.

The supplementary charges for the use of sleeping cars are paid in cash by the civil travellers and, as far as the French occupational zone is concerned, by the military personnel. The military authorities of the other occupational zones will examine the possibility of adopting a similar method. This would eliminate certain delays in the payment of invoices presented by the Compagnie des Wagons-Lits.

Concerning the reciprocal use of coaching stock, the sub-committee thinks it advisable that the R.I.C. rules, where now suspended, should be applied again as soon as circumstances will permit. The circulation of coaches of the Compagnie des Wagons-Lits in occupied Germany will be settled through direct agreement between this Company and the military authorities.

The meeting closed at 1700 hours.

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RECOMMENDATIONS OF THE SECOND SUB-COMMITTEE.

1. That the competent authorities take the necessary steps in order that the military do not evade the customs and currency controls, where these are deemed necessary.

2. That, taking into account the technical conditions of circulation, the formalities of customs, currency and security examinations be organised in such a way that it would be possible to plan and maintain a fast schedule of trains and that passengers be exposed to the minimum of inconvenience.

3. That the Governments would reduce as much as possible the obstacles in travelling between countries.

4. That the formalities to which train personnel are submitted at the crossing of frontiers or limits of occupation zones, be simplified.

5. That in order to allow the speedy setting up of international through-rates extending to the occupational zones of Germany, Austria and Italy, all information should be collected as quickly as possible, having regard to the rates at present in operation in these zones.

6. That the Railway Administrations grant to certain international organisations the facility to obtain tickets for members of their staff in exchange for a voucher which would guarantee the payment of the travelling fees at a later date but with only a short delay.

7. That the process of direct payment by military travellers of the supplementary fee for the use of sleeping cars, now applied in the French zone, be also extended in the other occupational zones for the military who are not provided with a warrant covering the sleeping car charges.

8. That the regulations of the R.I.C., where temporarily suspended, be put in force again as soon as circumstances will allow.

9. That the tickets used by the military and the vouchers for the obtaining of these tickets be uniformed.

10. That ECITO make the required contacts, obtain from the military authorities the required information and set up the necessary meetings for the attainment of the aims enumerated above, especially in recommendations 1, 5 and 9.

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3. That the Governments would reduce as much as possible the obstacles in travelling between countries.

4. That the formalities to which train personnel are submitted at the crossing of frontiers or limits of occupation zones, be simplified.

5. That in order to allow the speedy setting up of international through-rates extending to the occupational zones of Germany, Austria and Italy, all information should be collected as quickly as possible, having regard to the rates at present in operation in these zones.

6. That the Railway Administrations grant to certain international organisations the facility to obtain tickets for members of their staff in exchange for a voucher which would guarantee the payment of the travelling fees at a later date but with only a short delay.

7. That the process of direct payment by military travellers of the supplementary fee for the use of sleeping cars, now applied in the French zone, be also extended in the other occupational zones for the military who are not provided with a warrant covering the sleeping car charges.

8. That the regulations of the E.I.C., where temporarily suspended, be put in force again as soon as circumstances will allow.

9. That the tickets used by the military and the vouchers for the obtaining of these tickets be uniformed.

10. That ECITO make the required contacts, obtain from the military authorities the required information and set up the necessary meetings for the attainment of the aims enumerated above, especially in recommendations 1, 5 and 9.

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ECITO CONFERENCE FOR THE CONSIDERATION OF INTERNATIONAL PASSENGER SERVICES HELD AT THE PALAIS DES BEAUX ARTS, RUE RAVENSTEIN, BRUSSELS.

Minutes of the Meeting held on the 24th October, 1945.

The meeting began at 1600 hours with Mr. Hondelink, Director General of ECITO in the chair. The following agenda was proposed:

1. Consideration of the minutes of the first plenary session held on the 22nd October;

2. Consideration of the conclusions reached by the first sub-committee.

3. Consideration of the conclusions reached by the second sub-committee.

4. Co-ordination of time changes;

5. Census of rolling stock.

1. Minutes of the First Plenary Session.

The Chairman asked all those present to hand in full details of their name, rank and position as well as giving the full name of the organisation or administration which they represented, in order that certain mistakes in the draft minutes could be corrected.

With regard to the section of the Minutes dealing with the request of the delegates concerning the resumption of the European Timetable Conference, the Chairman suggested certain alterations in the wording of the minutes. Subject to this, the minutes were approved.

2. Work of the First Sub-Committee.

The Chairman then announced the results of the work of the First Sub-Committee. He congratulated its members on their work which had led to useful conclusions and which augured well for the future of international services.

In view of the shortage of rolling stock in Western Europe, particularly in the Netherlands, Germany, Austria and Italy, of which account had to be taken, the First Sub-Committee found itself obliged to limit its decisions to those measures which were absolutely essential under present conditions. To mitigate this shortage, the Wagons-Lits Company, the French National Railways (S.N.C.F.), and the Belgian National Railways (S.N.C.B.) had intimated their readiness to repair themselves any of their own stock which was returned to them. ECITO would endeavour to take into account this useful suggestion by facilitating the return of rolling stock to the administrations to which it belongs.

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4. Co-ordination of time changes:

5. Census of rolling stock.

1. Minutes of the First Plenary Session.

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The Chairman took note of the fact that those taking part had expressed the wish that the European Timetable Conference should be revived and he reminded the meeting of his remarks at the previous meeting when he had said that it was the intention of ECITO to make use, for the purposes of accomplishing the task which it had been set, of pre-war organisations of proven value. He also noted the wish of the railways for the continuation of the pre-war arrangements as regards the managing administrations for international trains.

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The Chairman then summarised briefly the technical conclusions reached by the First Sub-Committee:

1. In respect of services between Great Britain, Germany and Denmark, the running of a through sleeping car between Calais and Denmark was examined as was the possibility of carrying a few civilian passengers in the trains to and from the Hook of Holland.

2. With reference to Paris-Prague services, details were considered concerning a Prague portion of the Arlberg-Orient Express to be worked independently to and from Linz. The extension of a sleeping car to be run in the new Paris - Frankfort train to Nuremberg was also contemplated Finally, it was hoped to create as from the beginning of February next a new through train Paris - Prague

3. As between North-West Europe and Italy, it was hoped, pending the re-establishment of the Simplon-Orient Express to and from Trieste together with a Milan - Rome portion, to bring into force a through service Paris - Bale - Chiasso - Milan - Rome, with a connection Bologne - Villach - Vienna, and to initiate action: for improving services between France, Belgium and the Netherlands on the one hand and Switzerland on the other, and also for establishing an Innsbruck - Villach - Trieste connection with the Arlberg-Orient Express.

4. As regards connections between South Germany and Switzerland and between Belgium and Holland, discussions had taken place which had led to useful conclusions.

Some of these important questions required further discussions between the parties concerned and this was especially the case with the southern group of services These discussions would take place at a Conference to which the Swiss Federal Railways would invite all the parties concerned, including ECITO, and which would enable some of the proposals put forward at the present Conference to take definite shape.

With regard to the Paris - Prague services, it was the intention of the S.N.C.F. to call a meeting in Paris.

The Chairman thanked, in the name of ECITO, these administrations for the assistance which they were giving towards an improvement in Europe

He finally emphasised the point that the military authorities had agreed in principle to admit on a wider scale, in military trains, civilian passengers travelling on official business.

After these conclusions had been considered, the representative of the American occupation authorities in Germany confirmed that he would be prepared [illegible] to Germany the question of Franco-German services.

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He finally emphasised the point that the military authorities had agreed in principle to admit on a wider scale, in military trains, civilian passengers travelling on official business.

After these conclusions had been considered, the representative of the American occupation authorities in Germany confirmed that he would be prepared to take up when he returned to Germany the question of Franco-German services.

With regard to the agreement in principle of the military authorities to admit to military trains more civilian passengers travelling on official business, the delegate of the Allied military and occupation authorities in Italy stated that this could only be accepted with reserve so far as concerned Italy, in view of the extreme shortage of rolling stock.

5. Work of the Second Sub-Committee.

The Chairman suggested that the recommendations made by the Second Sub-Committee should be considered:

a) Subjection of military passengers to customs and exchange controls. Colonel Menge thought that the recommendation as drafted failed to make certain

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necessary distinctions clear and he put forward an alternative text which was agreed to.

At the request of a representative of the French Ministry of Public Works, it was agreed that ECITO would make the necessary approaches

b) No observation of importance was made on the recommendations concerning frontier and other formalities

c) With regard to the ultimate reduction of hindrances to movement, the Chairman remarked this was a recommendation of a general character and that all that could be done was to transmit it to the governments involved. The recommendation was adopted subject to bringing the French and English into line with each other.

d) The Recommendation regarding crossing frontiers and zone boundaries was adopted subject to an alteration of the French text

e) On the subject of international tariffs, a discussion followed in which the representative of the Railway Committee in Berlin, the representative of the S.N.C.F., the representative of Allied Commission for Austria and a delegate of ECITO took part. It was decided that the recommendation should be re-worded by a number of the delegates. It was further decided to approve in advance the revised text.

f) As regards the facilities to be granted to international organisations, no comments were made beyond a suggestion for a minor alteration in the wording of the recommendation.

g) With regard to the payment by military personnel of sleeping car supplements, the second Sub-Committee recommendation was adopted, subject to an alteration in wording. In reply to a question, the General Manager of the Wagons-Lits Company explained that supplements were usually paid in the currency of the country in which the journey was begun

h) The principle of the restoration of the provisions of the R.I.C. where they have been temporarily suspended, was accepted without comment.

i) The recommendation concerning the standardisation of transport documents used by military personnel was adopted without comment.

j) ECITO undertook to make the necessary approaches to obtain from the military authorities such information as might be necessary, and would convene any meetings required, to give effect to the recommendations referred to above, particularly those relating to the subjection of military personnel to customs and exchange control, to the creation of through tariffs and the standardisation of transport documents used by military personnel.

k) Co-ordination of Time Changes

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4. Co-ordination of Time Changes.

The Chairman reminded those present that, in accordance with the wishes of the French delegation, the Conference was invited to pass a resolution on the subject of time changes next Spring. He suggested that ECITO should inform the various governments concerned of the recommendation and take any other appropriate steps. This recommendation would first be submitted to the railway administrations for their approval.

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5. Census of Rolling Stock

A Conference would be held in Brussels on the 13th November next to elaborate the procedure necessary for taking a census of all railway rolling stock over the widest possible area in Europe. The Chairman requested the delegates to take any necessary preliminary action.

The delegate representing the French occupation zone in Germany stated that a preliminary census would be taken in that zone on the 4th November and that it would be difficult to take into account the results by the 13th November. As certain fears were expressed regarding the taking of successive censuses, the Chairman recalled that experiences after the war of 1914-1918 showed that no fewer than five censuses were then necessary to obtain exact information as to the distribution of rolling stock.

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In conclusion, the Chairman thanked all the participants and, in particular, the Chairman and Vice Chairman of the two sub-committees and their secretaries.

He was gratified by the results obtained which augured well for further conferences which would be necessary before the normal pre-war position could be restored.

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Ref: P/1

PROVISIONAL ORGANISATION FOR EUROPEAN INLAND TRANSPORT

INTERNATIONAL PASSENGER TRAIN SERVICES MEETING.

AGENDA.

Monday, October 22nd, 1945.

Plenary session of the Meeting at 3 p.m. at :

Palais des Beaux Arts, rue Ravenstein, Brussels.

1. Opening by the Chairman.

2. Appointment of Subcommittees.

3. General discussions and directives to subcommittees.

(i) Routes to be opened and dates of inauguration, taking into consideration relative importance and urgency; (a list of the routes to be examined will be circulated before the meeting);

(ii) Frequency of service desired, weekly, daily or otherwise, and actual schedules;

(iii) Supply of rolling stock, preferably from non-allocated stock, such as Allied Forces Stock, and Wagon-Lits stock, so as to relieve the allied national administrations from supplying from their internal depleted stocks;

(iv) Locomotive power required and any special measures of additional allocation of locomotives;

(v) The system of official travel orders and permits for limited use of the services;

(vi) The control at national frontiers, zones, boundaries and other security control points;

(vii) The system of travel on vouchers and channels through which payments are to be effected;

(viii) Other points which participating administrations may wish to see included.

4. Co-ordination of time change-over. (At the request of the French National Railways).

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4. Co-ordination of time change-over. (At the request of the French National Railways).

5. Other business.

Tuesday, October 23rd, and following days.

Work in Committee and Plenary session to discuss and conclude business arising out of proposals submitted by the various sub-committees.

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OFFICE PROVISOIRE DES TRANSPORTS INTERIEURS EUROPEENS.

CONFERENCE INTERNATIONALE D'HORAIRES VOYAGEURS.

ORDRE DU JOUR.

Lundi, le 22 octobre 1945.

Réunion plènière de la conférence à 15 heures, à l'adresse suivante:

Palais des Beaux Arts, rue Ravenstein, Bruxelles.

1. Discours d'introduction du Président.

2. Designation de sous-commissions;

3. Discussion générale et directives à donner aux / sous-commissions

(i) Lignes à mettre en service et dates d'inauguration, en prenant en considération leur importance et urgence relative du trafic visé - (une liste des relations à examiner sera distribuée avant la réunion)

(ii) Fréquence désirée des relations: hebdomadaire, journalière ou autre; fixation des horaires.

(iii) Fourniture du matériel roulant à provenir de préférence de réserves spéciales, telles que celle des F[illegible]es alliées et des Wagons-Lits, de façon à ne pas obliger les réseaux nationaux alliés à opérer des prélèvements sur leurs propres stocks déjà très réduits;

(iv) Locomotives nécessaires et toutes mesures à prendre pour leur mise à disposition ;

(v) Le type des autorisations officielles de transport et des permis de voyage;

(vi) Le contrôle aux frontières nationales, aux limites de zones d'occupation et autres points de contrôle;

(vii) Le type de document à établir en vue de la perception éventuelle des frais de voyage;

(viii) Autres questions que les administrations participant désireraient voir traiter;

4. Harmonisation des changements d'heure;

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(vi) Le contrôle aux frontières nationales, aux limites de zones d'occupation et autres points de contrôle;

(vii) Le type de document à établir en vue de la perception éventuelle des frais de voyage;

(viii) Autres questions que les administrations participant désireraient voir traiter;

4. Harmonisation des changements d'heure;

5. Autres questions.

Mardi le 23 octobre et jours suivants:

Travail des Commissions et session plénière pour discuter et arrêter les conclusions qui auront pu être dégagées des propositions soumises par les diverses sous-commissions.

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Ref. C.

PROVISIONAL ORGANISATION FOR EUROPEAN INLAND TRANSPORT.

Restricted International Passenger Timetable Conference

Programme for Committees.

Committee No. 1.

a) Lines to be opened for civil and military services; admission of civilian traffic to services hitherto reserved exclusively for military requirements; proposals for new services;

b) Frequency of proposed services, taking into account:

1) the volume and degree of priority of estimated traffic; and
2) availability of rolling stock.

Committee No. 2.

a) Selection of railway administrations which will appoint chairmen of various international services.

b) Drawing up of provisional timetables, (final timetables may be drawn up later at special technical conferences).

c) Fixing of motive power requirements; steps required to obtain the necessary locomotives; fixing of points for taking water and changing engines.

d) Date for opening services.

Committee No. 3.

a) Control at national frontiers and occupation zone boundaries:

military control;
customs control;
currency control;

b) Definition of conditions under which civilians may use international trains passing through occupation zones.

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Committee No. 1.

a) Lines to be opened for civil and military services; admission of civilian traffic to services hitherto reserved exclusively for military requirements; proposals for new services;

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Committee No. 3.

a) Control at national frontiers and occupation zone boundaries;

military control;
customs control;
currency control; /.

b) Definition of conditions under which civilians may use international trains passing through occupation zones.

Committee No.4.

a) Form of travel permits, etc;

b) Types of railway tickets required;

c) Conditions under which private undertakings, e.g. the Wagons-Lits Co., may participate in the establishment of the new services;

d) Any other questions.

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REF: C.

ORGANISATION PROVISOIRE DES TRANSPORTS INTÉRIEURS EUROPÉENS.

Conférence internationale restreinte d'horaires voyageurs.

PROGRAMME DES SOUS-COMMISSIONS.

1ère Sous-Commission.

a) Programme des lignes à mettre en service, tant civiles que purement militaires,
- Opportunité d'accepter du trafic civil sur certaines relations réservées jusqu'à présent exclusivement aux besoins militaires,
- projets de nouvelles relations.

b) Fréquence des relations à établir, compte tenu:
i) de l'importance et de l'urgence des trafics prévus;
ii) des possibilités de fourniture de matériel roulant.

2e Sous-Commission.

a) Désignation des administrations ferroviaires chargées de la présidence des divers itinéraires inter-continentaux;

b) Fixation provisoire des horaires (les horaires définitifs pourront être arrêtés ultérieurement au cours de conférences techniques spéciales;)

c) Détermination du matériel de traction nécessaire et des services fournisseurs; mesures à prendre pour la mise à disposition du matériel; fixation des points d'alimentation en eau et des points d'échange de locomotives.

d) Date d'ouverture des lignes.

3e Sous-Commission.

a) Contrôles aux frontières et aux limites des zones d'occupation: contrôle - militaire
" - douanier
" - financier.

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- Opportunité d'accepter au trafic civil sur certaines relations réservées jusqu'à présent exclusivement aux besoins militaires,
- projets de nouvelles relations.

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d) Date d'ouverture des lignes.

3e Sous-Commission.

a) Contrôles aux frontières et aux limites des zones d'occupation: contrôle - militaire
" - douanier
" - financier.

b) Définition des conditions d'admission des personnes civiles dans les trains internationaux traversant les zones d'occupation.

4e Sous-Commission.

a) Type d'autorisation officielle de transport et de permis de voyage.

b) Type de document à établir pour la perception éventuelle des frais de voyage.

c) Conditions de participation des organismes privés, tels les Wagons-Lits, à l'organisation des nouveaux services.

d) Eventuellement autres questions.

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LISTE DES ITINERAIRES SOUS CONSIDERATION A LA CONFERENCE A BRUXELLES le 22 Octobre 1945.

		Organismes sur la propositions desquelles les itinéraires ci-contre sont solicités
1)	Londres - Calais - Bruxelles - Bad Oeynhausen - Berlin. Londres - Ostende - Bruxelles - Bâle. Paris - Francfort - Nuremberg - Prague. Paris - Bruxelles - Tilburg - Nimègue.- Wesel - Luxembourg - Copenhague. Paris - Vallorbe - Lausanne - Domodossola - Milan - Trieste - Zagreb - Belgrade.	Proposés par E.C.I.T.O.
2)	Paris - Vienne - Bucharest via Munich - Innsbruck. Londres - Calais - Paris - Rome.	Proposés par E.C.I.T.O.
3)	Paris - Berlin via Francfort.	Proposé par la S.N.C.F.
4)	Paris - Strasbourg - Munich - Vienne - Budapest - Bucharest. Paris - Bâle - Zurich - Vienne - Budapest - Bucharest. Londres - Paris - Rome.	Proposés par la Cie. des Wagons - Lits
5)	Londres - Harwich - Hoek van Holland - (Nimègue (Entschede Londres - Harwich - Hoek van Holland - Allemagne du Sud.	Proposés par le L.N.E.R.
6)	Londres - Bâle via Calais. Londres - Berlin via Ostende.	Proposés par le S.R.
7)	Prague - Varsovie - Moscou. Prague - Vienne. Prague - Belgrade.	Proposés par le Ministère des Communications de Czechoslovakie.
8)	Rome - Brennero - Innsbruck - (Munich (Vienne.	Proposés par les Chemins de Fer de l'Etat Italien

RELATIONS TRANSVERSALES.

a) Cologne - Frankfort
b) Berlin - Hambourg
c) Berlin - Dresde - Prague
d) Vienne - Trieste.

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2) Paris - Vienne - Bucharest via Munich - Innsbruck. } Proposés par B.C.I.T.C.
Londres - Calais - Paris - Rome.

3) Paris - Berlin via Francfort. } Proposé par la S.N.C.F.

4) Paris - Strasbourg - Munich - Vienne - Budapest - Bucharest.
Paris - Bâle - Zurich - Vienne - Budapest - Bucharest.
Londres - Paris - Rome. } Proposés par la Cie. des Wagons - Lits

5) Londres - Harwich - Hoek van Holland - (Nimegue / Entschede)
Londres - Harwich - Hoek van Holland - Allemagne du Sud. } Proposés par le L.N.E.R.

6) Londres - Bâle via Calais.
Londres - Berlin via Ostende. } Proposés par le S.R.

7) Prague - Varsovie - Moscou.
Prague - Vienne.
Prague - Belgrade. } Proposés par le Ministère des Communications de Czechoslovakie.

8) Rome - Brennero - Innsbruck - (Munich / Vienne.) } Proposés par les Chemins de Fer de l'Etat Italien

RELATIONS TRANSVERSALES.

a) Cologne - Frankfort
b) Berlin - Hambourg
c) Berlin - Dresde - Prague
d) Vienne - Trieste.
e) Stuttgart - Nuremberg
f) Munich - Innsbruck - Verone

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MRT/36

LIST OF ROUTES FOR CONSIDERATION AT THE MEETING IN BRUSSELS 22nd. October 1945.

		Organisations at whose suggestion the Route is included.
1)	London - Calais - Brussels - Bad Oeynhausen - Berlin. London - Ostend - Brussels - Basle - Paris - Frankfort - Nuremberg - Prague. Paris - Brussels - Tilburg - Nymegen - Wesel - Hamburg - Copenhagen. Paris - Vallorbe - Lausanne - Domodossola - Milan - Trieste - Zagreb - Belgrade.	E.C.I.T.O.
2)	Paris - Vienna - Bucharest via Munich - Innsbruck. London - Calais - Paris - Rome.	E.C.I.T.O.
3)	Paris - Berlin via Frankfort	Requested by S.N.C.F.
4)	Paris - Strasbourg - Munich - Vienna - Budapest - Bucharest. Paris - Basle - Zurich - Vienna - Budapest - Bucharest. London - Paris - Rome.	Requested by Compagnie des Wagons-Lits.
5)	London - Harwich - Hook of Holland (Nymegen / Entschede) London - Harwich - Hook of Holland - South - Germany.	Requested by L.N.E.R.
6)	London - Basle via Calais. London - Berlin via Ostend.	Requested by S.B.
7)	Prague - Warsaw - Moscow. Prague - Vienna. Prague - Belgrade.	Requested by the Czechoslovak Ministry of Communications.
8)	Rome - Brennero - Innsbruck (Munich / Vienna).	Requested by the Italian State Railways.

INTERCONNECTIONS.

a) Cologne - Frankfort.
b) Berlin - Hamburg.
c) Berlin - Dresden - Prague.

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	Hamburg - Copenhagen. Paris - Vallorbe - Lausanne - Domodossola - Milan - Trieste - Zagreb - Belgrade.	
2)	Paris - Vienna - Bucharest via Munich - Innsbruck. London - Calais - Paris - Rome.	E.C.I.T.C.
3)	Paris - Berlin via Frankfort	Requested by S.N.C.F.
4)	Paris - Strasbourg - Munich - Vienna - Budapest - Bucharest. Paris - Basle - Zurich - Vienna - Budapest - Bucharest. London - Paris - Rome.	Requested by Compagnie des Wagons-Lits.
5)	London - Harwich - Hook of Holland (Nymegen / Entschede) London - Harwich - Hook of Holland - South - Germany.	Requested by L.N.E.R.
6)	London - Basle via Calais. London - Berlin via Ostend.	Requested by S.2.
7)	Prague - Warsaw - Moscow. Prague - Vienna. Prague - Belgrade.	Requested by the Czechoslovak Ministry of Communications.
8)	Rome - Brennero - Innsbruck (Munich / Vienna).	Requested by the Italian State Railways.

INTERCONNECTIONS.

a) Cologne - Frankfort.
b) Berlin - Hamburg.
c) Berlin - Dresden - Prague.
d) Vienna - Trieste.
e) Stuttgart - Nuremberg.
f) Munich - Innsbruck - Verona.

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FW ECITO.

23 October, 45

From The Deputy Director General,
ORMOA,
ECITO,
c/o The British Military Mission to Belgium,
BRUSSELS.

To The Divisional Officer, ORMOA,
ITALY.

1. You will establish a Branch Office of ORMOA in Italy within the War Establishment agreed by the Deputy Director General and within the terms of reference and executive functions of ECITO, as set out in the Agreement concerning a Provisional Organisation for European Inland Transport, signed in London on 8th May, 1945. Your Office will be known as "European Central Inland Transport Organisation (ECITO), the Office for Relations with Military and Occupation Authorities (ORMOA) (Italy)"

2. Matters of policy are the responsibility of the Executive Board. Submission of such matters to the Board will in all cases pass through the Deputy Director General and, with the exception of purely routine matters, all communications with the Head Office of ECITO will pass through ORMOA, Brussels (or in certain instances, where specially directed, through the Liaison Office for ORMOA, situated at the Head Office of ECITO).

3. Your terms of reference only permit of your dealing with the Military Occupation Authorities or the Allied Control Commission in Italy. All dealings with the Italian Government or Italian Transportation Agencies will be through the Military Occupation Authorities or the Allied Control Commission, as may be the more appropriate, except in such cases as the Military Occupation Authorities or the Allied Control Commission may give specific permission for you to deal direct with the Italian Government or Italian Transportation Agencies.

.....2.

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1. You will establish a Branch Office of ORMOA in Italy within the War Establishment agreed by the Deputy Director General and within the terms of reference and executive functions of ECITO, as set out in the Agreement concerning a Provisional Organisation for European Inland Transport, signed in London on 8th May, 1945. Your Office will be known as "European Central Inland Transport Organisation (ECITO), the Office for Relations with Military and Occupation Authorities (ORMOA) (Italy)"

2. Matters of policy are the responsibility of the Executive Board. Submission of such matters to the Board will in all cases pass through the Deputy Director General and, with the exception of purely routine matters, all communications with the Head Office of ECITO will pass through ORMOA, Brussels (or in certain instances, where specially directed, through the Liaison Office for ORMOA, situated at the Head Office of ECITO).

3. Your terms of reference only permit of your dealing with the Military Occupation Authorities or the Allied Control Commission in Italy. All dealings with the Italian Government or Italian Transportation Agencies will be through the Military Occupation Authorities or the Allied Control Commission, as may be the more appropriate, except in such cases as the Military Occupation Authorities or the Allied Control Commission may give specific permission for you to deal direct with the Italian Government or Italian Transportation Agencies.

.....2.

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4. In such cases where you may find it necessary to deal with National Governments or Military Occupation Authorities on the Continent other than those in Italy, communications with these Authorities should be made through the CCMOA Office in Brussels, except where you are specifically detailed to deal through a particular Regional Office.

5. All dealings on administrative matters with the Head Office of ECITO will be made through the Administrative Officer of CCMOA in Brussels.

6. Your main functions will be as follows,

a) To keep the Deputy Director General informed of the transport situation in Italy, and to submit such recommendations as may be required.

b) To co-ordinate and advise the Authorities concerned upon all international road and rail problems in which Italy is concerned.

c) To co-ordinate and advise the Authorities concerned upon the problems involved in wagon exchange, so far as Italy is concerned.

d) To institute a periodical census of rolling-stock, the exact details of which will be communicated to you in due course from CCMOA, Brussels.

e) To collect such statistical information and records as may be required by the Deputy Director General in connection with road and rail transport, inland waterways and ports.

f) To co-ordinate and advise the Authorities concerned upon the questions of reparation and restitution of transportation equipment facilities, where this advice may be specifically requested from the appropriate authorities of the Military Occupation Forces or the Allied Control Commission.

g) To co-ordinate and advise the Authorities concerned upon the disposal of surplus military transportation stores to the Italian Government, or to any other authority, whom, in the light of your detailed study of the local conditions, you may consider appropriate.

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

a) To keep the Deputy Director General informed of the transport situation in Italy, and to submit such recommendations as may be required.

b) To co-ordinate and advise the Authorities concerned upon all international road and rail problems in which Italy is concerned.

c) To co-ordinate and advise the Authorities concerned upon the problems involved in wagon exchange, so far as Italy is concerned.

d) To institute a periodical census of rolling-stock, the exact details of which will be communicated to you in due course from CRMA, Brussels.

e) To collect such statistical information and records as may be required by the Deputy Director General in connection with road and rail transport, inland waterways and ports.

f) To co-ordinate and advise the Authorities concerned upon the questions of reparation and restitution of transportation equipment facilities, where this advice may be specifically requested from the appropriate authorities of the Military Occupation Forces or the Allied Control Commission.

g) To co-ordinate and advise the Authorities concerned upon the disposal of surplus military transportation stores to the Italian Government, or to any other authority, whom, in the light of your detailed study of the local conditions, you may consider appropriate.

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h) To co-ordinate and consolidate the essential requirements of transportation equipment of the Italian Government. You will undertake this work through the Military Occupation Authorities or Allied Control Commission, You will keep the Deputy Director General informed periodically when new requirements become apparent or when further information concerning past requirements becomes available.

i) All the above functions to be within the limits of general directives and instructions issued by the Director General or Deputy Director General.

7. At a future date an Italian Regional Office will be established. When this occurs a further directive will be issued to you as to your terms of reference. Until the Italian Office is established you will, so far as political considerations warrant, act in the capacity of Regional Office for Italy within the limits imposed by your directive in para.3, above.

8. You will attend such Meetings in Italy as may concern the Transportation problems in that country, and report the results of these where necessary to the Deputy Director General. In certain instances you may consider it advisable that you yourself or a member of your staff should become Chairman of certain important Meetings, where you are requested to do so by the unanimous consent of the other interested authorities represented at the Meetings.

E.H. Sawyer.

(R.K.HEMER)
Deputy Director General,
ORMOA - ECITO.

Copies to:

The Director General, ECITO, (ten, for internal distribution of ECITO),
D.Q.M.G., Mov & Tn., A.F.H.Q., (Four),
Allied Control Commission, Transportation Divison, (Italy) (four),
V.Q.M.G., War Office,
D.Q.M.G., Movements, War Office,
D.Tn., War Office,
ECITO Regional Office, France,
ECITO Regional Office, Belgium,

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7. At a future date an Italian Regional Office will be established. When this occurs a further directive will be issued to you as to your terms of reference. Until the Italian Office is established you will, so far as political considerations warrant, act in the capacity of Regional Office for Italy within the limits imposed by your directive in para.3, above.

8. You will attend such Meetings in Italy as may concern the Transportation problems in that country, and report the results of these where necessary to the Deputy Director General. In certain instances you may consider it advisable that you yourself or a member of your staff should become Chairman of certain important Meetings, where you are requested to do so by the unanimous consent of the other interested authorities represented at the Meetings.

E.H. Sampson.
for (R.K.MEWER)
Deputy Director General,
G(MG)A - ECITO.

Copies to:

The Director General, ECITO, (ten, for internal distribution of ECITO),
D.Q.M.G., Mov & Tn., A.F.H.Q., (Four),
Allied Control Commission, Transportation Divison, (Italy) (four),
V.Q.M.G., War Office,
D.Q.M.G., Movements, War Office,
D.Tn., War Office,
ECITO Regional Office, France,
ECITO Regional Office, Belgium,
ECITO Regional Office, Holland,
ECITO Regional Office, Luxemburg.

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FR EC/T°

PROVISIONAL ORGANIZATION FOR EUROPEAN INLAND TRANSPORT.

Reference. MER.5

To :- The Deputy Director General O.R.M.C.A.

From :- Mr. Duverpher, Director of Railways.

Subject :- Monthly Report for the Headquarters Office.

The Regional Offices were requested some time ago to furnish the Headquarters Office, during the first fortnight of month B, with a report showing all details relating to month A, thus enabling the Headquarters Office to follow the progress of transport on the Continent.

We would be obliged if you could send us during the first fortnight of October such a report for September, embracing work done in the German and Austrian zones by the Americans, the British and the French Authorities.

This monthly report should be compiled in 4 copies.

Concerning the railways side of this report, we would suggest that it be laid out in the form of annexes 1 and 2 attached to the report, giving various weekly data relating to engines, wagons goods trains and passenger trains for each zone of occupation. The data received by the Headquarters Office is thus presented in a uniform way, which can easily be converted into diagram form. The corresponding pre-war figures should be given once if possible.

Under the heading "Further Information" the monthly report should make statements and comments on future improvements foreseen in diagram 2. It should contain remarks on all significant information added to or erased from diagram 1 and 2. It should give figures about the situation of the lines, total mileage, mileage in use, mileage still under repair, number of bridges, workshops, etc, still damaged. We would be obliged if you would pay particular attention to the fuel question and give details on the origin and the number of tons transported, with regard to the forecast of the E.C.O.

Added to your first monthly report, we would like to receive details occurred up to the same date concerning the following :-

a) the state of damage and arrears of maintenance of railway plants and material of each zone of occupation:

b) plans in hand for repairs:

c) the needs and availabilities in materials of all kinds needed for these repairs, as well as details for their storage:

[illegible] communications re-established

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

and Austrian zones by the American, [illegible]
tier.

This monthly report should be supplied in 4 copies.

Concerning the railways side of this report, we would suggest that it be laid out in the form of annexes 1 and 2 attached to the report, giving various weekly data relating to engines, wagons goods trains and passenger trains for each zone of occupation. The data received by the Headquarters Office in this connection in a uniform way, which can easily be converted into diagram form. The corresponding pre-war figures should be given once if possible.

Under the heading "Further Information" the monthly report should make statements and comments on future improvements foreseen in diagram 2. It should contain remarks on all significant information added to or erased from diagrams 1 and 2. It should give figures about the situation of the lines, total mileage, miles in use, mileage still under repair, number of bridges, workshops, etc, still damaged. We would be obliged if you would pay particular attention to the fuel question and give details on the origin and the number of tons transported, with regard to the forecast of the T.C.O.

Added to your first monthly report, we would like to receive details account up to the same date concerning the following :-

a) the state of damage and progress of maintenance of railway plants and material of each zone of occupation.

b) plans in hand for repairs:

c) the needs and availabilities in materials of all kinds needed for these repairs, and details for their storage:

d) a complete list of international communications re-established (with regard to military and civilian traffic).

It would be useful if a small scale diagram of the railroad were added, indicating by a single line the single tracks and by a double line the double tracks, etc., and showing by a small red line the places where the tracks are still covered, and with a small blue line the sections where double tracks still run on single tracks; at the right hand side of each coloured line should appear the estimated date of the completion of repairs.

Such a diagram brought up to date would later be added to the monthly report concerning railways.

for Director General

(Sgd) E.S. DENOMMER
Director of Railways.

1.10.1945.

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RAILWAY SYSTEM

TABLE 1

Weekly Situation report from _____ to _____

I. Locomotives	Rolling Stock: Belonging to Rly system	Rolling Stock: Foreign	Rolling Stock: Total
1) Total stock available.....			
2) Stock in Use (For civilian traffic (Passenger.....			
(Goods.....			
(For military traffic (Passenger.....			
(Goods.....			
(For shunting.....			
Total.....			
3) Stock Serviceable.....			
Stored Awaiting Repair.....			
Total.....			
4) Average daily mileage covered by locomotives.....			

II. Wagons	Rolling Stock: Belonging to Rly System	Rolling Stock: Foreign	Rolling Stock: Total
1) Total stock available.....		(a)	
2) Stock in use.....			
3) Wagons loaded daily for (Military requirements			
(Commercial undertakings (b)			
(Transport for the use (b) of the Rly System....			

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(For military traffic	
(Passenger	
(Goods	
(For shunting	
Total	
c) Stock: Serviceable	
Stored:	
Awaiting Repair	
Total	
4) Average daily mileage covered by locomotives	

II. Wagons

	Rolling Stock: Belonging to Rly System	Foreign	Total
1) Total stock available		(a)	
2) Stock in use			
3) Wagons loaded daily for			
(Military requirements			
(Commercial undertakings	(b)		
(Transport for the use of the Rly System	(b)		
4) Stock (Serviceable in store			
(Awaiting repair			
5) No of wagons loaded to foreign Rly system (c)			
Total			

6) Turn round of wagons (a)

Number of wagons in use / Number of wagons loaded daily

(a) Indicate the owner system and its number of wagons
(b) E.C. for transport of coal
(c) Indicate to whom dispatched
(d) Details of turn round

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TABLE 2

Railway System:

Weekly Situation Report from _____ to _____

GOODS AND PASSENGER TRAINS

	Military Traffic	Civilian Traffic	Total
I. GOODS TRAINS			
1) Number of trains daily in use (a)			
2) Number of trains per kilometer per day			
3) Number of tons per kilometer per day			
4) Average number of goods trains shunted daily for more than 2 hours (b)			
II. PASSENGER TRAINS			
1) Number of trains daily in use: a) For internal services; b) For inter-continental services; c) For special services (Repatriation, deployment etc.) (c)			
2) Number of trains per kilometer per day			
3) Number of passengers per kilometer per day			
4) Average delay of passenger trains (In minutes)			

(a) i.e. coal trains
(b) Give reasons
(c) Details of various trains. Trains for repatriation carrying troops for repatriation etc.

Supplementary Information

1) Adoption of new tonnage, both in internal services and for

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5) Number of cars per [illegible] train			
6) Average number of goods trains started daily for more than 3 hours (b).....			
II. PASSENGER TRAINS			
1) Number of trains daily in use:			
a) For internal services.....			
b) For inter-continental services.....			
c) For special services..... (Reparation, deployment etc.) (c).....			
2) Number of trains per kilometer per day.....			
3) Number of passengers per kilometer per day.....			
4) Average delay of passenger trains (in minutes).....			

(a) i.e. coal trains
(b) Give reasons
(c) Details of various trains. Trains for repatriation or trains for repatriation etc.

Supplementary Information:

1) Abolition of any routes, both in internal services and for inter-continental traffic
2) Internal and inter-continental relations newly established
3) Fuel situation of the system
4) Coal situation in the mines
5) Situation of supplies of mining equipment (pit props etc.)
6) Important fundamental items, distinctive features, general appreciation of situation, miscellaneous.

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

PDGB/lrv

Ref. 870/71/Tn 1

9 November 1945

SUBJECT: ORMOA, Italy (On the ECITO file)

TO : Rail Division

1. Herewith for information two copies of a directive issued by the Deputy Director General, ORMOA, to the Divisional Officer, ORMOA, Italy.

P—3 A

P.D.G. BUCHANAN, Colonel
Director

2 Encl.
Directives

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EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION.

Telephone:
ABBey 7711-Ext. 3890

Berkeley Square House
Berkeley Square
London, W.1
16th October 1945

Relations with the Military and Occupation Authorities.

I enclose for your information a notice regarding the setting up by this Organisation of an Office for Relations with Military and Occupation Authorities.

E.R.Hondelink
Director General.

DISTRIBUTION:

War Office
VQMG
DQMG (Movements)
D.Tn.

U.S.F.E.T. (Main)
G4
G4 (ops)
COT (4)

U.S.F.E.T. (Rear)

E.A.O.R.
M.G.A.
DQMG
DQMG (Mov.& Tn.) (4)

T.S.F.E.T.
Commanding General
O.C.O.T.

British Control Commission for Germany
Deputy Commissioner
Chief of Transportation Division
D/Chief of Transportation Division (4)
Movement & Economic Division

U.S.Group Control Council
Deputy Governor
Director of Transportation Division(4)

ECITO Regional Office for France (2)
ECITO Regional Office for Belgium (2)
ECITO Regional Office for Holland (2)
ECITO Representative for Luxembourg

British Military Mission to France
USFET Military Mission to France
British Military Mission to Belgium
USFET Military Mission to Belgium
British Military Mission to Holland
USFET Military Mission to Holland
British Military Mission to Denamrk
USFET Military Mission to Denmark
British Military Mission to Norway
USFET Military Mission to Norway

UNRRA (Col. F.J.Easterbrook) (4)

ORMOA - Brussels (20)
ORMOA) Italy (10)
ORMOA) Liaison Office - London (10)

ECITO Headquarters.

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

War Office
VQMG
DQMG (Movements)
D.Tn.

U.S.F.E.T. (Main)
G4
G4 (ops)
COT (4)

U.S.F.E.T. (Rear)

R.A.O.R.
M.G.A.
DQMG
DQMG (Mov. & Tn.) (4)

T.S.F.E.T.
Commanding General
O.C.O.T.

British Control Commission for Germany
Deputy Commissioner
Chief of Transportation Division
D/Chief of Transportation Division (4)
Movement & Economic Division

U.S.Group Control Council
Deputy Governor
Director of Transportation Division(4)

Allied Control Commission for Austria.
Chief of Transportation Division (4)

French Occupational Forces
(through the British Military Mission to France) (4)

French Control Commission
(through the British Military Mission to France) (4)

AFHQ
C.A.O.
DQMG (Mov. & Tn)

Allied Control Commission Italy
Transportation Division

ECITO Regional Office for France (2)
ECITO Regional Office for Belgium (2)
ECITO Regional Office for Holland (2)
ECITO Representative for Luxembourg

British Military Mission to France
USFET Military Mission to France
British Military Mission to Belgium
USFET Military Mission to Belgium
British Military Mission to Holland
USFET Military Mission to Holland
British Military Mission to Denmark
USFET Military Mission to Denmark
British Military Mission to Norway
USFET Military Mission to Norway

UNRRA (Col. F.J.Easterbrook) (4)

CRMOA - Brussels (20)
CRMOA) Italy (10)
CRMOA) Liaison Office - London (10)

ECITO Headquarters.

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AHG/1

EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION.

ESTABLISHMENT OF AN OFFICE FOR RELATIONS WITH THE MILITARY AND OCCUPATION AUTHORITIES

1. As foreshadowed in H.Q. Combined Administrative Liquidating Agency letter CALA/571/Nov. & Tn. dated 3rd September 1945, The Provisional Organisation for European Inland Transport (PCITO) has set up in BRUSSELS, with effect from 15th September 1945, an Office for Relations with the Military and Occupation Authorities (OR&OA). This office is at present located at 24 Boulevard du Régent, and may be addressed temporarily c/o British Military Mission to Belgium, B.A.O.R. (Telephone Br. Mil.Miss. to Bels.Ext.17,19,133, 134. There is also a liaison office for O.R. .O.A. situated in the headquarters of the Organisation (Room 15) at Berkeley Square House, London, W.1.(Telephone Abbey 7711 Ext. 3607 and 3634). Permanent address, together with an organisational chart, will be forwarded as soon as possible.

2. The Office in Brussels will be international in character. It will be under the direct charge of Major General R.K. Hewer, Deputy Director General of the Organisation, who will be assisted by a number of Divisional Officers.

3. The main functions of the Office (OR&OA) will be:-

(a) To keep the Director General informed of the transport situation in Germany, the corresponding zones in Austria and those portions of Italy under military control;

(b) To keep the Military and Occupation Authorities concerned informed of the Organisation's activities and to supply them with such available information as may be considered helpful on the transport situation in Western Europe as a whole;

(c) To advise on all questions of international traffic other than by sea involving both liberated and occupied territory; to furnish a medium for negotiations on transport matters between military and occupation authorities and member governments.

(d) To maintain a general co-ordination of the exchange of rolling stock in Western Europe, including all occupation zones with which it is concerned; to make suggestions, and, if possible, to facilitate and co-ordinate common action, for the re-distribution of transport resources in order to meet the changing requirements of the various territories.

4. In order to carry out these functions it will be desirable for representatives of the Office (OR&OA) to attend as far as possible all joint meetings between military, occupation or national authorities dealing with transport questions of an international character, and it is hoped that the military occupation or national authorities will co-operate by extending the necessary invitations to OR&OA to attend meetings on these matters.

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of the Organisation (Room 15) at Berkeley Square House, London, W.1. (Telephone Abbey 7711 Ext. 3607 and 3624). Permanent address, together with an organisational chart, will be forwarded as soon as possible.

2. The Office in Brussels will be international in character. It will be under the direct charge of Major General R.A. Hever, Deputy Director General of the Organisation, who will be assisted by a number of Divisional Officers.

3. The main functions of the Office (ORHOA) will be:-

(a) To keep the Director General informed of the transport situation in Germany, the corresponding zones in Austria and those portions of Italy under military control;

(b) To keep the Military and Occupation Authorities concerned informed of the Organisation's activities and to supply them with such available information as may be considered helpful on the transport situation in Western Europe as a whole;

(c) To advise on all questions of international traffic other than by sea involving both liberated and occupied territory; to furnish a medium for negotiations on transport matters between military and occupation authorities and member governments.

(d) To maintain a general co-ordination of the exchange of rolling stock in Western Europe, including all occupation zones with which it is concerned; to make suggestions, and, if possible, to facilitate and co-ordinate common action, for the re-distribution of transport resources in order to meet the changing requirements of the various territories.

4. In order to carry out these functions it will be desirable for representatives of the Office (ORHOA) to attend as far as possible all joint meetings between military, occupation or national authorities dealing with transport questions of an international character, and it is hoped that the military occupation or national authorities will co-operate by extending the necessary invitations to ORHOA to attend meetings on these matters.

When considered desirable ORHOA may convene meetings on such questions.

5. Matters to which ORHOA will give immediate attention include:-

(a) Rhine navigation;

(b) Exchange of rolling stock;

(c) Census of rolling stock;

(d) Assistance in the arrangement of through rail service where required.

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6. Except in major matters of policy the office will deal directly with the military and occupation authorities in Germany and Austria and with the military authorities in Western Europe and Italy.

7. Relations with the national authorities will continue to be the responsibility of the Organisation's Regional Directors or Representatives. Where UNRRA requires to deal with national governments or transport agencies this should be done in collaboration with the Organisation's Regional Director or Representative in the country concerned, or with Headquarters in countries in which no Regional Director or Representative has been appointed.

11th October, 1945.

E.R. HENDELINK.
Director General.

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

RESTRICTED

HEADQUARTERS
U.S. FORCES, EUROPEAN THEATER

(Main) APO 757
16 October 1945

AG 322 GDS-AGO

SUBJECT: Establishment of European Central Inland Transport Organization

TO : Commanding Generals:
US Air Forces in Europe
U.S. Forces, Austria
Theater Service Forces, European Theater (Rear)
Eastern Military District
Western Military District
Berlin District
Headquarters Command, US Forces, European Theater
Heads of Missions

1. European Central Inland Transport Organization (ECITO) has been established as an international organization to provide for coordination in movement of traffic and allocation of transport equipment and material, with a view to assuring best possible movement of supplies for both military forces and civilian population, and speedy repatriation of displaced persons, and creating conditions in which normal movement of traffic can be more rapidly resumed.

2. In order to fulfill functions for which the organization has been established, it is necessary that members be afforded freedom of movement and certain supplies and services.

3. The Commanding Generals, Theater Service Forces, European Theater, and U.S.Forces, Austria, and Heads of Missions are authorized to issue duly accredited ECITO personnel Allied Expeditionary Force permits for travel. In making provision for issue of permits to such personnel, it is not intended to limit issue of permits by these commands only, but to allow issue by any subordinate agency deemed practicable.

4. U.S. Forces, European Theater, Mission to Belgium and authorized Theater Service Forces, European Theater agency in London, England, are authorized to issue, to duly accredited ECITO personnel, travel orders permitting them to travel within the U.S. zone of occupation in Germany and Austria, provided necessary clearances with all concerned have been previously obtained. The other addressees are authorized to issue travel orders to ECITO personnel to permit travel within U.S. zone of occupation, provided original orders issued by U.S.Forces, European Theater Mission to Belgium or Theater Service Forces, European Theater agency in London contain the following clause: "Authority is ... such changes in this itinerary and to proceed to such additional ... proper performance of assigned

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

1. European Central Inland Transport Organization (ECITO) has been established as an international organization to provide for coordination in movement of traffic and allocation of transport equipment and material, with a view to assuring best possible movement of supplies for both military forces and civilian population, and speedy repatriation of displaced persons, and creating conditions in which normal movement of traffic can be more rapidly resumed.

2. In order to fulfill functions for which the organization has been established, it is necessary that members be afforded freedom of movement and certain supplies and services.

3. The Commanding Generals, Theater Service Forces, European Theater, and U.S.Forces, Austria, and Heads of Missions are authorized to issue duly accredited ECITO personnel Allied Expeditionary Force permits for travel. In making provision for issue of permits to such personnel, it is not intended to limit issue of permits by these commands only, but to allow issue by any subordinate agency deemed practicable.

4. U.S. Forces, European Theater, Mission to Belgium and Authorized Theater Service Forces, European Theater agency in London, England, are authorized to issue, to duly accredited ECITO personnel, travel orders permitting them to travel within the U.S. zone of occupation in Germany and Austria, provided necessary clearances with all concerned have been previously obtained. The other addressees are authorized to issue travel orders to ECITO personnel to permit travel within U.S. zone of occupation, provided original orders issued by U.S.Forces, European Theater Mission to Belgium or Theater Service Forces, European Theater agency in London contain the following clause: "Authority is granted to make such changes in this itinerary and to proceed to such additional places on continent as may be necessary in proper performance of assigned mission". ECITO personnel are not required to carry U.S. military travel orders in the United Kingdom or liberated countries unless they desire to utilize US-controlled transportation facilities.

5. Addressees are authorized to provide ECITO personnel traveling in the U.S. zone of occupation in Germany and Austria, in the United Kingdom and liberated countries, from U.S. military sources, POL, rations, accomodations, messing facilities, emergency medical and dental supplies and services, and emergency vehicle repair supplies and services, provided they carry U.S. military orders issued by one of above addressees and such orders contain following clause: " Person or persons indicated in this order are entitled to provision, from U.S. military sources, of POL, rations, accomodations, messing facilities, emergency medical and dental supplies and services, and emergency vehicle repair supplies and services. Supplies and services will be transferred against tally-outs (except rations, which will be paid for in cash) prepared in quintuplicate and signed by one of the persons listed in this order. One copy of tally-out will be retained by issuing unit, one copy will be given to one of the persons

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named in the order and three copies will be transmitted to the appropriate theater chief of service. Respective theater chiefs of service to whom such tally-outs are transmitted will be responsible for determining cost of supplies and services rendered, andfor transmitting such information, with appropriate supporting data, to Fiscal Director, Theater Service Forces, European Theater. Sufficient information should be contained in tally-outs forwarded by issuing units so that values may be assigned to such transfers by appropriate theater chiefs of services". Fiscal Director, Theater Service Forces, European Theater, will make arrangements for payment of such supplies and facilities with ECITO, Berkeley Square House, Berkeley Square, London W.1.

6. Addressees are authorized to furnish to ECITO personnel carrying U.S military orders containing clause quoted in paragraph 5 above, teletype, telephone, official mail and courier facilities which are ordinarily in operation at particular place where facilities are requested. No record or charge will be made for use of such facilities.

7. U.S Forces, European Theater Mission to Belgium is authorized to provide ECITO personnel, who are US citizens, accommodations and messing privileges on basis normally supplied to field grade officers. Reimbursement for accommodations will be as prescribed in paragraph 5 above. Reimbursement for messing privileges will be by cash payment.

8. U.S Forces, European Theater Mission to Belgium is authorized to issue post exchange ration cards to ECITO personnel who are US citizens.

9. Addressees are authorized to furnish to ECITO personnel, who are US citizens, use of army post office for private purposes.

10. The term "European Central Inland Transport Organisation" shall be deemed to include provisional Organization for European Inland Transport.

BY COMMAND OF GENERAL EISENHOWER:

R. B. Lovett

R. B. LOVETT
Brigadier General, USA
Adjutant General

Distribution:
10- Each Addressee
3 - G-1
3 - G-2
3 - G-3
10 - G-4
5 - Office of Military Government for Germany (US)
5 - Office of Military Government (US Zone)
5 - Allied Force Headquarters
5 - Mediterranean Theater of Operations
2 - US Embassy, France
2 - US Embassy, Czechoslovakia
2 - US Embassy, Belgium

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provide ECITO personnel, who are US citizens, accommodations and messing privileges on basis normally supplied to field grade officers. Reimbursement for accommodations will be as prescribed in paragraph 6 above. Reimbursement for messing privileges will be by cash payment.

8. U.S Forces, European Theater Mission to Belgium is authorized to issue post exchange ration cards to ECITO personnel who are US citizens.

9. Addressees are authorized to furnish to ECITO personnel, who are US citizens, use of army post office for private purposes.

10. The term "European Central Inland Transport Organization" shall be deemed to include provisional Organization for European Inland Transport.

BY COMMAND OF GENERAL EISENHOWER:

R. B. LOVETT
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5 - Allied Force Headquarters
5 - Mediterranean Theater of Operations
2 - US Embassy, France
2 - US Embassy, Czechoslovakia
2 - US Embassy, Belgium
2 - US Embassy, Poland
2 - US Military Mission to Russia, Moscow
2 - Combined Administrative Liquidating Agency
2 - French Forces in Germany, Baden-Baden
2 - French Control Commission
2 - British Army of the Rhine
2 - British Military Mission to France
2 - British Military Mission to Belgium
5 - European Central Inland Transport Organization, London
5 - European Central Inland Transport Organization, Brussels
1 - AG Opns
2 - AG Mil Pers
1 - AG Records

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INCOMING MESSAGE

HEADQUARTERS ALLIED COMMUNICATION

Originator's Reference: E 26
Date/Time of Origin: NOV 3/1315A
Message Centre No: 2861
Date Time Rec'd: NOV 5/0945A
Precedence: ROUTINE

FROM: CRMCA ECITO BRITISH MILITARY MISSION TO BELGIUM BAOR

TO : DQMG MOV AND TN AFHQ INFO: EUROTRANS LONDON FOR CRMCA REAR ALOC ROME

UNCLASSIFIED.

ECITO conference on census of railway rolling stock originally proposed for 13 November will now be held in BURSSELS at PALAIS D28 BEAUX ARTS at 1400 hours on 4 December and following days. Agenda and further details follow. All informed

HEADQUARTERS
5 NOV 1945
A. C.

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DIST

INFO ACTION : TN SC (2)

INFO : CHIEF COMMISSIONER
ECON SEC (2)
FILE (2)
FLOAT

INFO - ACTION

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Direction to Brigadier Feller ORMOA.

The Deputy Director General, ORMCA, ECITO.

The Divisional Officer, ORMOA, (Italy).

You will establish a Branch Office of ORMCA in ITALY within the War Establishment agreed by the Deputy Director General and within the terms of reference and executive functions of ECITO, as set out in the "Agreement concerning a Provisional Organisation for European Inland Transport," signed in LONDON, on 8th May, 1945. Your Office will be known as "European Central Inland Transport Organisation (ECITO), Office for Relations with Military and Occupation Authorities (ORMOA) (Italy)."

2. Matters of policy are the responsibility of the Executive Board, submission of such matters to the Board will in all cases pass through the Deputy Director General and, with the exception of purely routine matters, all communications with the Head Office of ECITO will pass through ORMCA, Brussels (or in certain instances, where specially directed, through the Liaison Office for ORMCA, situated at the Head Office of ECITO).

3. Your terms of reference only permit of your dealing with the Military Occupation Authorities or the Allied Control Commission in Italy. All dealings with the Italian Government or Italian Transportation Agencies will be through the Military Occupation Authorities or the Allied Control Commission, as may be the more appropriate, except in such cases as the Military Occupation Authorities or the Allied Control Commission may give specific permission for you to deal direct with the Italian Government or Italian Transportation Agencies.

4. In such cases where you may find it necessary to deal with National Governments or

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Office for Relations with Military and Occupation Authorities (ORMOA) (Italy)."

2. Matters of policy are the responsibility of the Executive Board, submission of such matters to the Board will in all cases pass through the Deputy Director General and, with the exception of purely routine matters, all communications with the Head Office of NCITO will pass through ORMOA, Brussels (or in certain instances, where specially directed, through the Liaison Office for ORMOA, situated at the Head Office of NCITO).

3. Your terms of reference only permit of your dealing with the Military Occupation Authorities or the Allied Control Commission in Italy. All dealings with the Italian Government or Italian Transportation Agencies will be through the Military Occupation Authorities or the Allied Control Commission, as may be the more appropriate, except in such cases as the Military Occupation Authorities or the Allied Control Commission may give specific permission for you to deal direct with the Italian Government or Italian Transportation Agencies.

4. In such cases where you may find it necessary to deal with National Governments or Military Occupation Authorities on the Continent other than those in Italy, communications with these Authorities should be made through the ORMOA Office in Brussels, except where you are specifically detailed to deal through a particular Regional Office.

5. All dealings on administrative matters with the Head Office of NCITO will be made through the Administrative Officer of ORMOA in Brussels.

6. Your main functions will be as follows,

a) To keep the Deputy Director General informed of the transport situation in Italy and submit recommendations as required.

b) To co-ordinate and advise the authorities concerned upon all international

Continued.....

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road and rail problems in which Italy is concerned.

c) To co-ordinate and advise the authorities concerned upon the problems involved in wagon exchange, so far as Italy is concerned.

d) To institute a periodical census of rolling-stock, the exact details of which will be communicated to you in due course from CCTA, Brussels.

e) To collect such statistical information and records as may be required by the Deputy Director General in connection with road and rail transport, inland waterways and ports.

f) To co-ordinate and advise the authorities concerned upon the questions of reparation and restitution of transportation equipment facilities, where this advice may be specifically requested from the appropriate authorities, of the Military Occupation Forces or the Allied Control Commission.

g) To co-ordinate and advise the authorities concerned upon the disposal of surplus military transportation stores to the Italian Government, or to any other authority whom, in the light of your detailed study of the local conditions, you may consider appropriate.

h) To co-ordinate and consolidate the essential requirements of transportation equipment of the Italian Government. You will undertake this work through the Military Occupation Authorities or Allied Control Commission. You will keep the Deputy Director General informed periodically when new requirements become apparent or when further information concerning past requirements becomes available.

7. At a future date an Italian Regional Office will be established. When this occurs a further directive will be issued to you as to your terms of reference.

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transport, inland waterways and ports.

f) To co-ordinate and advise the authorities concerned upon the questions of reparation and restitution of transportation equipment facilities, where this advice may be specifically requested from the appropriate authorities, of the Military Occupation Forces or the Allied Control Commission.

g) To co-ordinate and advise the authorities concerned upon the disposal of surplus military transportation stores to the Italian Government, or to any other authority when, in the light of your detailed study of the local conditions, you may consider appropriate.

h) To co-ordinate and consolidate the essential requirements of transportation equipment of the Italian Government. You will undertake this work through the Military Occupation Authorities or Allied Control Commission. You will keep the Deputy Director General informed periodically when new requirements become apparent or when further information concerning past requirements become available.

7. At a future date an Italian Regional Office will be established. When this occurs a further directive will be issued to you as to your terms of reference. Until the Italian Office is established you will, so far as political considerations warrant, act in the capacity of Regional Office for Italy within the limits imposed by your directive in para 3, above.

8. You will attend such Meetings in Italy as may concern the Transportation problem in that country, and report the results of these where necessary to the Deputy Director General. In certain instances you may consider it advisable that you yourself or a member of your staff should become Chairman of certain important Meetings, where you are requested to do so by the unanimous consent of the other

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Continued.....

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interested authorities represented at the Meeting.

Major General,
Deputy Director General, ORCA.

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RPM/lml

870/65/FN1

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (BR) MAIN, C. M. F.

5 October 1945

Tel. 843209
Ref. AC/345/Th4

SUBJECT : European Central Inland Transport Organization (ECITO).

TO : Director, Transportation Sub-Commission.

1. Transmitted herewith translated copy of letter received from the Minister of Transports concerning the European Central Inland Transport Organization (ECITO).

2. It appears from the information contained in the letter that the Italian Government had been approached about becoming a member of ECITO, and then after the Italian Government had reached agreement to becoming such member, the membership is being withheld.

3. As this subject was evidently handled on a level, probably by the Chief Commissioner and others, this letter is being forwarded to you for appropriate handling.

4. Will you please make available to the Minister of Transports the information available to you concerning this organization with reference to the Italian Government not being permitted membership.

R. P. Moss

R. P. MOSS
Chief, Rail Division

Attachment:

As stated above.

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TRANSLATION

Rome, 3 October 1945

THE MINISTER OF TRANSPORTS

Ref.: F.S. 2661/4.0/S

SUBJECT: European Central Inland Transport Organisation (E.C.I.T.O.)

TO : Tn.Sub-Commission AC.,
Rail Division
Rome

With my letter n°F.S.2314/4.0/S dated 16 August 1945, I hastened to inform your Commission about the adhesion of my Government to the proposal of becoming a member of the E.C.I.T.O. and our satisfaction for the institution of a Regional Office in Rome.

With much regret I am now learning from the daily press that Italy, also having given her adhesion in time, has not been invited to assist at the constitutive plenary meeting of E.C.I.T.O. in London. I cannot explain how this happens, having our admittance been solicited by E.C.I.T.O.'s Directors and pleaded by both the President of your Sub-Commission and the Representative of A.F.H.Q.

I will therefore much appreciate any available informations from your Sub-Commission on this subject.

The Minister
sgd.: La Malfa.

Tr/al/4/10/45.

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

27th September 1945.

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

(Attention Transportation Sub-Commission).

E.C.I.T.O.

1. Further to my report dated 15 Sept 45 agreement has now been reached regarding the European Central Inland Transport Organisation. The Russian amendments referred to in the previous report (para.7) have been withdrawn and the text is substantially the same as Appendix D to the previous report. The Agreement is being signed to-day and a final printed copy of it will be forwarded in due course.

2. In the meantime the following are enclosed:-

Appendix "A" - Minutes of 8th Meeting.
Appendix "B" - Minutes of 9th Meeting.
Appendix "C" - Revised List of Delegates.
Appendix "D" - Revised Text of Agreement.
Appendix "E" - Protocol regarding Provisional Organisation.

3. The work for which I was sent to London has been completed and at the moment there is no further need for a representative for A.C. Italy to remain here. Seperate arrangements are being made regarding the opening of a Rome Office of E.C.I.T.O. and further business will no doubt be dealt with through that channel.

4. Under the above circumstances it is recommended that my demobilisation now be arranged in this country without return to Italy. If this course is approved, may a signal be sent to the War Office, C.A.2(b) in order to provide me with the authority for making the necessary arrangements at this end.

Confirm is arranging. (A Dir (1 (b)). They will

M.B. Thomas

M.B. Thomas, Colonel.

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

regarding the European Central Inland Transport Organisation. [illegible] amendments referred to in the previous report (para.7) have been withdrawn and the text is substantially the same as Appendix D to the previous report. The Agreement is being signed to-day and a final printed copy of it will be forwarded in due course.

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4. Under the above circumstances it is recommended that my demobilisation now be arranged in this country without return to Italy. If this course is approved, may a signal be sent to the War Office, C.A.2(b) in order to provide me with the authority for making the necessary arrangements at this end.

Coulson is arranging. Spoke S. (6). They will [illegible] a cable. [illegible]

M.B. Thomas

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

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Col. Thomas.

Appendix A

EIT/Eighth Meeting.

CONFERENCE ON EUROPEAN INLAND TRANSPORT

Draft Minutes of Eighth Meeting held at Seaford House, Belgrave Square, London, 14th September, 1945, at 5.30 P.M.

PRESENT:

Chairman: Rt. Hon. F.J. Noel-Baker, P.C., M.P.
Minister of State.

BELGIUM

Viscount Obert de Thieusies
M. E. Van de Ditte
M. Melengreau

CZECHOSLOVAKIA

Mr. P. Barnes-Jacquier
Mr. F. Vollner
Dr. F. Sitensky
Dr. A. Rehanicat
Ing. A. Zatecky

FRANCE

M. C. Lebel
M. O. Wormser

GREECE

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

NETHERLANDS

Mr. C.O. Gischler
Mr. H.J.L. Janssen
Lt. J. Volmuller

NORWAY

Mr. Terje Wold
Mr. K. Sonne
Mr. V. Raus

U.S.S.R.

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

UNITED KINGDOM

Rt. Hon. F.J. Noel-Baker, P.C., M.P.
Sir Cyril Hurcomb
Mr. C.A. Mitchell
Brigadier K.M. Simner
Mr. N.J.A. Cheetham
Mr. P.A. Brett

UNITED STATES OF AMERICA

Dr. E.F. Penrose
Mr. N.J. Padelford
Miss H. Meets
Mr. John M. Allison
Colonel C.C. Sibley

YUGOSLAVIA

Dr. V. Rybar
Dr. M. Hermolja

OBSERVERS.

ALLIED COMMISSION, ITALY

Col. M.R. Thomas

PROVISIONAL ORGANISATION FOR EUROPEAN INLAND TRANSPORT

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

Viscount Obert du Theusies
M. B. Van de Putte
M. Molengraaf

CZECHOSLOVAKIA

Mr. P. Parcek-Jacquier
Mr. F. Veltzer
Dr. F. Sitensky
Dr. L. Nebuchat
Ing. L. Zatecky

FRANCE

M. C. Lebel
M. C. Formet

GREECE

Mr. G.C. Dracopoulos
Mr. L. Manuelides

NETHERLANDS

Mr. C.C. Gischler
Mr. H.J.H. Janssen
Lt. J. Volmuller

OBSERVERS.

NORWAY

Mr. Terje Wold
Mr. K. Somme
Mr. V. Raus

POLAND

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

Major-General F.S. Beddell
Mr. T.S. Khachaturov
Mr. L.I. Kourdov
Mr. L.C. Boyer
Jr. -Lt. Nikolaev

UNITED KINGDOM

Rt. Hon. P.J. Noel-Baker, P.C., M.P.
Sir Cyril Murcott
Mr. C.... Mitchell
Brigadier N.H. Simon
Mr. N.J.... Chesham
Mr. P.... Brant

UNITED STATES OF AMERICA

Dr. E.F. Penrose
Mr. N.J. Padelford
Miss H. Hooks
Mr. John M. Allison
Colonel C.C. Sibley

YUGOSLAVIA

Dr. V. Rybar
Dr. M. Nemoljo

ALLIED COMMISSION, ITALY

Col. M.R. Thomas

PROVISIONAL ORGANISATION FOR EUROPEAN INLAND TRANSPORT

Col. J.H. Gildea, Member of Executive
Mr. E.R. Hondelink, Director General

SECRETARIAT OF THE CONFERENCE

Mr. J. Kahane
Mr. ... Evans

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85. STATEMENT BY YUGOSLAV DELEGATE.

DR. RYBÁR (Yugoslavia) stated that he had yesterday received instructions from his Government authorising him to act as a full Delegate.

THE CHAIRMAN warmly welcomed Dr. Rybár in his new capacity.

86. MINUTES OF THE SIXTH MEETING.

ARTICLE VIII, PARAGRAPH 17. (See Minutes 70)

M. LEBEL (France) announced that he was now able to withdraw the reservation he had previously made to this Paragraph.

The Minutes were then approved.

87. MINUTES OF THE SEVENTH MEETING (See Minute 81).

MR. KHLOPLTUROV (U.S.S.R.) drew attention to an error on page 8, second paragraph, in which he was designated as of the United States Delegation. He also wished the latter part of his statement to be corrected to read as follows:-

> "Frequent references had been made to delays to the setting up of the Organisation. The establishment of an Organisation to meet the requirements of all countries concerned always has been the desire of the Soviet Delegation".

The Minutes were then approved as corrected.

AMENDMENTS BY THE SOVIET DELEGATION (EIT/56 replacing EIT/49).

ARTICLE III, PARAGRAPH 1.

88. MAJOR-GENERAL BADULIN (U.S.S.R.) said that in the view of the Soviet delegation it was essential to consult the Governments of the countries concerned on the procedure for the establishment of a Regional Office, in order to respect the sovereign rights of the country involved. This procedure would be helpful as the Governments were familiar with local conditions. It should not involve a great deal of time. Similarly in those cases where it was necessary, an essential preliminary would be consultation with the Commander-in-Chief concerned.

M. LE CHAINE recognised that such consultation was a practical necessity and hoped that the Conference would approve the amendments proposed.

The Conference accepted the amendment (EIT/56).

ARTICLE III, PARAGRAPH 7.

89. MAJOR-GENERAL BADULIN (U.S.S.R.) stated that particular care had been taken to lay down the exact position of the Chief Officer.

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MR. KLOCHKOV (U.S.S.R.) drew attention to an error on page 8, second paragraph, in which he was designated as of the United States Delegation. He also wished the latter part of his statement to be corrected to read as follows:-

"Frequent references had been made to delays to the setting up of the Organisation. The establishment of an Organisation to meet the requirements of all countries concerned always has been the desire of the Soviet Delegation".

The Minutes were then approved as corrected.

AMENDMENTS BY THE SOVIET DELEGATION (EIT/56 replacing EIT/42).

ARTICLE III, PARAGRAPH 1.

88. MAJOR-GENERAL RADULIN (U.S.S.R.) said that in the view of the Soviet delegation it was essential to consult the Governments of the countries concerned on the procedure for the establishment of a Regional Office, in order to respect the sovereign rights of the country involved. This procedure would be helpful as the Governments were familiar with local conditions. It should not involve a great deal of time. Similarly in those cases where it was necessary, an essential preliminary would be consultation with the Commander-in-Chief concerned.

THE CHAIRMAN recognised that such consultation was a practical necessity and hoped that the Conference would approve the amendments proposed.

The Conference accepted the amendment (EIT/56).

ARTICLE III, PARAGRAPH 7.

89. MAJOR-GENERAL RADULIN (U.S.S.R.) stated that particular care had been taken to lay down the exact position of the Chief Officer.

The Conference accepted the text proposed in EIT/56.

ARTICLE ~~IV~~ VI, PARAGRAPH 1.

90. MAJOR-GENERAL RADULIN (U.S.S.R.) explained that the text of the amendment was that proposed by the U.S.A. delegation. He suggested, however, that the words "Member Government" in the second line be deleted as superfluous.

The Conference accepted the amendment (EIT/56) as modified.

ARTICLE VII, PARAGRAPH 15

91. MAJOR-GENERAL RADULIN (U.S.S.R.) said that the intention of this amendment was to give specific recognition to the fact that the Organisation should not deal with the treaty regimes of international waterways as the latter were subject to special agreements.

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DR. RIBAR, (Yugoslavia) thought it would be clearer to delete the word "treaty" before "regimes" and to refer to "regimes determined by Treaty".

THE CHAIRMAN suggested the following draft:-

"... concerning the regimes of international inland waterways of Continental Europe as determined by treaty". The exact wording could, he thought, be left to the Drafting Committee. He would, however, as Chairman of the Conference, like to make one or two observations on this point. It seemed probably that E.C.I.T.O's legal existence would begin much at the same time as that of the United Nations Organisation which was being established now. He anticipated that the United Nations would have a world organisation dealing with transport. He hoped that E.C.I.T.O. would become a regional organisation of the future world organisation. He hoped that the latter would deal with all means of transport including waterways. He did not wish anything the Conference might decide to be interpreted as precluding the world organisation from dealing with any problems of transport, including the regimes of international waterways. He hoped the Conference would accept the amendment as submitted.

MR. BOYAR (U.S.S.R.) said that no actual limitation was implied for the world-wide Transport Organisation of the United Nations when it came into existence. The wider organisation would probably absorb E.C.I.T.O. The decisions of the regional organisation would of course have to conform with the policy of such a world-wide organisation. The statutes the Conference was now approving might therefore have to be amended in consequence.

THE CHAIRMAN said he quite agreed with the remarks of Mr. Boyar.

ARTICLE VII, PARAGRAPH 16.

92. MAJOR-GENERAL ABDULI (U.S.S.R.) said that the purpose of this amendment was to stress the fact that E.C.I.T.O. should co-ordinate the various forms of transport without affecting each one of them separately. The suggested wording of the paragraph would not limit the Organisation from taking part in the establishment of international agreements on transport which did not necessarily come within the definition of traffic of common concern, with the consent of the Council and of the Governments concerned.

MR. GISCHLER (Netherlands) said that as Paragraph 16 already provided for co-ordination of all European transport, this did not appear to be necessary.

THE CHAIRMAN said that he agreed that technically this was true, but if a thing was worth saying, there was no harm in saying it twice. The terms of Paragraph 16 were extremely wide, and he thought the proposed new paragraph 16 was therefore worth retaining.

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preceding the World Organisation from dealing with any ... including the regimes of international waterways. He hoped the Conference would accept the amendment as submitted.

MR. BOYER (U.S.S.R.) said that no actual limitation was implied for the world-wide Transport Organisation of the United Nations when it came into existence. The wider organisation would probably absorb E.C.I.T.O. The decisions of the regional organisation would of course have to conform with the policy of such a world-wide organisation. The statutes the Conference was now approving might therefore have to be amended in consequence.

THE CHAIRMAN said he quite agreed with the remarks of Mr. Boyer.

ARTICLE VII, PARAGRAPH 16.

92. MAJOR-GENERAL RADULY (U.S.S.R.) said that the purpose of this amendment was to stress the fact that E.C.I.T.O. should co-ordinate the various forms of transport without affecting each one of them separately. The suggested wording of the paragraph would not limit the Organisation from taking part in the establishment of international agreements on transport which did not necessarily come within the definition of traffic of common concern, with the consent of the Council and of the Governments concerned.

MR. GISCHLER (Netherlands) said that as Paragraph 18 already provided for co-ordination of all European transport, this did not appear to be necessary.

THE CHAIRMAN said that he agreed that technically this was true, but if a thing was worth saying, there was no harm in saying it twice. The terms of Paragraph 16 were extremely wide, and he thought the proposed new paragraph 16 was therefore worth retaining.

MR. GISCHLER (Netherlands) said that the Netherlands Delegation did not press the point.

The amendment was agreed.

93. THE CHAIRMAN thanked the Soviet Delegation for their helpfulness in facilitating the task of the Conference and enabling it to bring the present series of sittings to a successful conclusion. He realised that they had made great efforts to this end and he thought the Conference would be very grateful to them.

FURTHER AMENDMENTS

94. THE CHAIRMAN asked whether any Delegation had any further amendments to submit.

There were no other amendments.

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APPOINTMENT OF A DRAFTING COMMITTEE.

95. THE CHAIRMAN appointed a final Drafting Committee to consider the few remaining drafting points in the final text. It was agreed that it should consist of representatives from the following Delegations:- France, the Netherlands, Poland, U.S.S.R., the United Kingdom and the U.S.A. It would meet on Saturday, 15th September, at 2.30 p.m. at the Foreign Office.

ABSORPTION OF THE PROVISIONAL ORGANISATION.

96. THE CHAIRMAN suggested that some procedure would have to be agreed to, whereby the Provisional Organisation was dissolved and its assets taken over by the definitive Organisation. The following three methods were discussed as possibilities:-

(1) In the form of a Protocol to the New Agreement.
(2) In the form of a Resolution of the present Conference.
(3) By action of the new Council at its initial Meeting.

THE CHAIRMAN suggested, after discussion, that, since the procedure must satisfy legal requirements, it might well be considered by the Drafting Committee, who would then bring in a recommendation to the next Meeting.

This was agreed.

SIGNATURE OF THE AGREEMENT

97. THE CHAIRMAN hoped that it would be possible to sign the Agreement in the course of the coming week, if possible on Thursday, 20th September.

INVITATION TO THE PRESS

98. THE CONFERENCE agreed to invite the Press to its final meeting, when the Agreement would be signed.

INVITATION TO VISIT SWINDON.

99. THE CHAIRMAN announced that Sir James Milne, General Manager of the Great Western Railway invited delegates to visit their locomotive and carriage works at Swindon at a date to be fixed.

NEXT MEETING

100. THE CONFERENCE decided that the next meeting would take place on Tuesday, 10th September, at 3.30 p.m. at Sanford House, 37, Belgrave Square, S.W.1.

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(1) In the form of a Protocol to the New Agreement,
(2) In the form of a Resolution of the present Conference,
(3) By action of the new Council at its Initial Meeting.

THE CHAIRMAN suggested, after discussion, that, since the procedure must satisfy legal requirements, it might well be considered by the Drafting Committee, who would then bring in a recommendation to the next Meeting.

This was agreed.

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NEXT MEETING

100. THE CONFERENCE decided that the next meeting would take place on Tuesday, 18th September, at 3.30 p.m. at Seaford House, 37, Belgrave Square, S.W.1.

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Appendix B

EIT/Ninth Meeting.

CONFERENCE ON EUROPEAN INLAND TRANSPORT.

Draft Minutes of Ninth Meeting held at Seaford House, Belgrave Square, London, 18th September, 1945, at 5.30 p.m.

PRESENT:

Chairman: Rt. Hon. P.J. Noel-Baker, P.C., M.P.
Minister of State.

BELGIUM

Viscount Obert de Thieusies
M. E. Van de Pitte
M. E. Anselo

CZECHOSLOVAKIA

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

FRANCE

M. C. Lebel
M. O. Wormser

GREECE

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

NETHERLANDS

Mr. C.C. Gischler
Mr. H.J.H. Janssen

NORWAY

U.S.S.R.

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

UNITED KINGDOM

Rt. Hon. P.J.Noel-Baker, P.C.,M.P.
Brigadier K.N. Simner
Mr. N.J.A. Cheetham
Mr. P.A. Brunt

UNITED STATES OF AMERICA

Dr. E.F. Penrose
Mr. N.J. Padelford
Miss H. Mosts
Colonel C.C. Sibley

YUGOSLAVIA

Dr. M. Mormolja

OBSERVERS

ALLIED COMMISSION, ITALY

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BELGIUM

Viscount Obert de Thieusies
M. E. Van de Pitte
M. E. Anselo

CZECHOSLOVAKIA

Mr. P. Baracek-Jacquier
Mr. P. Wellner
Dr. F. Sitensky
Dr. A. Mabenicht
Ing. A. Zatocky

FRANCE

M. C. Lebel
M. C. Wormser

GREECE

Mr. G.C. Dracopoulos
Mr. A. Manuolidus

NETHERLANDS

Mr. C.C. Gischler
Mr. H.J.H. Janssen

U.S.S.R.

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

UNITED KINGDOM

Rt. Hon. P.J.Noel-Baker, P.C., M.P.
Brigadier K.N. Sirmer
Mr. N.J.A. Cheetham
Mr. P.A. Brunt

UNITED STATES OF AMERICA

Dr. E.F. Penrose
Mr. N.J. Padelford
Miss H. Meets
Colonel C.C. Sibley

YUGOSLAVIA

Dr. M. Mormolja

OBSERVERS

NORWAY

Mr. K. Somme
Mr. V. Paus

POLAND

Mr. Mlodecki
Mr. Perlowski
Mr. Wichrzecki
Mr. Alexandrowicz

ALLIED COMMISSION, ITALY

Col. M.B. Thomas

PROVISIONAL ORGANISATION FOR EUROPEAN INLAND TRANSPORT

M. J. Levy, Chairman of Executive
Col. J.H. Gilder, Member of Executive
Mr. L.R. Hondelink, Director General
Major-General R.K. Mower, Deputy Director General

SECRETARIAT OF THE CONFERENCE

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

3/18

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MINUTES OF THE HIGHER AUTHORITY.

101. The Minutes were approved.

REPORT OF THE DRAFTING COMMITTEE - EIT/56.

102. MR. HAHNE (Joint Secretary), said that the Committee had been appointed to deal with two questions:-

(1) to review the text of the Draft Agreement as submitted in EIT/56 and the amendments accepted up to and including the eighth Conference Meeting.

(2) to recommend the most appropriate means for effecting the transfer of the Provisional Organisation to the definitive Organisation.

The English text had been circulated as EIT/57, with two corrigenda, and the French text had been completed that morning.

A Protocol to govern the transfer had been circulated as a separate paper (EIT/58).

DRAFT AGREEMENT AS AMENDED BY DRAFTING COMMITTEE. (EIT/57 AND CORRIGENDA).

103. The Draft Agreement as submitted by the Drafting Committee, together with the alterations set out in the Corrigenda, were accepted by the Conference, subject to the following additional amendments:-

Article III, Paragraph 1: In the last line, for "responsible" substitute "concerned".

Article V, Paragraph 2: For amendment submitted in Corrigendum, substitute the following:-
add comma after "and" in fourth line and "Council" in fourth line.

Article VI, Paragraph 1: For "responsible" in the fifth line, substitute "concerned".

Article VII, Paragraph 6: For "normal" in the third line, substitute "the usual".

EIT/57 Corrigendum Article VII Paragraph 6, the heading should read:- "Article VII, paragraph 6, last line.

PROTOCOL RELATING TO TRAFFIC ON INLAND WATERWAYS.

104. M. VOLKOV-CENTRAL UNION (U.S.S.R.) stated that it would clarify the Russian text

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Organisation.

The English text had been circulated as EIT/57, with two corrigenda, and the French text had been completed that morning.

A Protocol to govern the transfer had been circulated as a separate paper (EIT/58).

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Article VI, Paragraph 1: For "responsible" in the fifth line, substitute "concerned".

Article VII, Paragraph 6: For "normal" in the third line, substitute "the usual".

EIT/57 Corrigendum Article VII Paragraph 8, the heading should read:- "Article VII, paragraph 8, last line.

PROTOCOL RELATING TO TRAFFIC ON INLAND WATERWAYS.

104. MAJOR-GENERAL SADULIN (U.S.S.R.) stated that it would clarify the Russian text if the words "by them" in the second line of the Preamble were replaced by the words " the member Governments".

THE CHAIRMAN pointed out that the words "by them" referred only to the member Governments which signed the Protocol. This was clear from the last sentence of the Preamble.

3417

M. LEGEL (France), said that the obligations referred to in the Preamble were those assumed under the Agreement by the Governments some of which had more closely defined their obligations in the Protocol.

It was agreed to insert "member Governments" instead of "by them".

RELATION BETWEEN ARTICLES I AND II.

105. MAJOR-GENERAL SADULIN (U.S.S.R.) suggested that as Article II was in effect only a continuation of Article I, Article II should begin with the words "in accordance with Article I".

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MR. GISCHLER (Netherlands), said that in his view Article I referred to certain obligations assumed by the member Governments with regard to traffic on inland waterways, while Article II dealt with operational matters.

MAJOR-GENERAL MEDULIN (U.S.S.R.) thought that the two separate articles gave the impression that they dealt with two different organisations, whereas the committee of experts referred to in Article II were really part of the organisation provided for in Article I.

MR. GISCHLER (Netherlands) stated that the purpose of Article I was to ensure that the Governments that had assumed certain obligations would take the necessary powers to enable them to exercise control over their vessels in order to fulfil their obligations under the Agreement.

MAJOR-GENERAL MEDULIN (U.S.S.R.) thought the committee of experts referred to in Article II should form part of the Organisation, and not be a separate body.

THE CHAIRMAN thought that the organisations mentioned in Article I would be national organisation dealing with such questions as licencing in each particular country. The committees in Article II were international committees which would advise the Chief Officer.

MAJOR-GENERAL MEDULIN (U.S.S.R.) remarked that the Soviet Delegation considered the organisations referred to in Article II were also national.

THE CHAIRMAN thought that though the committees would probably include the same people, they were international and therefore constituted separate entities.

MR. GISCHLER (Netherlands) explained that under Article VIII, Paragraph 6, the Governments assumed certain obligations to facilitate the movement of traffic of common concern. They might well say they had at present no power to control their inland vessels. Article I was designed to cover this. Article II was intended to deal with the co-ordination of traffic and would enable advice to be given by experts on any peculiar problem that might arise in connection with inland waterway traffic.

MAJOR-GENERAL MEDULIN (U.S.S.R.) thought that Article I and Article II were clearly inter-related. They both referred to experts appointed by the same Governments.

MR. ISRAEL (France) thought that two different bodies were involved. It was true that they might be appointed by the same Governments, but different agencies of these Governments might be concerned in making the appointment.

MR. HONDELINK (Director General of the Provisional Organisation) suggested that in the fourth line of Article II, the following words should be inserted after the word "will": "include the machinery set up under Article I". This

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vessels in order to fulfil their obligations under the Agreement.

MAJOR-GENERAL ANDRIN (U.S.S.R.) thought the committee of experts referred to in Article II should form part of the organisation, and not be a separate body.

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MAJOR-GENERAL ANDRIN (U.S.S.R.) thought that Article I and Article II were clearly inter-related. They both referred to experts appointed by the same Governments.

MR. LEBEL (France) thought that two different bodies were involved. It was true that they might be appointed by the same Governments, but different agencies of those Governments might be concerned in making the appointment.

MR. HONDELINK (Director General of the Provisional Organisation) suggested that in the fourth line of Article II, the following words should be inserted after the word "will": "include the machinery set up under Article I". This would make it clear that the same Organisation was referred to in both articles.

THE CHAIRMAN thought that the persons appointed in Article I would be national representatives, while the committees mentioned in Article II would be formed of experts and would not necessarily have a national character.

MR. GISCHLER (Netherlands) pointed out that the bodies referred to in Article I would probably consist of civil servants, whereas those mentioned in Article II would probably consist of persons well versed in the operation of inland water traffic.

MR. ROMIN (U.S.S.R.) said that the Soviet Delegation had thought that Article II dealt with national committees of experts appointed by the national Governments to work with the chief officer independently.

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THE CHAIRMAN pointed out that Article I began with the words "Every Government signatory hereto" while Article II started with the words "The Governments signatory hereto" implying that the Governments in Article II acted collectively, while in Article I they acted as individual Governments.

MR. GISCHLER (Netherlands) agreed that the committees in Article II were international committees. For instance, it might be decided to set up for particular areas or across international committees to advise on traffic in particular trades, e.g. liquid, fuel or timber; the Governments specially interested would be represented on them.

MAJOR-GENERAL [illegible] (U.S.S.R.) said that in the opinion of the Soviet Delegation the body referred to in Article II was also a body of national experts. Had they thought otherwise, they would have tabled an amendment at an earlier date.

MR. LEVY (Chairman of the Provisional Executive) suggested that Article II should be deleted.

MAJOR-GENERAL [illegible] (U.S.S.R.) feared that as a result of Article II there would be set up by the side of E.C.I.T.O. another international organisation.

VISCOUNT CASTEL DE THEUSLES (Belgium) suggested that the difficulty might be got over by adapting the opening of Article I which should include two Paragraphs embodying the texts of Articles I and II.

MR. MERMOLJA (Yugoslavia) did not think the question could be settled in that way. What had to be determined was whether there was one or two organisations intended, and it were best if the matter were cleared up then.

THE CHAIRMAN said that he would repeat what he had already said before, that the whole drafting indicated that there was a separate body provided for in each of the Articles. The Committees of experts referred to in Article II was in his view designed for the purpose of providing advice to the Chief Officer on particular points that might arise in relation to individual forms of traffic. They could not act in an executive capacity.

MAJ.-GENERAL [illegible] (U.S.S.R.) suggested that such a Committee would take away some of the functions of E.C.I.T.O.

THE CHAIRMAN said he did not think so. To take an example, the Chief Officer or the Executive Board might wish to have the views of experts who were best qualified to give advice on such a subject as the transport of oil by inland waterway.

BRIGADIER SINGER (U.K.) said he did not think it was so much a matter of the formation of committees, but rather the appointment by Governments of experts to give advice in their particular fields. These Committees would be appointed only at the request of E.C.I.T.O.

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THE CHAIRMAN suggested that the words "at the request of the Organisation" should precede the word "form" in line 4 of Article 2. 3416

M. LEBEL (France) suggested that the words "form Committees of experts to be consulted by the Chief Officer" be replaced by "designate experts to be consulted by the Organisation".

THIS AMENDMENT WAS AGREED.

ARTICLE VII Paragraph 15. INTERPRETATION.

106. MR. BOYAR (U.S.S.R.) then enquired what interpretation the Conference placed upon the word "regime" in the fourth line of Paragraph 15 of Article VII. It was agreed that the word "regime" meant the international "statutes" governing these waterways.

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DRAFT PROTOCOL RELATING TO THE TRANSFER FROM THE PROVISIONAL ORGANISATION FOR EUROPEAN INLAND TRANSPORT TO THE EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION. (EIT/58)

107. MR. KAHANE (Joint Secretary) said that the Conference had discussed the means by which the principles governing this transfer might be agreed, and it was decided that a Protocol would be appropriate. The Councils of the Provisional Organisation and of E.C.I.T.O. would have to pass resolutions to implement the Protocol. The Drafting Committee submitted the Draft Protocol for the approval of the Conference. The Conference approved the Protocol.

SIGNING OF THE AGREEMENT.

108. It was agreed that the Conference should meet again, at the Foreign Office, for the signing of the Agreement on Thursday, the 27th September, 1945, at 3 p.m.

MEETING OF NEW COUNCIL.

109. THE CHAIRMAN enquired whether it would not be possible for members of the Council to be nominated by member Governments so that they could meet on the same day and take over the Provisional Organisation.

MAJOR-GENERAL DADULIN (U.S.S.R.) said that he did not think it would be possible for the U.S.S.R. member of the Council to be nominated by then, and he thought it would probably be best if the Provisional Organisation were to carry on for the time being and so give adequate time for nominations to the Council to be made.

THE CHAIRMAN said that the Provisional Organisation might be embarrassed in taking certain action it might consider desirable if it had the knowledge that a wider organisation was shortly to come into being. He thought that the work to be done could only be properly done by a definitive Organisation, and he hoped that every Government would make a great effort to get their member of the Council nominated. Meanwhile the Secretariat should try and prepare the material for the first Meeting of the Council for the day on which the Agreement was signed.

MAJOR-GENERAL DADULIN said that he shared the Chairman's strong wish to set up the Organisation at the earliest possible date, but there might be practical difficulties. The Soviet Delegation would, however, do all in their power to overcome the practical difficulties, and if possible be ready for the first Meeting of the new Council on the 27th September.

MR. PERLOWSKI (Poland) thought that Poland might have similar difficulties in nominating their member of the Council in time for the 27th September, but they would do their best.

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MR. PERLOWSKI (Poland) thought that Poland might have similar difficulties in nominating their member of the Council in time for the 27th September, but they would do their best.

FULL POWERS

120. MR. CHEETHAM (U.K.) asked the delegates to have their full powers ready in good time and to communicate them to him at the Foreign Office not later than the morning of Thursday, September 27th.

111. The Conference rose at 7.15 p.m.

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Appendix C

EIT/55
(Previous reference EIT/39)

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)
H. MALLENGREAU	Ministry of Foreign Affairs (Alternate)
M.J. ANSEELE	Member of Parliament Mayor of Ghent (Adviser)
M.H. MEREUR	Minister Plenipotentiary (Deputy for M. Van de Pitte)
H. ETIENNE HARFORD	Secretary to the Delegation

CZECHOSLOVAKIA

MR. P. BARUCH-JACQUIER	Minister Plenipotentiary Ministry of Foreign Affairs
DR. O. WISLER	Ministry of Foreign Trade
DR. P. WALLNER	Ministry of Foreign Affairs
DR. A. MEINECHT	Ministry of Transport
DR. F. SEIDENSKY	Ministry of Transport
Ing. Z. ZATECKY	Ministry of Transport

FRANCE

M.R. MASSELI	Head of the Delegation Ambassador
M.E. DORGE	

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M. [illegible]	Ministry of Foreign Affairs (Alternate)
M.D. MUSEELE	Member of Parliament Mayor of Ghent (Adviser)
M.M. MINEUR	Minister Plenipotentiary (Deputy for M. Van de Pitte)
M. [illegible] MARFORD	Secretary to the Delegation

CZECHOSLOVAKIA

MR. P. BARACEK-JACQUIER	Minister Plenipotentiary Ministry of Foreign Affairs
DR. O. HISLAR	Ministry of Foreign Trade
DR. P. WALLNER	Ministry of Foreign Affairs
DR. A. MASINECHE	Ministry of Transport
DR. F. STILINSKI	Ministry of Transport
Ing. Z. ZAVECKY	Ministry of Transport

FRANCE

M.R. MASSIGLI	Head of the Delegation Ambassador
M.D. DORGES	Director General of Railways and Transport Ministry of Public Works
M.C. LABEL	Ministry of Foreign Affairs
M.O. 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
MR. G.C. DRACOPOULOS	Former Consul General, London
MR. A. [illegible]	Ministry of Finance

3.15

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LUXEMBOURG

M.A. L. OLLSEN	Chargé d'Affaires in London
M.A. ALS	Chef de Cabinet to the Minister of Foreign Affairs

NETHERLANDS

MR. C.C. GISCHLER	Head of the Delegation Ministry of Shipping
MR. K. VONK	Ministry of Transport and Power
MR. H.J.H. JANSSEN	Ministry of Transport and Power
LT. J. VOLMULLER	Ministry of Transport and Power
MR. H. VAN DEN BEUGEL	Ministry of Transport and Power
MR. J. LUNS	Netherlands Embassy, London

NORWAY

MINISTER TERJE WOLD	Head of the Delegation
MR. K. SOMEE	
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. MLODNOCKI	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. PRYLOWSKI	Head of Treaty Section Ministry of Communications Secretary to the Delegation
MR. WICHRZYCKI	Chief of Road Transport Ministry of Communications

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LT. J. VOLLENBERGH	Ministry of Transport and Power
MR. L. VAN DEN BEUGEL	Ministry of Transport and Power
MR. J. LUNS	Ministry of Transport and Power
	Netherlands Embassy, London
NORWAY	
AGNVALDUR THERJE WOLD	Head of the Delegation
MR. M. SOLBE	
MR. O. HOLTMON	Director of Traffic of Norwegian Railways
MR. J. HELANDER	Commercial Counsellor of the Norwegian Embassy in London
MR. V. RAUS	Secretary to the Norwegian Embassy
POLAND	
MR. MLODNONI	Head of the Delegation Director of Mechanical Department of Ministry of Communications
MR. ZELENSKI	Director of Railways, Warsaw
MR. FILLINGER	Member of Technical Council
MR. PURLOWSKI	Head of Treaty Section Ministry of Communications Secretary to the Delegation
MR. WICHRZICKI	Chief of Road Transport Ministry of Communications
MR. ALEXANDROWICZ	Counsellor to the Polish Embassy
U.S.S.R.	
MAJOR-GENERAL F.S. BADULIN	Head of the Delegation
MR. T.S. KUCHAREVOV	Director General of Railway Traffic, Corresponding member of the Academy of Science of the U.S.S.R., Professor
MR. A.I. KOKOREVIN	Director General of Railway Traffic
MR. A.C. BOYAR	Representative of the Commissariat of Foreign Trade
MR. M. NIKOLAEV	Secretary-Interpreter

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UNITED KINGDOM

RT. HON. P.J. NOEL-BAKER, P.C., M.P.	Head of the Delegation Minister of State
SIR CARIL MUROGHE MR. C.J. MITCHELL MR. W.G. WILSON	Ministry of War Transport
MR. N.E. NOBLE MR. M.J. GILLETTE	Foreign Office
BRIGADIER K.W. SIEVER	War Office
MR. G.L. BUNNET MR. B.H. COLLESTON	Treasury
MR. P.A. BROWN	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
MR. E.P. PENROSE	U.S.A. Embassy
MR. H.J. BRADFORD	Department of State
MISS H. SMITH	U.S.A. Embassy
MR. JOHN NELSON	U.S.A. Embassy
COLONEL C.O. STERLEY	Representing Major General Frank S. Ross

OBSERVERS

DENMARK

COUNT KNUTH	Counsellor, Danish Legation

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[illegible]	War Office
MR. G.H. DUNLOP MR. D.W. COLLETON	Treasury
MR. F.A. BRUCE	Secretary to the Delegation

UNITED STATES

MR. JOHN G. WINANT	Head of the Delegation Ambassador
MAJOR-GENERAL FRANK S. ROSS	Chief of Transportation, (Western Service Forces European Theatre U.S.A.)
MR. ROBERT MURPHY, JR.	Department of State
MR. D.F. HARROWE	U.S.A. Embassy
MR. M.J. MUMFORD	Department of State
MISS H. MORRIS	U.S.A. Embassy
MR. JOHN ERICSON	U.S.A. Embassy
COLONEL O.C. STERRY	Representing Major General Frank S. Ross

OBSERVERS

DENMARK

COUNT RANTZAU	Counsellor, Danish Legation

YUGOSLAVIA

DR. VLADIMIR VIDAR	Minister Plenipotentiary
DR. M. MARKOVITA	Commercial Attaché Yugoslav Embassy.

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ALLIED COMMISSION, ITALY.

COLONEL M.R. THOMAS — Deputy Director, Transportation Sub-Commission

U.N.R.R.A.

COLONEL F.J. EASTERBROOK

PROVISIONAL EXECUTIVE FOR EUROPEAN INLAND TRANSPORT

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

COLONEL C. GILDEA

MR. E.R. HONDELINK — Director General, Provisional Organisation

SECRETARIAT OF THE CONFERENCE

MR. J. KAPTEYN

MR. A.A. EVANS

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PROVISIONAL EXECUTIVE FOR EUROPEAN INLAND TRANSPORT

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

COLONEL C. CULPEA

MR. E.R. HONDELINK — Director General Provisional Organisation

SECRETARIAT OF THE CONFERENCE

MR. J. KAMINE

MR. A.A. EVANS

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Appendix D (i)

CONFERENCE ON EUROPEAN INLAND TRANSPORT

We circulate herewith the text of the Agreement establishing the E.C.I.T.O. as it was agreed at the Ninth Meeting of the Conference.

J. KAHANE
A.A. EVANS } Joint Secretaries.

25th September, 1945.
Berkeley Square House, W.1.
Rooms 22 and 24 (Tel. Abbey 7711, Extensions 3886, 2576 and 3391).

(10)

E.I.T./64

25th September, 1945.

AGREEMENT CONCERNING THE ESTABLISHMENT OF AN

EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION

WHEREAS, upon the liberation of the territories of the United Nations in Europe, and upon the occupation of the territories of the enemy 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 signed the present Agreement

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 established as a co-ordinating and consultative organ. Having regard to the successful completion of the war, it shall co-ordinate efforts to utilise all means of transport for the improvement of 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 and to the Occupation Authorities set up by Governments of the United Nations 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 Organisation shall conclude arrangements for the establishment of regional and local

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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 signed the present Agreement

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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 Organisation shall concert arrangements for the establishment of regional and local offices with the member Government in whose territory the offices are situated, and/or, in appropriate cases, in agreement with the Allied Commander-in-Chief concerned.

The Council.

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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.

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3. The Council shall be convened in regular session not less than once 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.

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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. These seven members 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 an alternate similarly selected, who shall act only in the absence of the member of the Executive for whom he is the alternate. The members and their alternates 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.

7. The Executive Board shall appoint a chief officer who shall direct under its supervision the technical and administrative work of the Organisation in conformity with the policies of the Council and the Executive Board as determined by their decisions. This officer shall appoint the staff at headquarters, and at 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 shall appoint one or more representatives for the purpose of consultation and communication with the Executive Board, and with 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, the representatives of that Government shall be entitled to take part in the discussions without the right of veto.

ARTICLE IV

1. The Organisation shall have the capacity to perform any legal act [illegible] its object and purposes, including the power to acquire, [illegible] and undertake

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and the United States of America. Each member of the Executive Board shall be provided with an alternate similarly selected, who shall act only in the absence of the member of the Executive for whom he is the alternate. The members and their alternates 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.

7. The Executive Board shall appoint a chief officer who shall direct under its supervision the technical and administrative work of the Organisation in conformity with the policies of the Council and the Executive Board as determined by their decisions. This officer shall appoint the staff at headquarters, and at 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 shall appoint one or more representatives for the purpose of consultation and communication with the Executive Board, and with 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, the representatives of that Government shall be entitled to take part in the discussions without the right of vote.

ARTICLE IV

1. The Organisation shall have the capacity 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 other than for its own internal or demonstration purposes, 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.

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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 between member Governments in such proportions, as these Governments may agree. 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 one or more member Governments may agree to make or in such other manner as may be agreed between member Governments. However, the obligation of transfer into foreign currencies, as defined in paragraph 1 of this Article, does not apply to these contributions.

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, after giving notice of its intention, exercise its functions in any territory in Continental Europe, upon the acceptance of this Agreement by the Government of that territory and/or, in appropriate cases, provided that the Allied Commander-in-Chief concerned is satisfied that military exigencies permit and subject to such conditions as he may deem necessary.

2. In respect of any territory in Continental Europe in which any Allied Commander-in-Chief retains responsibility for the direction of the transport system, the Organisation shall on request give advice or assistance to the Allied Commander-in-Chief, and, in consultation with him, 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.

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for the transfer into other currencies [illegible] 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 one or more member Governments may agree to make or in such other manner as may be agreed between member Governments. However, the obligation of transfer into foreign currencies, as defined in paragraph 1 of this Article, does not apply to these contributions.

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2. In respect of any territory in Continental Europe in which any Allied Commander-in-Chief retains responsibility for the direction of the transport system, the Organisation shall on request give advice or assistance to the Allied Commander-in-Chief, and, in consultation with him, 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.

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 fostering 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.

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

Information on Transport Equipment and Material.

5. 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.

6. 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.

7. 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 as to their export possibilities of, and import needs for, transport equipment and material for Continental Europe and will receive from these Governments notification of all arrangements made in respect thereto of which they have notice.

Arrangements to make mobile Transport Equipment and Material available.

8. In cases where temporary emergency requirements of mobile transport equipment for carrying traffic of general concern arise and the usual 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.

Census of Transport Equipment and Material.

7. The Organisation shall at the earliest practicable time

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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, the 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 as to their export possibilities of, and import needs of, 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 the usual arrangements for the interchange of such mobile transport equipment are inadequate, the Organisation shall arrange with under 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 under Governments concerned, with the assistance of the Organisation.

Census of Transport Equipment and Material.

7. 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.

Identification and restoration of Transport Equipment and Material.

8. The Organisation shall arrange, as soon as practicable, to restore to any member Government transport equipment and material belonging to it or to its nationals, found outside the territories under its authority and outside its control. Should any difficulties of identification arise, the Organisation shall arrange immediately for such special measure to be taken as may be necessary to meet them.

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Where such restoration would gravely prejudice the operation of essential transport, the Organisation shall work out agreements with the Governments concerned for the temporary use of transport equipment pending its restoration. The arrangements for restoration shall be made on the basis of the ownership of property which existed before any territorial changes in Europe, pending from Axis policy, and in accordance with any general policies which may be determined by the appropriate authorities of the United Nations regarding restoration and restitution of the property removed by the enemy.

9. The Organisation may make such recommendations to the appropriate authorities as it deems necessary with respect to the method of carrying out projected movements of traffic 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 application of tariffs, terms and conditions of transport and the like applicable to traffic of an international character. It 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 any Allied Commander-in-Chief except at his request.

Rehabilitation of Transport Systems.

12. The Organisation may study the conditions of transport affecting traffic of an international character in liberated countries and make recommendations to the Governments concerned or to technical committees directed to the maximum restoration of transport facilities and their most effective use, due regard to the priority in which work or projects in respect of the restoration or improvement of transport facilities should be carried out.

Operation of Transport.

13. While it remains the task of each nation 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 assistance in its power in the operation or operation of transport in any territory in

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priorities determined by the Supreme 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 Organization may work out the application of tariffs, bases and conditions of transport and the like applicable to traffic of an international character. It 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 any Allied Commander-in-Chief except at his request.

Rehabilitation of Transport Systems.

12. The Organization may apply 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 work or products in respect of the restoration or improvement of transport facilities shall be carried out.

Operation of Equipment.

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

Co-ordination of European Transport.

14. The Organization shall work out and co-ordinate common action to secure the inauguration, maintenance, modification, resumption of, where appropriate, suppression, of international arrangements for through working of railways and stocking of rolling-stock of the United 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.

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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. It shall not, however, make recommendations with regard to questions concerning the regimes of the inland international waterways of Continental Europe.

16. The Organisation shall take through the Governments concerned such steps as may be practicable to facilitate international traffic of common concern in lorries and other road vehicles and the co-ordination of road and other means of transport with a view to ensuring the movement of international traffic.

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 this task 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.

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.

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... the recommendations, or conventions in force between member Governments so as to obtain the greatest benefit therefrom for the fulfilment of this task provided that the Organisation shall act -

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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 member Government 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 any territory which is under its authority and 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.

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Census of Transport Equipment and Material.

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.

Identification and Restoration of Transport Equipment and Material.

3. Every member Government, in respect of any territory which is under its authority and 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:-

(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 as the result of arrangements made under the auspices of the Organisation for the movement of traffic of common concern;

provided, however:-

(1) that every member Government shall be permitted to use equipment defined under (b) and (c) above 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; and

(2) that 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.

4. The provisions of paragraph 3 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.

Traffic.

[illegible] Government undertakes to ensure by any means in its

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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;

(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 as the result of arrangements made under the auspices of the Organisation for the movement of traffic of common concern;

provided, however:-

(1) that every member Government shall be permitted to use equipment defined under (b) and (c) above 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; and

(2) that 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.

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

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

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(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

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[illegible] are available for traffic of common concern, provided that the Organization 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 Organization in accordance with paragraph 14 of Article VIII and report to the Organization on the action taken.

Miscellaneous.

10. Every member Government undertakes to co-operate with the Organization 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 organizations, 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 Organization in accordance with paragraphs 12, 15 and 16 of Article VII and report to the Organization on the action taken.

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 members 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,

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14. Every member Government shall respect the exclusively international character of the members 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 to or to the Organization, to the members of the Executive Board, and to the principal 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;

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(c) all such facilities for their movements and for the execution of their functions, as are deemed necessary by the Organisation for the speedy and effective fulfilment of their official duties; and

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

15. 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.

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.

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ARTICLE XII - 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.

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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.

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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;

(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 Commander-in-Chief" shall mean any Commander-in-Chief designated for command on the Continent of Europe by the appropriate authorities of any of the following:-

the French Republic,

the Union of Soviet Socialist Republics,

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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;

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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 Commander-in-Chief" shall mean any Commander-in-Chief designated for command on the Continent of Europe by the appropriate authorities of any of the following:-

the French Republic,

the Union of Soviet Socialist Republics,

the United Kingdom of Great Britain and Northern Ireland,

the United States of America.

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

ARTICLE XIII.

Until the expiry of the period of two years from this day's date, 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.

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ARTICLE XIV.

1. This Agreement shall come into force for each member Government on the date of signature on its behalf or of its admission to the Organisation under Article II.

2. It shall remain in force for two years from this day's date. It shall thereafter remain in force, subject to the right of any member Government, after the expiry of eighteen months from this day's date, to give six months' notice in writing to the Council of its intention to withdraw from this Agreement.

IN WITNESS whereof the undersigned, duly authorised by their respective Governments, have signed the present Agreement.

Done in London on the [blank] day of September, 1945, in English, French and Russian, all three texts being equally authentic, in a single copy which shall remain deposited in the archives of the Government of the United Kingdom of Great Britain and Northern Ireland, by whom certified copies shall be transmitted to all Signatory Governments.

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ANNEX.

PROTOCOL RELATING TO TRAFFIC ON INLAND WATERWAYS.

PREAMBLE.

With a view to fulfilling, in respect of traffic on inland waterways, the obligations entered by the member Governments under 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 hereinafter the Governments signatory hereto have agreed as follows:-

ARTICLE I.

Every 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 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 designate experts to be consulted by the Organisation on questions of traffic on

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French and Russian, all three texts being equally authentic, in a single copy which shall be deposited in the archives of the Government of the United Kingdom of Great Britain and Northern Ireland, by whom certified copies shall be transmitted to all Signatory Governments.

PART V.

SPECIAL PROVISIONS TO TRAFFIC ON INLAND WATERWAYS.

ARTICLE 1.

With a view to establishing, in respect of traffic on inland waterways, the obligations assumed by the Member Governments under 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 hereunder, the Governments signatory hereto have agreed as follows:-

ARTICLE 2.

Every 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 3.

The 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 designate experts to be consulted by the Organisation on questions of traffic on inland waterways within the various areas of such traffic.

ARTICLE 4.

For each waterway traffic user in Continental Europe, the allocation of inland shipping and, if necessary, shipping space for certain traffic of common concern in accordance with approved programmes, 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.

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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.

ARTICLE V.

1. This Protocol shall remain open for signature in London on behalf of any member Government of the European Central Inland Transport Organisation.

2. This Protocol shall come into force for each Government signatory thereto as from the date of signature on its behalf. Any Government when signing the present Protocol may declare that its signature shall not become effective until this Protocol has been signed by certain other specified Governments.

3. This Protocol shall remain in force for two years from this day's date. It shall thereafter remain in force, subject to the right of any signatory Government, after the expiry of eighteen months from this day's date, to give six months' notice in writing to the Council of the European Central Inland Transport Organisation of its intention to withdraw from this Protocol.

IN WITNESS whereof the undersigned, duly authorised by their respective Governments, have signed the present Protocol.

Done in London on the day of September, 1945, in English, French and Russian, all three texts being equally authentic, in a single copy which shall remain deposited in the archives of the Government of the United Kingdom of Great Britain and Northern Ireland, by whom certified copies shall be transmitted to all Signatory Governments.

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IN WITNESS whereof the undersigned, duly authorised by their respective Governments, have signed the present Protocol.

Done in London on the day of September, 1945, in English, French and Russian, all three texts being equally authentic, in a single copy which shall remain deposited in the archives of the Government of the United Kingdom of Great Britain and Northern Ireland, by whom certified copies shall be transmitted to all Signatory Governments.

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Appendix D.

EIT/61 (ii)

CONFERENCE ON EUROPEAN INLAND TRANSPORT

We circulate herewith the French text of the Agreement establishing the E.C.I.T.O. as it was agreed at the 9th Meeting of the Conference.

J. KAHANE } Joint
A.A. EVANS } Secretaries.

24th September, 1945.

Berkeley Square House,
Berkeley Square,
London, W.1.

Rooms 22 and 24 (Tel. Abbey 7711, Extensions 3886, 2576 and 3391)

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E.I.T. 61.

ACCORD PORTANT CREATION D'UN OFFICE CENTRAL DES TRANSPORTS INTERIEURS EUROPEENS.

CONSIDERANT qu'il est opportun lors de la libération des territoires des Nations Unies en Europe et de l'occupation des 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 Représentant 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. Etant donné l'heureuse issue de la guerre, il coordonne les efforts tendant à utiliser tous moyens de transport en vue de l'amélioration des communications, de manière à aider au rétablissement des conditions normales de la vie économique. Il aidera également les Commandants et Chefs Alliés et les Autorités d'occupation établies par les Gouvernements des Nations Unies à maintenir et à améliorer les possibilités de transport.

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. En vue de déterminer les modalités d'établissement des bureaux régionaux et locaux, l'Office se concerte avec les Gouvernements contractants sur les territoires desquels ces bureaux sont situés, et, éventuellement, avec le Commandant en Chef Allié dont l'accord est nécessaire.

2. Chaque Gouvernement contractant nomme un représentant au Conseil et autant de suppléants qu'il est nécessaire. Le Conseil choisit l'un

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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. Ceux-ci comprennent 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 pourvu d'un suppléant choisi de la même manière, qui n'exerce ses fonctions qu'en l'absence du membre du Comité dont il est le suppléant. Les membres et leurs suppléants sont désignés pour une période ne dépassant pas un an. Le Comité Exécutif choisit 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.

7. Le Comité Exécutif désigne un Directeur Général pour diriger, sous son contrôle, le travail technique et administratif de l'Office, dans le cadre des décisions du Conseil et du Comité Exécutif définissant leurs directives. Le Directeur Général 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. Les responsabilités du Directeur Général et du personnel sont de nature exclusivement internationale.

8. Chaque Gouvernement contractant désigne un ou plusieurs représentants aux fins de se concerter avec le Comité Exécutif et le Directeur Général et de communiquer avec eux. Ces représentants sont tenus pleinement informés par le Comité et par le Directeur Général de toutes les activités de l'Office. Chaque fois qu'une question importante concernant les intérêts d'un Gouvernement contractant est discutée par le Comité, les représentants de ce Gouvernement ont 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, sauf avec le consentement unanime du Conseil, de posséder du matériel de transport autre que celui destiné à assurer son fonctionnement administratif ou à lui permettre de procéder à des démonstrations.

[illegible] pouvoirs définis ci-dessus appartiennent au Conseil.

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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

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réparti entre les Gouvernements contractants, dans les proportions qui auront pu être fixées d'un commun accord par ces Gouvernements. 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 manière dont les Gouvernements contractants pourraient convenir. Toutefois, l'obligation relative aux transferts en monnaies étrangères, stipulée au paragraphe (1) du présent article, n'est pas applicable à ces contributions.

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. Après en avoir avisé le Gouvernement intéressé, l'Office exerce ses activités dans tout territoire de l'Europe Continentale dès l'acceptation du présent accord par le dit Gouvernement, et, éventuellement, dès 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 un Commandant en Chef allié conserve 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 à ce Commandant en Chef Allié et, en liaison avec lui, 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.

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

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transferts en monnaies étrangères, stipulée au paragraphe (1) du présent article, n'est pas applicable à ces contributions.

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. Après en avoir avisé le Gouvernement intéressé, l'Office exerce ses activités dans tout territoire de l'Europe Continentale dès l'acceptation du présent accord par le dit Gouvernement, et, éventuellement, dès 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 un Commandant en Chef Allié conserve 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 à ce Commandant en Chef Allié et, en liaison avec lui, 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.

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.

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

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Renseignements sur le Matériel de Transport.

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

Satisfaction des Besoins en Matériel de Transport.

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

Attribution et Répartition des Moyens de Transports 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, le matériel de transport qui peut être rendu disponible 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 Matériel de Transport. Il est avisé par ces Gouvernements de tous arrangements faits à ce sujet dont ils auraient connaissance.

Arrangements en vue de rendre disponibles du Matériel de Transport.

6. S'il se présente des besoins urgents et temporaires de matériel mobile de transport pour faire face à un trafic d'intérêt commun et si les arrangements habituels concernant l'échange de ce matériel 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.

Recensement du Matériel de Transport.

7. 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 matériel de transport qui paraîtraient nécessaires pour lui permettre de remplir correctement ses fonctions.

Identification et Restitution du Matériel de Transport.

8. a. L'Office prend aussitôt que possible les dispositions voulues en vue de restitution au Gouvernement contractant intéressé du matériel

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matériel de transport qui peut être rendu disponible [illegible]
les Commandants en Chef Alliés, par les autorités d'occupation sur
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 Matériel de Transport. Il est avisé par ces Gouvernements de tous
arrangements faits à ce sujet dont ils auraient connaissance.

Arrangements en vue de rendre disponibles du Matériel de Transport.

6. S'il se présente des besoins urgents et temporaires de matériel mobile de transport pour faire face à un trafic d'intérêt commun et si les arrangements habituels concernant l'échange de ce matériel se révélant 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 les arrangements entre les Gouvernements contractants intéressés, avec l'assistance de l'Office.

Recensement du Matériel de Transport.

7. 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 matériel de transport qui paraîtraient nécessaires pour lui permettre de remplir correctement ses fonctions.

Identification et Restitution du Matériel de Transport.

8. a. L'Office prend aussitôt que possible les dispositions voulues en vue de restitution au Gouvernement contractant intéressé du matériel de transport appartenant à ce Gouvernement ou à ses ressortissants et trouvé en dehors des territoires relevant de son autorité et dans des conditions telles qu'il échappe à son contrôle. Si des difficultés d'identification venaient à apparaître, l'Office veillerait immédiatement à ce que soient prises toutes mesures spéciales qui seraient nécessaires en vue de les résoudre. Au cas où une restitution ainsi opérée entraverait indûment des transports essentiels, l'Office négocierait des accords avec les Gouvernements intéressés pour l'usage temporaire de ce matériel de transport en attendant sa restitution. Il sera procédé aux restitutions sur base de l'état de propriété existant avant que des modifications territoriales n'aient eu lieu en Europe sous l'effet de la politique de l'Axe, et dans le cadre de la politique générale qui pourrait être déterminée par les Autorités compétentes des Nations Unies en ce qui concerne la restitution et le remplacement des biens enlevés par l'ennemi.

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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.

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 aux Gouvernements intéressés les principes d'après lesquels des tarifs raisonnables pour le trafic d'intérêt commun en Europe Continentale devraient être fixés par eux conformément aux dispositions du paragraphe 9 de l'Article VIII. Le présent paragraphe ne s'applique pas au trafic militaire sous le contrôle d'un Commandant en Chef Allié, sauf s'il en fait la demande.

Remise en Etat des Moyens 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 moyens 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 moyens devraient être exécutés.

Exploitation.

13. Bien qu'il appartienne à chaque Gouvernement contractant d'assurer l'exploitation satisfaisante des moyens 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 remise en état 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.

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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 aux Gouvernements intéressés les principes d'après lesquels des tarifs raisonnables pour le trafic d'intérêt commun en Europe Continentale devraient être fixés par eux conformément aux dispositions du paragraphe 9 de l'Article VIII. Le présent paragraphe ne s'applique pas au trafic militaire sous le contrôle d'un Commandant en Chef Allié, sauf s'il en fait la demande.

Remise en Etat des Moyens de Transport.

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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.

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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. Il ne fera pas toutefois de recommandations portant sur des questions concernant le régime des voies navigables internationales en Europe Continentale.

16. L'Office prend, par l'entremise des Gouvernements intéressés, toutes mesures pratiquement applicables, de manière à faciliter le trafic international d'intérêt commun par camions et autres véhicules routiers, et la coordination des moyens de transport routiers avec les autres moyens de transport, en vue d'assurer la circulation du trafic international.

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 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 relevant d'une ou plusieurs des Nations Unies et avec les organisations internationales.

20. L'Office donne toute assistance possible aux Commandants en Chefs 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

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international.

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 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 s'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 relevant l'une ou plusieurs des Nations Unies et avec les organisations internationales.

20. L'Office donne toute assistance possible aux Commandants en Chefs 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'oeuvre exigée pour la production, l'entretien ou les réparations du matériel de transport.

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23. L'Office donne toute l'assistance possible, par l'entremise des Autorités compétentes, aux Gouvernements contractants, 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.

Renseignements.

1. Chaque Gouvernement contractant, pour ce qui concerne tout territoire relevant de son autorité et rentrant dans la compétence de l'Office, fournit à celui-ci, sur sa demande, tous renseignements indispensables à l'exercice des fonctions qui lui sont dévolues.

Recensement du Matériel de Transport.

2. Chaque Gouvernement contractant s'engage à coopérer pleinement avec l'Office pour effectuer tout recensement prévu au paragraphe 7 de l'article VII.

Identification et Restitution du Matériel de Transport.

3. Chaque Gouvernement contractant, pour ce qui concerne tout territoire relevant de son autorité et rentrant dans la compétence de l'Office, prend l'engagement:

1) de faciliter l'exécution du paragraphe 8 de l'article VII;

2) de ne pas saisir:

(a) du matériel de transport en Europe Continentale trouvé en dehors des territoires relevant de son autorité, même si celui-ci appartient à ses ressortissants;

(b) du matériel de transport trouvé sur un territoire relevant de son autorité mais qui n'appartient ni à lui même ni à ses ressortissants;

(c) du matériel de transport entrant dans un territoire relevant de son autorité en vertu d'arrangements conclus sous les auspices de l'Office en vue d'améliorer le trafic d'intérêt commun.

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Renseignements.

1. Chaque Gouvernement contractant, pour ce qui concerne tout territoire relevant de son autorité et rentrant dans la compétence de l'Office, fournit à celui-ci, sur sa demande, tous renseignements indispensables à l'exercice des fonctions qui lui sont dévolues.

Recensement du matériel de Transport.

2. Chaque Gouvernement contractant s'engage à coopérer pleinement avec l'Office pour effectuer tout recensement prévu au paragraphe 7 de l'article VII.

Identification et restitution du matériel de Transport.

3. Chaque Gouvernement contractant, pour ce qui concerne tout territoire relevant de son autorité et rentrant dans la compétence de l'Office, prend l'engagement:

1) de faciliter l'exécution du paragraphe 8 de l'article VII;

2) de ne pas saisir:

(a) du matériel de transport en Europe Continentale trouvé en dehors des territoires relevant de son autorité, même si celui-ci appartient à ses ressortissants;

(b) du matériel de transport trouvé sur un territoire relevant de son autorité mais qui n'appartient ni à lui même ni à ses ressortissants;

(c) du matériel de transport entrant dans un territoire relevant de son autorité en vertu d'arrangements conclus sous les auspices de l'Office en vue d'améliorer le trafic d'intérêt commun.

Etant entendu toutefois:

1) que chaque Gouvernement contractant est autorisé à utiliser le matériel de transport visé sous les alinéas (b) et (c) ci-dessus sous réserve des stipulations des paragraphes 5 et 8 de l'article VII et, dans le cas où du matériel de transport ennemi ou ex-ennemi, sans préjudice de l'attribution finale de celui-ci par les autorités compétentes des Nations Unies; et

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2) qu'aucune disposition du présent paragraphe ne met obstacle à ce qu'un Gouvernement contractant ou les ressortissants de ce dernier, continuent à gérer leurs bateaux de navigation intérieure.

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6. Chaque Gouvernement contractant s'engage à procurer les bateaux de navigation intérieure nécessaire 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°) 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.

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 considérations faites par l'Office conformément au paragraphe 14 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.

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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 les 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 des 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.

9. Chaque Gouvernement contractant s'engage à prendre des dispositions pour que les droits 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 du coût pratiqué 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 reconnaît la personnalité internationale et la capacité légale de l'Office.

14. Chaque Gouvernement contractant respecte le caractère exclusivement international des membres du Comité Exécutif, du Directeur Général et du personnel de l'Office.

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15. Chaque Gouvernement contractant accorde à l'Office les privilèges, immunités et facilités qu'il accorde à un autre Gouvernement, et en particulier :

(a) l'immunité judiciaire sous toutes ses formes;

(b) l'exemption fiscale et douanière;

(c) l'inviolabilité des locaux occupés par l'Office, ainsi que des archives et de la correspondance de l'Office.

16. Chaque Gouvernement contractant accorde les privilèges et immunités diplomatiques aux personnes nommées par d'autres Gouvernements contractants comme leurs représentants dans l'Office ou auprès de celui-ci, aux membres du Comité Exécutif et au haut personnel de l'Office, à l'exception de ses propres ressortissants.

17. Chaque Gouvernement contractant accorde à tous les fonctionnaires et employés de l'Office :

(a) l'immunité judiciaire en ce qui concerne les actes accomplis par eux dans l'exercice de leurs fonctions officielles;

(b) telles facilités, quant à leurs déplacements ou à l'exécution de leurs fonctions, que l'Office estimerait nécessaires en vue de leur permettre de remplir rapidement et efficacement leurs missions officielles;

(c) sauf en ce qui concerne ses propres ressortissants, l'exemption fiscale quant à leurs traitements et indemnités officiels.

18. 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 navigable 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

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17. Chaque Gouvernement contractant accorde à tous les fonctionnaires et employés de l'Office :

(a) l'immunité judiciaire en ce qui concerne les actes accomplis par eux dans l'exercice de leurs fonctions officielles;

(b) telles facilités, quant à leurs déplacements ou à l'exécution de leurs fonctions, que l'Office estimerait nécessaires en vue de leur permettre de remplir rapidement et efficacement leurs missions officielles;

(c) sauf en ce qui concerne ses propres ressortissants, l'exonération fiscale quant à leurs traitements et indemnités officiels.

18. 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 navigable 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 16 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.

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.

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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 paragraphes 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. 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 transports énumérés à l'article X du présent accord.

3. Les mots " Europe Continentale " s'entendent de tous les territoires 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 " matériel de transport " 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 toute espèce 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 destinés et nécessaires au rétablissement, à l'entretien ou à la construction de routes, voies ferrées, ponts, ports et voies navigables intérieures.

(iii) Les grands ateliers et outillages spécialement nécessaires à la répartition du matériel de transport à l'usage des Autorités [illegible]

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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 transports énumérés à l'article X du présent accord.

3. Les mots " Europe Continentale " s'entendent de tous les territoires 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 " matériel de transport " 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 toute espèce 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 destinés et nécessaires au rétablissement, à l'entretien ou à la construction de routes, voies ferrées, ponts, ports et voies navigables intérieures.

(iii) Les grands ateliers et outillages spécialement nécessaires à la réparation de matériel de transport 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 ;

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(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 transportés en Europe Continentale, conformément aux priorités fixées par les Autorités compétentes des Nations Unies;

(iv) biens exportés 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 " Commandant en Chef Allié " visent tout Commandant en Chef Allié investi par les Autorités compétentes d'un quelconque des Gouvernements suivants : -

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

ARTICLE XIII.

Jusqu'à l'expiration d'une période de deux ans à compter de la date de ce jour, un vote unanime du Conseil est nécessaire pour amender, suspendre ou abroger les clauses du présent accord. Passé ce délai, toute clause du présent accord pourra être amendée, suspendue ou abrogée à tout moment par un vote du Conseil pris à la majorité des deux tiers, à condition qu'aucune modification ne soit effectuée dans la dite clause de manière à augmenter les obligations ou les engagements financiers d'un Gouvernement contractant sans le consentement de celui-ci.

ARTICLE XIV.

1. Le présent accord entrera en vigueur, en ce qui concerne chacun [illegible] à la date de sa signature par les représentants

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tels que recevoirs, frais de ports, frais de magasinage et de [illegible] la marchandise un transit qui peuvent affecter le prix du transport.

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

9. Les mots " Gouvernement ou Chef Allié " visent tout Gouvernement ou Chef Allié investi par les Autorités compétentes d'un quelconque des Gouvernements suivants : -

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

ARTICLE XIII.

Jusqu'à l'expiration d'un délai de deux ans à compter de la date de ce jour, un vote unanime du Conseil est nécessaire pour étendre, suspendre ou changer les clauses du présent accord. Passé ce délai, toute clause du présent accord pourra être retirée, suspendue ou changée à tout moment par un vote du Conseil pris à la majorité des deux tiers, à condition qu'aucune modification ne soit effectuée dans la dite clause de manière à augmenter les obligations ou les engagements financiers d'un Gouvernement contractant sans le consentement de celui-ci.

ARTICLE XIV.

1. Le présent accord entrera en vigueur, en ce qui concerne chacun des Gouvernements contractants, à la date de sa signature par les représentants de ce Gouvernement, ou, le cas échéant, à la date de l'admission du dit Gouvernement à l'Office dans les conditions prévues par l'Article II.

2. Il restera en vigueur pendant deux années à compter de la date de ce jour. Il demeurera en vigueur par la suite, 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 la date de ce jour, son intention de le dénoncer; l'accord sera tenu pour caduc à l'égard de ce Gouvernement six mois après une telle notification,

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En foi de quoi, les soussignés, dûment autorisés par leurs Gouvernements respectifs, ont signé le présent accord.

Fait à Londres, le , en un seul exemplaire, en langues française, anglaise et russe, tous les trois textes faisant également foi. Cet exemplaire sera déposé, pour y être conservé, dans les archives du Gouvernement du Royaume-Uni de Grande Bretagne et d'Irlande du Nord, qui en remettra à tous les Gouvernements signataires des copies certifiées conformes.

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ANNEXE

Le 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 par eux en vertu du projet d'accord portant création d'un Office Central des Transports Intérieurs Européens (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 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 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 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 intéressées, sur une base juste et raisonnable, de façon à donner effet aux deux principes suivants :

(a) Les bâtiments de navigation intérieure battant tous pavillons

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mettre en œuvre l'organisation nécessaire pour remplir les fonctions 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 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 du 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 du pétiment, 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 intéressées, 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.

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Article V

1. Le présent protocole demeurera ouvert, à Londres, à la signature des représentants de tout Gouvernement participant à l'Office Central des Transports Intérieurs Européens.

2. Le présent protocole entrera en vigueur, en ce qui concerne chacun des Gouvernements signataires, à la date de sa signature par les représentants de ce Gouvernement. En signant le présent protocole, le représentant de tout Gouvernement peut déclarer que sa signature ne prendra effet que lorsque le protocole aura été signé par les représentants de certains Gouvernements nommément désignés.

3. Le présent protocole restera en vigueur pendant deux années à compter de la date de ce jour. Il demeurera en vigueur par la suite, sous réserve du droit pour tout Gouvernement signataire de notifier par écrit au Conseil de l'Office Central des Transports Intérieurs européens, après l'expiration d'un délai de dix huit mois à compter de la date de ce jour, son intention de le dénoncer; le Protocole sera tenu pour caduc à l'égard de ce Gouvernement six mois après une telle notification.

En foi de quoi, les soussignés, dûment autorisés par leurs Gouvernements respectifs, ont signé le présent protocole.

Fait à Londres, le , en un seul exemplaire, en langues française, anglaise et russe, dont les trois textes font également foi. Cet exemplaire sera déposé, pour y être conservé, dans les archives du Gouvernement du Royaume-Uni de Grande Bretagne et d'Irlande du Nord, qui en remettra à tous les Gouvernements signataires des copies certifiées conformes.

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Appendix "E" (i)

EC/34.

PROVISIONAL COUNCIL FOR EUROPEAN INLAND TRANSPORT.

Transfer from the Provisional Organisation for European Inland Transport to the European Central Inland Transport Organisation.

The conference on European Inland Transport at its 9th Meeting on 13th September adopted a Draft Protocol to record the procedure to be followed for the transfer of records, assets and liabilities from the Provisional Organisation for European Inland Transport to the European Central Inland Transport Organisation.

It is hoped that this Protocol will be signed at the same time as the Agreement setting up the European Central Inland Transport Organisation. The signature is due to take place on Thursday, the 27th September.

The Protocol will have to be implemented by resolutions to be adopted by the Councils both of the Provisional Organisation and of the European Central Inland Transport Organisation.

You will find attached:

(a) A copy of the Protocol, (CET/53).
(b) A Draft resolution for the consideration of the Provisional Council.

J. MAHAIM.
Secretary to the Provisional Council.

19th September, 1945.

Berkeley Square House
Berkeley Square,
London, W.1.

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Annex to PC/34.

DRAFT RESOLUTION, NO. 10:

PROVISIONAL COUNCIL FOR EUROPEAN INLAND TRANSPORT

Transfer from the Provisional Organisation for European Inland Transport to the European Central Inland Transport Organisation

Whereas the members of the Provisional organisation for European Inland Transport have all been members of the Conference on European Inland Transport;

Whereas the Conference on European Inland Transport at its 9th Meeting on 10th September adopted a Draft Protocol, (CEIT/58); and

Whereas the Provisional Council is desirous to implement all provisions of this Protocol -

IT IS RESOLVED

1. The records, assets and liabilities of the Provisional Organisation shall be transferred to the European Central Inland Transport Organisation (hereinafter referred to as "the Definitive Organisation") in accordance with the following provisions:

(a) The Provisional Organisation shall make available, and, where desired, transfer, to the Definitive Organisation in such a manner as may be convenient, all the records, proceedings and accounts of the Provisional Organisation;

(b) The Provisional Organisation shall transfer at cost all its assets in the form of motor cars, furniture and office equipment and the benefits of payments, made in advance in respect of rent, insurance etc., to the Definitive Organisation;

(c) The Provisional Organisation shall transfer to the Definitive Organisation all liabilities in respect of obligations to the staff, such as contributions payable to the proposed Provident Fund, gratuities in respect of services rendered, payment of salaries for periods of leave which have already been earned and other benefits intended to accrue to the staff on completion of their service;

(d)

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Whereas the Conference on European Inland Transport at its 9th Meeting on 10th September adopted a Draft Protocol, (ECE/53); and

Whereas the Provisional Council is desirous to implement all provisions of this Protocol -

IT IS RESOLVED

1. The records, assets and liabilities of the Provisional Organisation shall be transferred to the European Central Inland Transport Organisation (hereinafter referred to as "the Definitive Organisation") in accordance with the following provisions:

(a) The Provisional Organisation shall make available, and, where desired, transfer, to the Definitive Organisation in such manner as may be convenient, all the records, proceedings and accounts of the Provisional Organisation;

(b) The Provisional Organisation shall transfer at cost all its assets in the form of motor cars, furniture and office equipment and the benefits of payments, made in advance in respect of rent, insurance etc., to the Definitive Organisation;

(c) The Provisional Organisation shall transfer to the Definitive Organisation all liabilities in respect of obligations to the staff, such as contributions payable to the proposed Provident Fund, gratuities in respect of services rendered, payment of salaries for periods of leave which have already been earned and other benefits intended to accrue to the staff on completion of their service;

(d) In so far as members of the staff of the Provisional Organisation are re-engaged as members of the staff of the Definitive Organisation, the respective Councils of the Provisional and Definitive Organisations shall make such regulations as are appropriate to the matters referred to in (c) above.

2. The Surplus of the funds available to the Provisional Organisation, after settlement of all liabilities other than those referred to in Paragraph 1 (c) shall be ascertained and credited to Member Governments of the Provisional Organisation, in the same proportions as their respective financial contributions to the Provisional Organisation bear to the total contributions paid to that Organisation, in advance against contributions which those Governments may hereafter agree to make towards the administrative expenses of the Definitive Organisation in accordance with Article V of the Agreement establishing the European Central Inland Transport Organisation.

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3. The Provisional Council delegates to the Provisional Executive the details in connection of the above paragraphs, in particular 1 (c).

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Appendix E.
(ii)

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CONFERENCE OF EUROPEAN INLAND TRANSPORT

We circulate herewith the French text of the Draft Protocol relating to the Transfer from the Provisional Organisation for European Inland Transport to the European Central Inland Transport Organisation.

J. Mallet)
A.A. Ivins) Joint Secretaries.

25th September, 1945.

Berkeley Square House,
Berkeley Square,
London, W.1.

Grams 22 and 24.
Tel: Abbey 7711, Extensions 3866, 2576, 3391.

10E 3391

EIT/62

PROTOCOLE RELATIF AU TRANSFERT DE L'OFFICE PROVISOIRE DES TRANSPORTS INTERIEURS EUROPEENS A L'OFFICE CENTRAL DES TRANSPORTS INTERIEURS EUROPEENS.

==========

Les Gouvernements dont les représentants dûment autorisés ont signé le présent protocole, comprenant les membres de l'Office Provisoire et tous les signataires de l'Accord portant création de l'Office définitif:

- prenant en considération les dispositions de l'article V de l'Accord portant création d'un Office Provisoire des Transports Intérieurs Européens (ci-après dénommé l'Office Provisoire) en date du 2 mai 1945, selon lesquelles "Cet Accord devra en tout état de cause, être tenu pour caduc dès la constitution de l'Office prévu au projet d'Accord",

et - et désireux de prendre dès maintenant les mesures nécessaires au transfert à l'Office Central des Transports Intérieurs Européens (ci-après dénommé L'Office Central) des archives, de l'actif et du passif de l'Office Provisoire,

sont convenus de ce qui suit:

ARTICLE I.

I. Les archives, l'actif et le passif de l'Office Provisoire seront transférés à l'Office Central conformément aux dispositions suivantes:

a) L'Office Provisoire met à la disposition de l'Office Central et s'il y a lieu, lui transfère les archives, procès-verbaux et comptabilité de de l'Office Provisoire, de la manière jugée la plus opportune;

b) L'Office Provisoire transférera à l'Office Central pour leur valeur d'achat tous ses biens et avoirs telles que: automobiles, mobilier et fournitures de bureau et le bénéfice des paiements anticipés en matière de loyers, d'assurances, etc.;

c) L'Office Provisoire transférera à l'Office Central toutes ses obligations en ce qui concerne ses engagements envers

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- prenant en considération les dispositions de l'article V de l'Accord portant création d'un Office Provisoire des Transports Intérieurs Européens (ci-après dénommé l'Office Provisoire) en date du 2 mai 1945, selon lesquelles "Cet Accord devra en tout état de cause, être tenu pour caduc dès la constitution de l'Office prévu au projet d'Accord",

et - et désireux de prendre dès maintenant les mesures nécessaires au transfert à l'Office Central des Transports Intérieurs Européens (ci-après dénommé l'Office Central) des archives, de l'actif et du passif de l'Office Provisoire,

sont convenus de ce qui suit:

ARTICLE I.

1. Les archives, l'actif et le passif de l'Office Provisoire seront transférés à l'Office Central conformément aux dispositions suivantes:

a) L'Office Provisoire met à la disposition de l'Office Central et s'il y a lieu, lui transfère les archives, procès-verbaux et comptabilité de de l'Office Provisoire, de la manière jugée la plus opportune;

b) L'Office Provisoire transférera à l'Office Central pour leur valeur d'achat tous ses biens et avoirs telles que: automobiles, mobilier et fournitures de bureau et le bénéfice des paiements anticipés en matière de loyers, d'assurances, etc.;

c) L'Office Provisoire transférera à l'Office Central toutes ses obligations en ce qui concerne ses engagements envers le personnel, tels que versements à effectuer au fond de Prévoyance, gratifications pour services rendus, paiement des traitements correspondant aux congés auxquels les intéressés peuvent déjà prétendre et autres prestations destinées à revenir au personnel lors de la cessation des fonctions de ce dernier;

d) Dans la mesure où les membres du personnel de l'Office Provisoire seront engagés à nouveau comme membres du

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personnel de l'Office Central, les Conseils respectifs de l'Office Provisoire et de l'Office Central établiront toute réglementation appropriée, en ce qui concerne les questions traitées à l'alinéa c) ci-dessus.

2. Le Conseil, l'Exécutif et le personnel de l'Office Provisoire continueront à assurer leurs fonctions respectives aussi longtemps qu'il sera nécessaire en vue de l'application des dispositions prévues au paragraphe ci-dessus. Les modalités du transfert seront établies d'un commun accord entre le Conseil de l'Office Provisoire et celui de l'Office Central.

ARTICLE II.

Après exécution de toutes les obligations autres que celles visées au paragraphe I c) de l'Article I, le reliquat des sommes restant à la disposition de l'Office Provisoire sera arrêté et porté au crédit des Gouvernements participant à l'Office Provisoire, au prorata de leurs contributions respectives à cet Office, à valoir sur les contributions que lesdits Gouvernements pourront à l'avenir accepter de fournir pour faire face aux dépenses administratives de l'Office Central, conformément aux dispositions de l'article V de l'Accord portant création de l'Office Central des Transports Intérieurs Européens.

EN FOI de quoi les soussignés, dûment autorisés par leurs Gouvernements respectifs, ont signé le présent Protocole.

Fait à Londres le septembre, 1945, en un seul exemplaire, en langues anglaise, française et russe, dont les trois textes font également foi.

Cet exemplaire sera déposé pour y être conservé, dans les archives du Gouvernement du Royaume Uni de Grande Bretagne et d'Irlande du Nord, qui en remettra à tous les Signataires des copies certifiées conformes.

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ETI/4.

CONFERENCE ON EUROPEAN INLAND TRANSPORT

We circulate herewith the text of the Agreement establishing the E.C.I.T.O. as it was agreed at the Ninth Meeting of the Conference.

J. KAHANE
A.A. EVANS } Joint Secretaries.

25th September, 1945.
Berkeley Square House, W.1.
Rooms 22 and 24 (Tel. Abbey 7711, Extensions 3336, 2576 and 3391).

For ECITO
P-T.S
12 Sep

E.I.T./54

28th September, 1945.

AGREEMENT CONCERNING THE ESTABLISHMENT OF AN

EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION

WHEREAS, upon the liberation of the territories of the United Nations in Europe, and upon the occupation of the territories of the enemy 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 signed the present Agreement

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 established as a co-ordinating and consultative organ. Having regard to the successful completion of the war, it shall co-ordinate efforts to utilise all means of transport for the improvement of 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 and to the Occupation Authorities set up by Governments of the United Nations 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 Organisation shall concert arrangements for the establishment of regional and local offices with the member Government in whose territory the offices are

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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;

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1. The Organisation shall consist of a Council and an Executive Board with the necessary headquarters, regional and local staff. The Organisation shall concert arrangements for the establishment of regional and local offices with the member Government in whose territory the offices are situated, and/or, in appropriate cases, in agreement with the Allied Commander-in-Chief concerned.

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.

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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. These seven members 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 an alternate similarly selected, who shall act only in the absence of the member of the Executive for whom he is the alternate. The members and their alternates 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.

7. The Executive Board shall appoint a chief officer who shall direct under its supervision the technical and administrative work of the Organisation in conformity with the policies of the Council and the Executive Board as determined by their decisions. This officer shall appoint the staff at headquarters, and at 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 shall appoint one or more representatives for the purpose of consultation and communication with the Executive Board, and with 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, the representatives of that Government shall be entitled to take part in the discussions without the right of vote.

ARTICLE IV

1. The Organisation shall have the capacity 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 revise

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the absence of the member of the Executive for whom he is the alternate. The members and their alternates shall be appointed for not longer than one year. The Executive Board shall choose its own Chairman, subject to confirmation by the Council.

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ARTICLE IV

1. The Organisation shall have the capacity 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 other than for its own internal or demonstration purposes, 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 those 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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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 between member Governments in such proportions, as these Governments may agree. 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 one or more member Governments may agree to make or in such other manner as may be agreed between member Governments. However, the obligation of transfer into foreign currencies, as defined in paragraph 1 of this Article, does not apply to these contributions.

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, after giving notice of its intention, exercise its functions in any territory in Continental Europe, upon the acceptance of this Agreement by the Government of that territory and/or, in appropriate cases, provided that the Allied Commander-in-Chief concerned is satisfied that military exigencies permit and subject to such conditions as he may deem necessary.

2. In respect of any territory in Continental Europe in which any Allied Commander-in-Chief retains responsibility for the direction of the transport system, the Organisation shall on request give advice or assistance to the Allied Commander-in-Chief, and, in consultation with him, 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

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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.

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 those systems.

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4. In case any member Government meets with difficulties in carrying out these recommendations owing to scarcity of material or otherwise character, the Organisation shall investigate with member Governments concerned means of practical help.

Information on Transport Equipment and Material.

5. 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.

6. 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.

7. The Organisation shall, within the framework of the orientation 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 of, and import needs of, transport equipment and material for Continental Europe and shall receive from the Governments notification of all arrangements made in respect thereof which they have notice.

Arrangements to make mobile Transport Equipment and Material available.

8. In cases where temporary emergency requirements of mobile transport equipment for carrying traffic of common concern arise and the usual 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.

Census of Transport Equipment and Material.

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Census of Transport Equipment and Material.

7. 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.

Identification and restoration of Transport Equipment and Material.

8. The Organisation shall arrange, as soon as practicable, to restore to any member Government transport equipment and material belonging to it or to its nationals, found outside the territories under its authority and outside its control. Should any difficulties of identification arise, the Organisation shall arrange immediately for such special measure to be taken as may be necessary to meet them.

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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 transport equipment pending its restoration. The arrangements for restoration shall be made on the basis of the ownership of property which existed before any territorial changes in Europe, resulting from Axis policy, and in accordance with any general policies which may be determined by the appropriate authorities of the United Nations regarding restoration and restitution of the property removed by the enemy.

9. The Organisation may make such recommendations to the appropriate authorities as it deems necessary with respect to the method of carrying out projected movements of traffic 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 applicable to traffic of an international character. It 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 any Allied Commander-in-Chief except at his 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 improvements 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 assistance in its power in

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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 assistance in its power 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 it 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.

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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. It shall not, however, make recommendations with regard to questions concerning the regime of the inland international waterways of Continental Europe.

16. The Organisation shall take through the Governments concerned such steps as may be practicable to facilitate international traffic of common concern in ferries and other road vehicles and the co-ordination of road and other means of transport with a view to ensuring the movement of international traffic.

17. In carrying out the functions mentioned in paragraphs 15 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 this task 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.

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.

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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 member Government 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 any territory which is under its authority and 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.

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Census of Transport Equipment and Material.

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.

Identification and Registration of Transport Equipment and Material.

3. Every member Government, in respect of any territory which is under its authority and 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:-

(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 as the result of arrangements made under the auspices of the Organisation for the movement of traffic of common concern;

provided, however:-

(1) that every member Government shall be permitted to use equipment defined under (b) and (c) above subject to the provisions of paragraphs 5 and 8 of Article VII and, in the case of many or enemy transport equipment and material, without prejudice to its ultimate disposal by the appropriate authorities of the United Nations; and

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

4. The provisions of paragraph 3 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.

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

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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 as the result of arrangements made under the auspices of the Organisation for the movement of traffic of common concern;

provided, however:-

(1) that every Member Government shall be permitted to use equipment defined under (b) and (c) above subject to the provisions of paragraphs 3 and 8 of Article VII and, in the case of navy or ex-enemy transport equipment and material, without prejudice to its ultimate disposal by the appropriate authorities of the United Nations; and

(2) that 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.

4. The provisions of paragraph 3 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.

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.

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

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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 16 of Article VII and report to the Organisation on the action taken.

13. Every member Government shall accord to the International personality and legal capacity which the Organisation possesses.

14. Every member Government shall respect the exclusively international character of the members of the Executive Board, the chief officer and the staff of the Organisation.

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12. Every member Government shall give the fullest consideration to any recommendations made by the Organization in accordance with paragraphs 12, 15 and 16 of Article VIII and report to the Organization on the action taken.

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 members 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 accord to each other, including in particular:-

(a) immunity from every form of legal process;

(b) exemption from taxation and customs duty; and

(c) inviolability of premises occupied by, and 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;

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(c) all such facilities for their movements and for the execution of their functions, as are deemed necessary by the Organisation for the speedy and effective fulfilment of their official duties; and

(d) 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 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.

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 - Definitions.

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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.

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 - 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.

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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;

(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 Commander-in-Chief" shall mean any Commander-in-Chief designated for command on the Continent of Europe by the appropriate authorities of any of the following:-

the French Republic,

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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 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 those intended solely to defray expenses of supervision and administration entailed by the transit traffic concerned.

9. The term "Allied Commander-in-Chief" shall mean any Commander-in-Chief designated for command on the Continent of Europe by the appropriate authorities of any of the following:-

the French Republic,

the Union of Soviet Socialist Republics,

the United Kingdom of Great Britain and Northern Ireland,

the United States of America.

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

ARTICLE XIII.

Until the expiry of the period of two years from this day's date, 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.

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ARTICLE XIV.

1. This Agreement shall come into force for each member Government on the date of signature on its behalf or of the submission to the Organisation under Article II.

2. It shall remain in force for two years from this day's date. It shall thereafter remain in force, subject to the right of any member Government, after the expiry of eighteen months from this day's date, to give six months' notice in writing to the Council of its intention to withdraw from this Agreement.

IN WITNESS whereof the undersigned, duly authorised by their respective Governments, have signed the present Agreement.

Done in London on the day of September, 1945, in English, French and Russian, all three texts being equally authentic, in a single copy which shall remain deposited in the archives of the Government of the United Kingdom of Great Britain and Northern Ireland, by whom certified copies shall be transmitted to all Signatory Governments.

- - - - - - - - - -

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 member Governments under 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 Governments signatory hereto have agreed as follows:-

ARTICLE I.

Every 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 Governments signatory hereto, taking into account the geographical, technical and other peculiarities connected with traffic on inland [illegible] in those respects, will designate

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Done in London on the [redacted] day of September, [redacted],

French and Russian, all three texts being equally authentic, in a single copy which shall remain deposited in the archives of the Government of the United Kingdom of Great Britain and Northern Ireland, by whom certified copies shall be transmitted to all Signatory Governments.

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ARTICLE I.

Every 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 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 designate experts to be consulted by the Organisation on questions of traffic on inland waterways within the various areas of such traffic.

ARTICLE III.

For each waterways traffic area in Continental Europe, the allocation of inland shipping and, if necessary, shipping space for carrying traffic of common concern in accordance with approved programmes, 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.

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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.

ARTICLE V.

1. This Protocol shall remain open for signature in London on behalf of any member Government of the European Central Inland Transport Organisation.

2. This Protocol shall come into force for each Government signatory thereto as from the date of signature on its behalf. Any Government when signing the present Protocol may declare that its signature shall not become effective until this Protocol has been signed by certain other specified Governments.

3. This Protocol shall remain in force for two years from this day's date. It shall thereafter remain in force, subject to the right of any signatory Government, after the expiry of eighteen months from this day's date, to give six months' notice in writing to the Council of the European Central Inland Transport Organisation of its intention to withdraw from this Protocol.

IN WITNESS whereof the undersigned, duly authorised by their respective Governments, have signed the present Protocol.

Done in London on the day of September, 1945, in English, French and Russian, all three texts being equally authentic, in a single copy which shall remain deposited in the archives of the Government of the United Kingdom of Great Britain and Northern Ireland, by whom certified copies shall be transmitted to all Signatory Governments.

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

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IN WITNESS whereof the undersigned, duly authorised by their respective Governments, have signed the present Protocol.

Done in London on the day of September, 1945, in English, French and Russian, all three texts being equally authentic, in a single copy which shall remain deposited in the archives of the Government of the United Kingdom of Great Britain and Northern Ireland, by whom certified copies shall be transmitted to all Signatory Governments.

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FX 48487
Date / Time of Origin: OCT 121831A

Message Centre No: G 896
Date Time Rec'd: OCT 131400A
Precedence: PRIORITY

FROM: AFHQ
TO : ACTION TROOPERS INFO ALCOM FCR Q(M) 1C

CONFIDENTIAL

CONFIDENTIAL

1. Subject is AFHQ repeat ECITO meeting on railway passenger through services at BRUSSELS on 22 October.

2. We wish Lt Col CR WORTHINGTON MOV ALLIED COMMISSION ITALY to attend who is now on LIAP in UK.

3. Leave address is 3 TREES WOODCOTE HURST EPSON SURREY.

4. Grateful if you could arrange for WORTHINGTON to attend and confirm to us arrangements made.

5. He should be informed that ISR Rep will attend from ITALY.

6. Understand Col BUCHANAN TN SC ALCOM ITALY has contacted you on WORTHINGTON attendance.

Dist

Info-Action - Tn SC 2
Info - Chief Commissioner
Econ Sec 2
File 2 Float

INFO - ACTION

HEADQUARTERS
13 OCT 1945
A. C.

CONFIDENTIAL

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INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

TW

Originator's Reference: FX 47636
Date/Time of Origin: OCT 061907A
Message Centre No: G 303
Date Time Rec'd: OCT 071500A
Precedence: PRIORITY

FROM AFHQ SIGNED MCNARNEY CITE FHGDM

TO : BRITISH MIL MISSION TO BELGIUM BRUSSELS INFO ALCOM ROME

INFO - ACTION

RESTRICTED

Subject is ECITO Conference in BRUSSELS 10th October discuss International passenger trains. Following representatives this theatre will attend 1 colonel BUCHANAN Deputy Director Tptn SC ALLIED COMMISSION 2 Doctor FAVARA Italian State Railways. Eta BRUSSELS 9th October please arrange accommodation.

Dist

Info-Action - Tn SC 2
Info - Chief Commissioner
Exec Commr 2
Econ Sec 2
Est Sec
File 2 Float

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HEADQUARTERS
7 OCT 1945

RESTRICTED

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ALLIED FORCE HEAD QUARTERS

MOV & TN

(Mov 1/6) B/EIT

Tele FREEDOM 395

13 Oct 45

SUBJECT : European Central Inland Transport Organisation (Provisional)

TO : Transportation Sub-Commission,
Allied Commission (attn: Col BUCHANAN)

- -

The attached paper (CAL/571/Mov & Tn dated 3 Sep 45) is forwarded for your attention.

T.L. BEAGLEY,
Major,
for Brigadier,
D/DG (Mov & Tn).

TLB/jmb

No — to advise.
None.
No — to advise.
difference from French draft.
P — 1

4 3387
71

B/ET — DQMG (Mov & Tn)

RESTRICTED

HEADQUARTERS
COMBINED ADMINISTRATIVE LIQUIDATING AGENCY

CALA/571/Mov & Tn. 3 September 1945.

SUBJECT:- European Central Inland Transport Organisation (Provisional)

TO:- Distribution Attached.

1. Reference CALA/571/Mov & Tn dated 13th August 1945, the final paper which summarises the functions of E.C.I.T.O. (Provisional) and the relationship of this Organisation to Military Headquarters, Movement/Transportation Agencies and Occupation Authorities has been agreed and is forwarded herewith.

2. The establishing of the Continental Office of E.C.I.T.O. (Provisional) is now well advanced and direct contact with this office located in BRUSSELS will be possible in the very near future.

HUMFREY M. GALE
Lieutenant-General
Head of Agency

G.4 (MOV & TN)
CENTRAL REGISTRY
C.R. No. 7
Date
Action Branch 1/6

Versailles.

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CALA/571/Mov & Tn

5 September 1945.

SUBJECT:- European Central Inland Transport Organisation (Provisional)

TO:- Distribution Attached.

1. Reference CALA/571/Mov & Tn dated 15th August 1945, the final paper which summarises the functions of E.C.I.T.O. (Provisional) and the relationship of this Organisation to Military Headquarters, Movement/Transportation Agencies and Occupation Authorities has been agreed and is forwarded herewith.

2. The establishing of the Continental Office of E.C.I.T.O. (Provisional) is now well advanced and direct contact with this office located in BRUSSELS will be possible in the very near future.

HUMFREY M. CALE
Lieutenant-General
Head of Agency

Versailles,
FRANCE.

G.4 (MOV & TN)
CENTRAL REGISTRY
C.R. No. 7
Date
Action Branch 1/6.
26 Sept 45

4a

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RESTRICTED

EUROPEAN CENTRAL INLAND

TRANSPORT ORGANISATION (PROVISIONAL)

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PART I

Object, Introduction and Functions

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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. Geneological Tree

At Appendix "B" is a Geneological 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

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Attached as Appendix "A" [illegible] 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.

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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

At Appendix "B" is a Genealogical Tree showing the chain of responsibility within SCITC 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 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

/UK

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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 Head-quarters:-

USFET

TSFET

BAOR/Army Division CC for GERMANY (BE)

AFHQ

Allied Force HQ, NORTHAG.

(c) Allied and International Agencies.

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PART II

ORGANISATION

7. It is proposed that a Continental Office, for relations with Military and Occupation Authorities, of the provisional Organisation be established under 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 this Office 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 those countries, in closest co-operation with the Continental Office.

9. Where difficulties of individual movement, accomodation 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 control diminishes, should be considered and implemented under policy to be agreed by the Provisional Organisation on an international basis.

11. In order that the Provisional

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Occupied Authorities, of the Provisional Organisation be established under a Deputy Director General. This Staff will act in accordance with the policy direction from the Council and Executive of the Provisional Organisation.

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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 control diminishes, should be considered and implemented under policy to be agreed by the Provisional Organisation on an international basis.

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.

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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 sporadic; 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 NELOT, CENTOT, USLOT, 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 an 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 DGR, 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 DGR'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 CENTRAL (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.

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accordance with transportation capabilities, excellent work is being done by joint organisations such as MEDLOT, GRAMOT, UGAMOT, 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 DGTR, 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 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.

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. SCAEF 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 dependant 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.

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/(c) The Allied Governments.....

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(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 EOTPO 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.

(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

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(d) The present arrangements for [illegible] 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 EUROTC 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.

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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.

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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
	"ECITC 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	VI

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

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."

"UNITO 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

/EXECUTIVE FUNCTIONS

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.

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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(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 - 16
(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

/(c) 3378

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

(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.

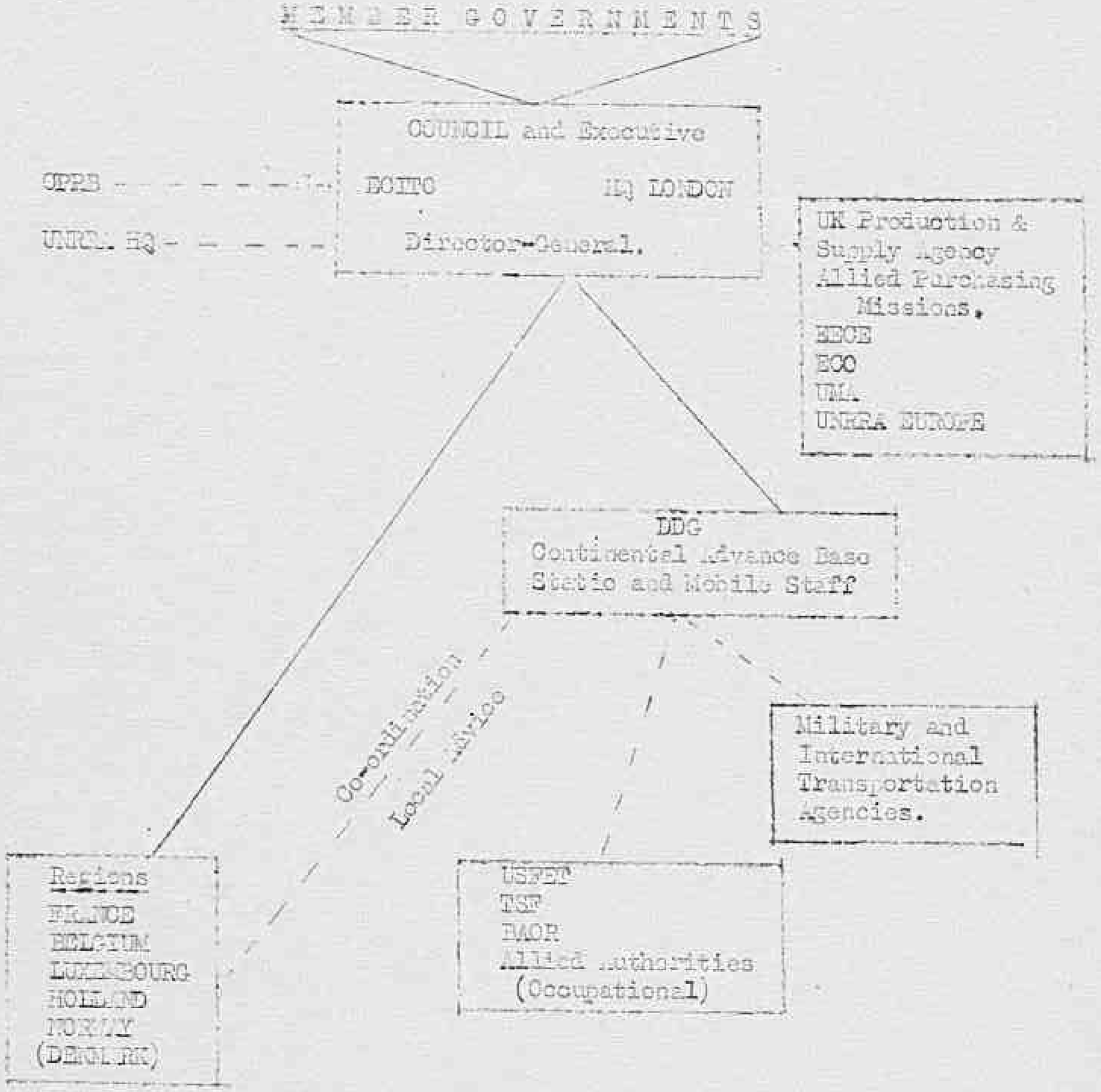
OBLIGATIONS OF MEMBER GOVERNMENTS

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 "B".

GENERATIONAL TABLE.



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

DISTRIBUTION	No of Copies
CALA	
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USFET REAR	1
EAOR	
MGA	1
DQMG (Mov & Tn)	2
TSFET	
Commanding General	1
G-4	2
COT	2
US Department of State	2
BRITISH CONTROL COMMISSION FOR GERMANY	
Secretariat	5
Deputy Commissioner	1
Chief of Transport Div.	2
Movements Economic Div.	1
US GROUP CONTROL COUNCIL	
Deputy Governor	1
Director of Transport Div.	2
FRENCH CONTROL COMMISSION (Through Mission to FRANCE)	2
AFHQ	
CAO	1
DQMG (Mov & Tn)	2 ✓
WAR OFFICE	
VQMG	2
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BRITISH Military Mission BELGIUM	2
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USFET Mission to FRANCE	2
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USFET Mission to NETHERLANDS	2
USFET Mission to BELGIUM	2
BRITISH Mission to DENMARK	2
Allied Force Headquarters NORWAY	2
Ministry of War Transport LONDON	4

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

USFET REAR	1
BAOR	
MGA	1
DQMG (Mov & Tn)	2
TSFET	
Commanding General	1
G-4	2
COT	2
US Department of State	2
BRITISH CONTROL COMMISSION FOR GERMANY	
Secretariat	5
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Deputy Governor	1
Director of Transport Div.	2
FRENCH CONTROL COMMISSION (Through Mission to FRANCE)	2
AFHQ	
CAO	1
DQMG (Mov & Tn)	2 ✓
WAR OFFICE	
VQMG	2
DQMG (Movements)	2
D Tn	2
Q(Ops)	1
E.C.I.T.O.	
US Member Exec. Board	1
Paris Regional Office	1
LONDON Office	2

USFET Mission to BELGIUM	2
BRITISH Mission to DENMARK	2
Allied Force Headquarters NORWAY	2
Ministry of War Transport LONDON	4

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 79951 Q(M)1(C)
Date / Time of Origin: OCT 1617302

Message Centre No: G/1236
Date Time Rec'd: OCT 171030A
Precedence: IMPORTANT

FROM: TROOPERS

TO : FREEDOM INFO ALCOM ROME

RESTRICTED

RESTRICTED

Your FX 48487 12 October. Arrangements made for WORTHINGTON to attend ECITO meeting 22 October in BRUSSELS. Meeting will last until 25 October and WORTHINGTON will make report to you in person.

Dist

Info-Action - Tn SC 2
Info - Chief Commissioner
Egon Sect 2
File 2 Float

HEADQUARTERS 17 OCT 1945 C.

INFO-ACTION

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RESTRICTED

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

PDCB/lrv

Ref. 870/69

18 October 1945

SUBJECT: International Passenger Train Conference

TO : CRMOA (Brussels)

1. Notice was sent out from your office dated 21 September 1945 that the above conference would be held on 10 October at Brussels. Accordingly, Colonel Buchanan proceeded from Rome, as a representative of AFHQ and the Allied Commission, Italy, accompanied by Dr. Favara, Italian State Railways. On arrival in Brussels they were informed that the conference had been postponed until 22 October, notice to this effect having been sent to AFHQ on 27 September. As there is no record at AFHQ of the receipt of any such message dated 27 September, it is requested that you will trace dispatch from your end with a view to discovering why it failed to arrive.

2. Also, for the future, will you please repeat any such message to ALCOM, Rome, (this being telegraphic address of Allied Commission, Italy) since matters of this sort are now being handed over more and more by AFHQ to AC.

P.D.C. BUCHANAN, Colonel
Acting Director

cc: G-4 (Mov & Tn), AFHQ

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

PDCB/lrv

18 October 1945

Ref. 870/68/Tn 1

Doctor Ugo La Malfa
Minister of Transport
Rome.

Dear Dr. La Malfa:

In reply to your letter, reference P.S. 2687/4.0/3 of 3 October, addressed to the Rail Division of this Sub-Commission, concerning the question of Italian membership of the European Central Inland Transport Organization (E.C.I.T.O.).

During my recent visit to Brussels and London, accompanied by Mr. Pavara, representing the Italian State Railways, I took the opportunity of discussing this matter with Professor Pondelink, who is the Director General of ECITO, and whose office is in London, and also with Major-General Hener, Deputy Director General and Head of the ECITO Office for Relations with Military and Occupation Authorities (CMRO), whose office is in Brussels.

I was assured by Professor Pondelink that he is fully alive to the desirability of Italy becoming a member of ECITO, and of an Italian Regional Office being opened in Rome, at the earliest possible date. At the same time there are certain political difficulties at present in the way of Italy becoming a full member-government pending the signing of a peace treaty. He is, however, proposing to raise this question with the Council of the Organization (which is due to have its first meeting in a few days time) with a view to seeing if these difficulties can be overcome.

In the meantime, so that ECITO may have some representation in Italy during the interim period, it is proposed that Major General Hener detachen an officer from his staff as the representative of CMRO in Italy. Brigadier Fellowes, late of AFHQ and now working for ECITO in a civilian capacity, is being continued. It is not intended that this CMRO Office shall take the place of an ECITO Regional office, but rather that the two shall work together, though as separate offices, as soon as the Regional Office is set up in Rome. I know that it is Brigadier Fellowes' idea (for I have also talked to him) that the elements of this Regional Office should be got together now, so that it may be ready to function just as soon as Italy is formally admitted to membership of the Organization. Brigadier Fellowes is visiting Rome this week, and will no doubt be able to give further information.

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

I think you will see from the above that the MTTO authorities concerned are fully aware of the importance of early Italian membership of the Organisation, and you may rest assured that the question of Italy's participation in it as soon as possible is not being overlooked.

P.J.S. Buchan

P.J.S. BUCHAN, Colonel
Acting Director

cc: DOMG (Mov & Tn) AFHQ
Brigadier Fellowes
Rail Division

3371

HEADQUARTERS ALLIED COMMISSION PDGB/AS/lr
APO 394
Transportation Sub-Commission

Prot. 370/65/Tn.1 17 Ottobre 1945

Dott. Ugo La Malfa
Ministro dei Trasporti
ROMA

Caro Sig. La Malfa,

In risposta alla sua lettera, N.F.S. 2687/4.0/S del 3 Ottobre c.a. indirizzata alla Rail Division di questa Sotto-Commissione, riguardante l'appartenenza italiana alla organizzazione centrale dei trasporti interni dell'Europa (European Central Inland Transport Organisation, E.C.I.T.O.).

Nel corso della mia recente visita a Brussels e a Londra accompagnato dal Dott. Favara, rappresentante delle Ferrovie dello Stato, ho colto l'occasione per discutere l'argomento con il Prof. Hondelink, Direttore Generale della E.C.I.T.O. il di cui ufficio trovasi a Londra, ed anche con il Maggior Generale Hewer, Vice Direttore Generale e Capo dell'Ufficio E.C.I.T.O. per le relazioni con le autorità militari e di occupazione (Office for Relations with Military and Occupation Authorities O.R.M.O.A.) il di cui ufficio trovasi a Brussels.

Il Prof. Hondelink mi ha assicurato che egli è pienamente a conoscenza e comprende il desiderio dell'Italia di appartenere all'E.C.I.T.O. e di aprire quanto prima un Ufficio Regionale Italiano funzionante in Roma. Attualmente però ci sono delle difficoltà di carattere politico che si frappongono a che l'Italia diventi un regolare governo membro, in attesa del trattato di pace. Egli però si propone di discutere l'argomento con il consiglio dell'organizzazione (che si riunirà fra pochi giorni), con lo scopo di interessarsi se è possibile che queste difficoltà vengano messe da parte.

Nel frattempo, per far sì che l'E.C.I.T.O. abbia

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

Caro Sig. La Malfa,

In risposta alla sua lettera, N.F.S. 2687/4.0/3 del 3 Ottobre c.a. indirizzata alla Rail Division di questa Sotto-Commissione, riguardante l'appartenenza italiana alla organizzazione centrale dei trasporti interni dell'Europa (European Central Inland Transport Organisation, E.C.I.T.O.).

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Nel frattempo, per far si che l'E.C.I.T.O. abbia un ufficio in Italia in questo periodo transitorio, è stato proposto che il Maggior Generale Hewer distacchi un ufficiale del suo comando come rappresentante dell' O.R.M.O.A. in Italia. Il Generale di Brigata Fellowes già dell'A.F.H.Q. ed ora appartenente all'E.C.I.T.O. come civile, è in procinto di ricevere questo incarico. Non è intenzione che l'Ufficio O.R.M.O.A. venga a sostituire l'Ufficio Regionale E.C.I.TO, ma piuttosto, che quando questo ufficio regionale sarà istituito, essi collaborino insieme, sempre però come uffici separati.

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

So che il Generale di Brigata Fellowes ha intenzione (io ho parlato anche con lui) di formare fino da ora, gli elementi necessari per l'Ufficio Regionale, per modo che detto Ufficio possa funzionare appena l'Italia sarà formalmente ammessa all'organizzazione. Il Generale di Brigata visiterà Rome questa settimana ed indubbiamente potrà dare altri schiarimenti.

Da quanto detto, credo che sia chiaro che le autorità interessate dell'E.C.I.T.O. sono pienamente a conoscenza dell'importanza della partecipazione dell'Italia all'organizzazione.

Stia tranquillo che la questione della sollecita partecipazione dell'Italia all'E.C.I.T.O. è tenuta in piena considerazione.

P.D.G. BUCHANAN, Colonel
Direttore, f.f.

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

1680

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: F 47261
Date / Time of Origin: OCT 041615A

Message Centre No: G 45
Date Time Rec'd: OCT 050915A
Precedence: PRIORITY

FROM AFHQ T L BEAGLEY MAJ CITE FHGDM SIGNED SACMED

TO : ALCOM ROME

RELEASED

RESTRICTED

Request you arrange attendance of Col BUCHANAN Deputy Director Transportation SC as theatre representative at BRUSSELS ECITO Conference on 10 October. Subject International Passenger Train Services. He may be accompanied by technical expert from Italian State Railway. Travel by air authorized on or about 8 October.

Dist

Action - Tn SC 2
Info - Chief Commissioner
Exec Commr 2
Econ Sec 2
Est Sec File

HEADQUARTERS
5 OCT 1945
A. F. H. Q.

ACTION

RESTRICTED

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8/7/45

Fw Edito.

Tel. 376 HEADQUARTERS ALLIED COMMISSION PDGB/lr
APO 394
Transportation Sub-Commission

3 October 1945

SUBJECT : International Train Services.

Dear Dr. La Malfa,

1. The Allied Commission has been requested to send a military representative to a meeting to be held in Brussels on 10 October, under the auspices of EGITO, at which it is hoped to arrange for the starting up of a limited service of international passenger trains in Europe. The complete agenda for the meeting has not yet been received, but the following is an indication of the points which it is understood will be covered :

(a) Routes to be opened and dates of inauguration, taking into consideration relative importance and urgency;

(b) Frequency of service desired, weekly, daily or otherwise, and actual schedules;

(c) Supply of rolling stock, preferably from non-allocated stock, such as Allied Force Stock, and Wagon-Lits stock, so as to relieve the Allied national Administration from supplying from their internal depleted stock;

(d) Locomotive power required and any special measures of additional allocation of locomotives;

(e) The system of official travel orders and permits for limited use of the services;

(f) The control at national frontiers

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

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(d) Locomotive power required and any special measures of additional allocation of locomotives;

(e) The system of official travel orders and permits for limited use of the services;

(f) The control at national frontiers, zones, boundaries and other security control points;

(g) The system of travel on vouchers and channels through which payments are to be effected;

(h) Other points which participating administrations may wish to see included.

2. Routes which have been suggested for consideration include :

(a) London - Calais - Brussels - Bad Oeynhausen - Berlin;
(b) London - Ostend - Brussels - Luxenbourg - Basle;
(c) Paris - Frankfurt - Nuremberg - Prague
(d) Paris - Brussels - Roosendaal - Tilburg - Nijmegen - Wesel - Hamburg - Copenhagen

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(2)

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(e) Paris - Vallorbe - Lausanne - Domodossola - Milan - Trieste - Zagreb - Belgrade; and inter-connections.

You will note that only (e) above is of direct interest to Italy. I would suggest that service on this route might be weekly to begin with.

3. The present intention of SCITO is, apparently, that these trains should be available for Allied officials, military and civilian, who are required to travel on business between one country and another, particularly when flying conditions preclude the use of airplanes. It is hoped, however, as far as this country is concerned, to secure agreement to the principle that they should be available for any passengers sponsored by the Allied Commission (for so long as it may last) or by AFHQ. Later, presumably, the Italian Government would become the authorising agency in place of Allied Commission.

4. It is requested that you will consider the points mentioned in Paras 1 and 2 above, and I would like to discuss them with you before the end of this week, so that I may know your views on these questions, and can represent them at the meeting. It seems clear that I.S.C. will be asked to provide some at least of the following, and I would be glad if you would consider what you think is possible

(a) Rolling stock - perhaps one set of (say) ten coaches. I fancy sufficient Wagon-Lits stock could be made available?

(b) Locomotives power from Domodossola - Trieste.

(c) Customs and other facilities on the Italian-Swiss and Italian - Jugo Slav border.

5. I would also be glad of certain information from you as follows :

(a) What do you consider a suitable schedule from Domodossola - Trieste ?

(b) How many wagon-lit coaches there are in Italy?

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

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(c) Customs and other facilities on the Italian-Swiss and Italian - Jugo Slav border.

5. I would also be glad of certain information from you as follows :

(a) What do you consider a suitable schedule from Domodossola - Trieste ?

(b) How many wagon-lit coaches there are in Italy?

(c) Are you generally in favour of the proposal?

For the Director :

P.D.C. BUCHANAN
Colonel.

Dr. Ugo La Malfa
Minister of Transport

3367

Copy to Rail Div.

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

Tel. 375 HEADQUARTERS ALLIED COMMISSION PDJB/lr
APO 394
Transportation Sub-Commission

3 Ottobre 1945

OGGETTO : Servizio Internazionale di Treni.

Caro Dott. La Malfa,

1. Alla Commissione Alleata è stato richiesto di mandare un rappresentante ad una conferenza da tenersi a Bruxelle il 10 di ottobre, sotto gli auspici dell'ECITO, alla quale ci spera di combinare l'inizio di un limitato servizio di treni passeggeri per l'Europa. Il programma completo della conferenza non è stato ancora rivevuto, ma è sottinteso che i seguenti punti saranno discussi :

(a) Linee da usare e data di inizio, prendendo in considerazione la relativa importanza ed urgenza.

(b) Frequenza del servizio richiesto, se settimanale, giornaliero od altro e compilazione degli orari.

(c) Prelevamento del materiale rotabile, preferibilmente da prendersi da materiale non assegnato come da materiale delle Forze Armate, e prelevamento di wagoni letto, in modo da non gravare sul materiale interno della Amministrazione Nazionale Alleata.

(d) Forza motrice richiesta ed assegnazione di altre locomotive necessarie.

(e) Un sistema di fogli di viaggio e permessi per un uso limitato dei servizi.

(f) Il controllo alle frontiere nazionali, zone, confini, ed altri posti di controllo.

(g) Un sistema di rimborso e la procedura ed i mezzi da adottare per il pagamento.

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

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(f) Il controllo alle frontiere nazionali, zone, confini, ed altri posti di controllo.

(g) Un sistema di rimborso e la procedure ed i mezzi da adoperare per il pagamento.

(h) Altri punti che le amministrazioni convocate desiderino includere.

2. Le linee proposte per la discussione includono :

(a) Londra - Calais - Bruxelle - Bad Oeynhausen - Berlino
(b) Londra - Ostenda - Bruxelle - Lussemburgo - Basle
(c) Parigi - Francoforte - Norimberga - Praga
(d) Parigi - Bruxelle - Roosendaal - Tilburg - Nijmegen - Wesel - Amburgo - Copenhagen.

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(e) Parigi - Vallorbe - Losanna - Domodossola - Milano - Trieste - Zagreb - Belgrado

E'da notare che solamente il paragrafo (e) sopraindicato interessa l'Italia. Proporrei che, per incominciare, il servizio su questa linea fosse settimanale.

3. L'intenzione attuale dell'ECITO è, apparentemente, che questi treni siano a disposizione dei funzionari alleati, militari e civili, che devono viaggiare per ragioni di servizio da un paese all'altro, particolarmente quando le condizioni atmosferiche impediscono l'uso dell'Areoplano. Si spera, tuttavia, per quanto concerne questo passe, di assicurare una intesa basata sul principio che questi treni potessero essere usati da qualsiasi passeggero, autorizzato dalla Commissione Alleata (per la durata del suo funzionamento) e da AFHQ. Più in là presumibilmente, il Governo Italiano darà lui l'autorizzazione al posto della Commissione Alleata.

4. Vi si prega di considerare i punti indicati nei paragrafi 1 e 2, e vorrei discuterli con lei prima della fine della corrente settimana in modo che io possa conoscere il vostro punto di vista su queste questioni e possa presentarle alla conferenza. Sembra chiaro che le FFSS riceveranno la richiesta di provvedere almeno a qualcheduna delle seguenti cose, ed io sarei lieto se voi voleste farmi sapere quali di esse pensate possa essere possibile.

(a) Materiale rotabile - forse un'entità di (diciamo) 10 vagoni. Pensa lei che una sufficiente quantità di vagoni letto possa essere ottenuta?

(b) Forza motrice da Domodossola a Trieste.

(c) Dogana ed altre facilitazioni sulle frontiere Svizzera-Italiana e Italiana-Jugoslava.

5. Sarei anche lieto di avere da lei le seguenti informazioni :

(a) Quale tabella considera vigente da Domodosso-

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dò le condizioni atmosferiche impediscono l'uso dell'aeroplano. Si spera, tuttavia, per quanto concerne questo passo, di assicurare una intesa basata sul principio che questi treni potessero essere usati da qualsiasi passeggero, autorizzato dalla Commissione Alleata (per la durata del suo funzionamento) e da AFHQ. Più in là presumibilmente, il Governo Italiano darà lui l'autorizzazione al posto della Commissione Alleata.

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(c) Dogana ed altre facilitazioni sulle frontiere Svizzera-Italiana e Italiana-Jugoslava.

5. Sarei anche lieto di avere da lei le seguenti informazioni :

(a) Quale tabella considera giusta da Domodossola a Trieste?

(b) Quante carrozze letto ci sono in Italia?

(c) E', nell'insieme, favorevole alla proposta?

Per il Direttore : 3365

P.D.G. BUCHANAN
Colonel

Dott. Ugo La Malfa
Ministro dei Trasporti

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URGENT

URGENT

ALLIED FORCE HEADQUARTERS

G-4 (MOV & TN)

G-4 (Mov 1/6) B/EIT

Tele FREEDOM 395

15 Sep 45

SUBJECT : ECITO

TO : Tn Sub Commission, Allied Commission, ROME.
(Attention of Col BUCHANAN)

---

1. Herewith copy of CALA paper produced as a result of the Conference at PARIS.

2. In view of delay in receipt it is requested that you inform this headquarters by telephone of any major comments you may have.

T.L. BEAGLEY,
Major,
for Colonel,
A/DQMG (Mov & Tn).

TLB/jmb

ENCL:

Message passed accordingly & Beagley

Beagley a.m. 18 Sept. 1945

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URGENT

G.A (MOV & Tn)
CENTRAL REGISTRY
G.R. No. 5
Date 1/6
Action Symbol SEC

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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 CALA/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 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 CALA 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

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Subject: European General Inland Transport Organisation (Provisional)

TO : See Distribution Below.

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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).

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5. It is anticipated that C.M.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 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.

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RESTRICTED

EUROPEAN CENTRAL INLAND

TRANSPORT ORGANISATION

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Summary of Draft Agreement — Appendix "A"

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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 Transport

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(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

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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 USTRL. Allied Commission in ITALY

(d) Military Headquarters:-

USFET

TSFET

Changed to BAOR/Army Group C.C. Germany (BE/F)

21 Army Group/Army Division CC for GERMANY (BE)

AFHQ

Allied Force HQ NORWAY

(e) Allied and International Agencies.

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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 control diminishes, should be considered and implemented under policy to be agreed by the Provisional Organisation on an international basis.

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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.

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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 a fair basis of comparison. ECITO will help in this census by co-ordinating the data [illegible]

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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.

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(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....

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(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.

(g) It will be the responsibility of the Provisional Organisation t

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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.

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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 Director-General and staff - who will be exclusively international in character - to implement the broad policies determined by the Council. — III

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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."

"ECTO 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

/EXECUTIVE FUNCTIONS

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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

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(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)

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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.

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APPENDIX "B"

GENERALOGICAL TABLE

MEMBER GOVERNMENTS

COUNCIL and Executive

Director-General

ECITO — HQ LONDON

CPRE

UNRRA HQ

UK Production & Supply Agency
Allied Purchasing Missions
EECE
ECO
UMA
UNRRA EUROPE

DDG
Continental Advance Base
Static and Mobile Staff

Co-ordination
Local Advice

Military and International Transportation Agencies

Regions
FRANCE
BELGIUM
LUXEMBOURG

USFET
TSF
BAOR

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CPRE

UNRRA HQ

COUNCIL and Executive

ECITO — HQ LONDON

Director-General

UK Production & Supply Agency
Allied Purchasing Missions
EECE
ECO
UNI
UNRRA EUROPE

EDG
Continental Advance Base
Static and Mobile Staff

Co-ordination
Local Advice

Military and International Transportation Agencies

Regions
FRANCE
BELGIUM
LUXEMBOURG
HOLLAND
NORWAY
(DENMARK)

USFET
TSF
21 Army Group
Allied Authorities
(Occupational)

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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.Macats	US Department of State
Brig. M.N.Sinner	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 R.W.Gilland	G-4 TSFET
Col C.L.Lockett	G-4 TSFET
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.Boon	G-4 Mov & Tn, C.L.
Lt-Col H.H.Heuman	OCOT, TSFET, representing BELGOT &

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Mr. C.P.Taft	US Department of State
Miss H.Coats	US Department of State
Brig. A.N.Skinner	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 TSFET
Col C.L.Whittle	G-4 Ops, USFET Main
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Col W.W.Boon	G-4 Mov & Tn, C.A.
Lt-Col H.H.Heuman	OCOT, TSFET, representing BELGOT & GERGOT
Col B.S.Fetter	Movements, Br. Military Mission, BELGIUM
M. J.Tuja	PARIS Regional Office, ECITO.

1. General G.LE 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.A. 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.

/The representatives present...

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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/Nov & In 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 G.LE then handed over the Chairmanship of the meeting to M. JEAN LEVY.

2. M. JEAN LEVY, after thanking General G.LE 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 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 GILLAND and Brig. MACDOUGH-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.

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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. MONDELINK 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.

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