

ACC 10000/1481277

870/TN/1

E.C. I.T.O. MATTERS VOL III

Sept. 1946 - Jan. 1947

ECITO (ORMOA) ITALY

A.P.O. S. 551

C.M.F.



Ministero dei Trasporti.
Piazza della Croce Rossa,
ROMA.

8 January, 1947

Telegrams : ECITO ORMOA ROME

Telephone : 843.458

Reference : C - 669

Subject : Wagon Repairs

To : Ing. Caliendo, F.S.
Ing. Tonni (Traction Service) F.S.
Ing. Bracci (Stores Service) F.S.

UNERA Italy (Inland Transport Division)
(Engineering and Power Division)
✓ Allied Commission (Transportation Sub-Commission)

A further meeting will be held in the Offices of ECITO/ORMOA
on Friday, 10 January 1947 at 10.00 hours to discuss progress in any
wagon repairs, including procurement of essential materials.

for Acting
R. W. L. FELLOWS,
Divisional Officer,
ECITO (ORMOA) ITALY.

3773

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APC 794
ECONOMIC DIVISION
Transportation Sub - Division

AHB/fm

AC/870/Tn.1

3 January 1947

Subject : Italian Railways Carriages in Austria.

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

1. Enclosed is a copy of a request received from the Ministry of Foreign Affairs requesting the return of Italian ~~State~~ Railway carriages said to be lying at Ramersberg - Tesserburg.
2. As the shortage of passenger stock on the Italian State Railways is very acute your good offices are requested to obtain the return of above vehicles.

A. H. STREET
Lt. Colonel
Director.

1 - Encl. Copy of letter Ref. 19/41746/140 of 17th December 46.

8372

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 794
ECONOMIC DIVISION
Transportation Sub - Division

AHS/fm

AC/439/Tn. 1

3 January 47

Subject : Requisitioned Tank Wagons.

To : C(Prov) Liaison
Ministero dei Trasporti
Rome.

1. Reference attached letter.
2. Your good offices are requested in obtaining the derequisition of these vehicles.

A. H. STREET
Lt. Colonel
Director.

1 - Encl. letter Ref. Sgr. Gc. of 23th Dec. 46, from Societa' Gaslini, Genova.

3771

BOITO (ORMA) ITALY

L.P.O. 9 551

C.M.P.

Ministero dei Trasporti
Piazza della Croce Rossa
ROMA.

Telegram : BOITO ORMA ROMA

Telephone : 563,251 - Ex. 2322

3 January 1947.

Reference : HY - 403

Subject : Repatriation of privately-owned
tank wagons located in Austria.To : ORMA,
BOITO,
79, Avenue des Champs Elysees,
PARIS.Copy : Rail Division,
BOITO,
79, Avenue des Champs Elysees,
PARIS.Deputy Chief of Mission,
URMA, ITALY.Q. Mov. Liaison,
ROMA.✓ Allied Commission,
Transportation Sub-Commission.
C.M.P.

We attach hereto a copy of a letter written by the firm of Gaslini to the Allied Commission in Rome in connection with their desire to obtain repatriation and release of their privately owned tank wagons which have been located in Austria.

It should be pointed out that the firm of Gaslini does not deal in petroleum products, but is responsible for the distribution of olive oil and seed oils produced in southern Italy, and these commodities are important items of food to Italy.

It is not known what purpose the tank cars are fulfilling in Austria, but it is emphasized that no use can be more important than the distribution of food oils in a nation which depends so much upon these products for their food, and anything which can be done to assist in the repatriation of these tank cars from Austria, and to assist in tracking the other tank wagons which

3770

...../have

-2-

have apparently been dispersed somewhere in the central European countries, will be greatly appreciated, not only by the Italian food authorities, but by the UNRRA personnel who are responsible for ensuring that at least basic rations are distributed throughout Italy.

In regard to the second paragraph of the letter from Gaalini, we understand that Allied Commission is following along with Allied authorities in Italy in order to endeavour to obtain de-requisition of the 17 tank cars, and we are also enquiring into this matter to ascertain what particular purpose requires them to be still requisitioned, when it has apparently been possible for the Allied authorities in Italy to transfer Italian petroleum tanks to Austria to assist in the distribution of petroleum products.

Acting
R. E. L. FELLOWS
Divisional Officer
RITO (ORMA) ITALY.

It is noted that the letter from Gaalini dated 10/10/45, in which it is stated that the 17 tank cars are still requisitioned, is in conflict with the information received from the Italian authorities in Rome, who state that the 17 tank cars have been de-requisitioned and are now available for use.

It is suggested that the letter from Gaalini dated 10/10/45, should be corrected to state that the 17 tank cars have been de-requisitioned and are now available for use. This correction should be made in the letter to the Italian authorities in Rome, and in the letter to the UNRRA personnel in Italy.

It is also suggested that the letter from Gaalini dated 10/10/45, should be corrected to state that the 17 tank cars have been de-requisitioned and are now available for use. This correction should be made in the letter to the Italian authorities in Rome, and in the letter to the UNRRA personnel in Italy.

95

COPY
"GASLINI"

GENOA - Piazza Dante, 7

GENOA, December 23rd 1946

The Officer in Charge
Rail and Road Transport Office,
Allied Commission,
Rome.

Sir,

At the time of German occupation, 100 of our railway oil-tanks were requisitioned and dispersed, mostly in central European countries.

Our transport stock thus seriously affected was further aggravated by the requisition of 17 more of our tanks by the Allied authorities, as mentioned in our separate letter of to-day, so that our transport position need be no further described, with special consideration to our UNRA engagements.

After considerable investigation since the country's liberation in various enemy railway stations, the Gergo Superintendents Company, Genoa, recently informed us that their organisation in Austria managed to locate 16 tanks lying at the following stations in Austria, viz:

- 571 627 - Line Hbf
- 878 - Ebn St. Polten
- 691 - Eisenberg
- 839 - Schwechat Kiedering
- 658 - Deutsch Wagram
- 613 - Wels Hbf
- 849 - Steinberg
- 673 - Diersdorf - Nettersheim
- 693 - Graz Hbf.
- 852 - Lobau
- 644 - Diersdorf Ort.
- 647 - Freistadt
- 606 - Freistadt
- 692 - Freistadt
- 848 - Wr. Neustadt Hbf.
- 872 - Steyrnail

for the release of which the Austrian Government requires authorisation from the Allied Authorities there.

With reference to the above mentioned special circumstances, already explained in our separate letter, we should be very grateful to you if you could intervene with the Allied Authorities in Austria to the effect that authorisation should be given to hand these tanks back into Italy.

Thanking you in advance, we remain,

Yours faithfully,

3769

"GASLINI" SOCIETÀ ANONIMA

Enclosure to letter dated 23 December, 1946 to Officer in Charge,
 Rail & Road Transport Office,
 Allied Commission,
 Rome.

List of tankers belonging to GASLINI Soc. An. di GENOVA, for which de-requisition
 is requested.

<u>Serial Number</u>	<u>New Marking</u>
571 - 601	W 335
571 - 625	NW 330
571 - 640	W 338
571 - 641	W 342
571 - 645	W 337
571 - 646	NW 333
571 - 648	W 340
571 - 649	W 344
571 - 652	W 339
571 - 659	?
571 - 679	NW 328
571 - 695	W 336
571 - 697	?
571 - 810	NW 326
571 - 822	W 345
571 - 843	NW 327
571 - 847	?
571 - 850	NW 334
571 - 860	NW 329
571 - 869	W 343
571 - 876	NW 331
571 - 882	NW 332
571 - 887	W 341

GASLINI Società Anonima.

31/12-1946.

EUROPEAN CENTRAL ISLAND TRANSPORT ORGANISATION

1. The headquarters of the Office for Relations with Military and Occupation Authorities, at present located in BRUSSELS, will be transferred to the seat of ECITO in Paris, with effect from 18th November, 1946.
2. A rear party will however remain in BRUSSELS until 21st December, 1946.
3. With effect from 18th November, 1946, all communications for OMIOA should be addressed as follows:

OMIOA, ECITO,
79, Avenue des Champs Elysées,
Paris, VIIIe.

Telegraphic address: ECITOTRANS PARIS for OMIOA.

Telephones: Balzac 24.02, Extensions 313, 314, 315.

4. To avoid confusion, the existing OMIOA (rear) Office in Paris will, with effect from 1st November 1946, be known as OMIOA ECITO Paris, and all communications intended for this Office should be addressed as in paragraph 3 above.

OFFICE CENTRAL DES TRANSPORTS INTERIEURS EUROPEENS

1. Le siège de l'Office pour les relations militaires et avec les autorités d'occupation qui se trouve à Bruxelles sera transféré au siège de l'ECITO, Paris, le 18 novembre 1946.
2. Un groupe restreint restera à Bruxelles jusqu'au 21 décembre 1946.
3. A partir du 18 novembre 1946, tous les plis adressés à OMIOA devront porter la suscription suivante:

OMIOA, ECITO,
79, avenue des Champs Elysées,
Paris, 8ème.

Adresse télégraphique: ECITOTRANS PARIS pour OMIOA.

Téléphone: Balzac 24.02, postes 313, 314, 315.

4. Pour éviter les erreurs, le Bureau d'OMIOA présentement à Paris sera, à partir du 1er novembre 1946, désigné comme OMIOA, ECITO, Paris, et tous les plis qui lui seront destinés devront porter la suscription indiquée au paragraphe 3 ci-dessus.

Telegraphic Address: ECIOTRINS PARIS for OH.O2

Telephones: Balzac 24.02, Extensions 313, 314, 315.

4. To avoid confusion, the existing OHMOA (Near) Office in Paris will, with effect from 1st November 1946, be known as OHMOA ECIOTC Paris, and all communications intended for this office should be addressed as in paragraph 3 above.

OFFICE CENTRAL DES TRANSPORTS INTERIEURS EUROPEENS

1. Le siège de l'Office pour les relations militaires et avec les autorités d'occupation qui se trouve à Bruxelles sera transféré au siège de l'ECIOTC Paris, le 18 novembre 1946.

2. Un groupe restreint restera à Bruxelles jusqu'en 21 décembre 1946.

3. A partir du 18 novembre 1946, tous les plis adressés à OHMOA devront porter la suscription suivante:

OHMOA, ECIOTC,

79, avenue des Champs Elysées,
Paris, 8ème.

Adresse télégraphique: ECIOTRINS PARIS pour OHMOA.

Téléphone: Balzac 24.02, postes 313, 314, 315.

4. Pour éviter les erreurs, le Bureau d'OHMOA présentement à Paris sort, à partir du 1er novembre 1946, désigné comme OHMOA, ECIOTC Paris, et tous les plis qui lui seront destinés devront porter la suscription indiquée au paragraphe 3 ci-dessus.

Distribution

All Council Members and Government Liaison Officers
OHMOA, Brussels for distribution to Military Authorities
OHMOA Berlin for distribution to Military/Occupation authorities
OHMOA Italy for distribution to Military and Occupation Authorities
Regional Offices for distribution to appropriate Government departments and Railway Administrations

DECE

ECO

UWA

UNTCO. Headquarters and Missions
War Shipping Administration, London for Mr. S.H. Hall
SNCF, 8, rue de Londres, Paris
162, rue Causseure, Paris

...../.....

Distribution continued

Chemins de Fer Fédéraux Suisses, Bureau
Monsieur Cottier, Directeur de l'Office fédéral des Transports, via Légation
/Au Suisse
ATIC, 149, rue de Longchamp, Paris
SGN, 60 rue St. Lazare, Paris
Ministère des Travaux Publics, 244 Boulevard St. Germain, Paris
Monsieur Mandet, Office National de la Navigation, 2, Boulevard Latour
Maubourg, Paris 7e.

8th November, 1946.

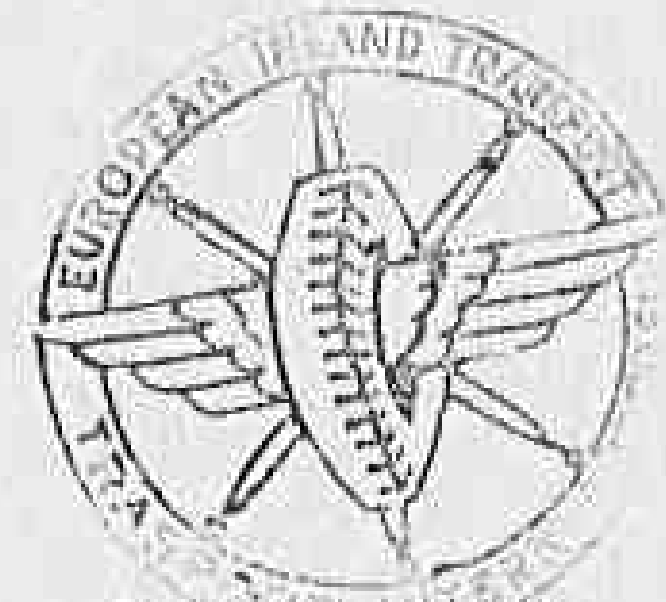
Local Distribution by ECINO (OMMOA) ITALY:-

Allied Secretariat, A.C.A. (5 copies)
Transport Division, A.C.A. (British Element), C.M.F.
Representant Français, Directorate des Transports à Vienne, Secteur Postal 50434
per RH 601
Transport Division, Allied Commission for Austria (Russian Element), Vienna
Transport Division, U.S., Allied Commission for Austria, HQ, USRA, A.P.O. 777,
U.S. Army
G(Mov), CMF, CMF
D.D.M., CMF, CMF
G(Mov) Liaison, Rome (3 copies)
✓ Allied Commission, Italy, Tr. Sub-Commission.

ECITO (ORMOA) ITALY

A.P.O. S. 551

C.M.F.

Ministero dei Trasporti,
Piazza della Croce Rossa,
ROMA.

9 November 1946.

Telegrams : ECITO ORMOA ROME
 Telephone : 863.551 - Ex. 9322
 Reference : RY - 401/6
 Subject : Meeting - Wagon and Coaching
 Stock Repair.
 To : See Distribution Below.

In view of the considerable difficulties in wagon and coaching stock repair, this Office proposes to call a Meeting on Tuesday, November 19, in ORMOA/ECITO Offices. *at 9.30 hours*

The main items on the Agenda would be:-

1. Review of progress:-
 - (a) I.S.R. Workshops,
 - (b) Private Workshops.
2. Availability of materials.
3. Other difficulties liable to cause delay in repair.
4. Future prospects.
5. Assistance needed in increasing repair programme.
6. Repatriation of damaged wagons - report on repatriation up to date.
7. Other business, including possibility of regular meetings.

Distribution:

Allied Commission, Tn. Sub-Comm. ✓
 Q. Mov. Liaison.
 Lt. Col. Kelly, DDMRS.
 UNRRA - Transportation Division.
 Ing. G. Caliendo, I.S.R.

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

3766

(7) 840

COTTE (ORADA) ITALY

A.P.O. S. 551

C.M.F.

Ministero dei Trasporti,
Piazza della Croce Rossa,
ROMA.

Telegrams : ECITO ORADA ROME

Telephone : 843.458

21 October 1946.

Reference : S - 507

Subject : Refrigerator Cars

To : Transportation and Shipping Sub-Commission, ✓
U.S., Allied Commission, C.M.F.Copy to : Deputy Chief of Economics,
HQ., Allied Military Government, V. Giulia C.M.F.Transportation Division,
ME., V. Giulia, C.M.F.

Reference your AS/570/Tn.1 of the 8th October, forwarding letter EC/1500 dated 27th September from the Deputy Chief of Economics, and letter 155/ME/TH/10-2 dated 27th September from the Chief Transportation Officer, ME, 15 Corps.

The situation regarding refrigerator cars in Italy is extremely unsatisfactory. There are insufficient to meet the needs of Italian internal traffic and the very valuable export of fruit to European countries and the U.K. This latter traffic had indeed been brought to a standstill by the delay in returning refrigerator cars from the importing countries. This matter has, however, been taken up with all concerned, and lately there has been some improvement.

Nevertheless, from our knowledge of the whole situation, it does not seem in the general interest for refrigerator cars to be allocated for the import of fish from Turkey. In the best possible circumstances the turn-round would undoubtedly be very long, and there is no agreement with the Balkan countries regarding the exchange of wagons. It is felt that there would be a grave risk of the wagons being lost to Italy for a long period if not, indeed, permanently.

In the absence of the production of written guarantees from the Railway Administrations concerned, the statement made by the S.A. Innocente - Mangilli - Adriatica should be accepted with reserve.

R. W. L. Fellowes
R. W. L. FELLOWES,
Divisional Officer,
ECITO (ORADA) 37851

Copy to: Ing. Calicchio, I.C.R.

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

AFM/fm

AC/870/Tn. 1

3 October 46

Subject : Refrigerator Cars.

To : A.M.G. XIII Corps.

1. Reference your 130/AMG/No. 9 of 27th September.
2. As this concerns international traffic the papers have been passed to E.C.I.T.O. who deal with this traffic.

A.H. STREET
Lt. Colonel
Director.Copy to : Economic Section
HQ. AC.5
3764

Ext. 470

HEADQUARTERS ALLIED COMMISSION
APO 794
Transportation and Shipping Branch

AFIS/fm

AC/870/m.1

8 October 46

Subject : Refrigerators Cars.

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

1. Attached correspondence has been received from XII Corps.
2. As this concerns International Traffic the papers are passed to you.
3. Any help you can render will be appreciated.

A. H. STREET
Lt. Colonel
Director.

Incl. Correspondence.

A

3763



EGITO (ORMOA) ITALY

A.P.O. S. 551

C.M.F.

Ministero dei Trasporti,
Piazza della Croce Rossa,
ROMA.

8 October 1946.

Telegrams : EGITO ORMOA ROMA

Telephone : 843.456

Reference : INT - 202

Subject : Census of Inland Waterways
and Harbour CraftTo : The Minister of Transport,
Rome.Copy to : Dott. De Cupis,
Director General,
Inspectorate of Civil Motorization and
Transports in Concession.

Allied Commission, ✓
Transportation Sub-Commission.
C.M.F.

... Attached is a letter, dated 30 September, from the Director General of EGITO, regarding the compilation of returns of the Census of Inland Waterways and Harbour Craft which took place on 15 August.

Will you please say whether you wish to send a representative; if so, the name and address should be given.

It will be appreciated if you will inform this Office how the Census of Italian Inland Waterways and Harbour Craft now stands. It is pointed out that the returns should reach EGITO, PARIS, by 15 October.

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

3762

3

Enc: 1.

30 September 46

RWC/10

Census of Inland Waterways and Harbour Craft

It was decided at the Conference held in London on May 15th, 1946, that a census of inland Waterways and Harbour Craft should take place on August 15th and that the result should be sent to E.C.I.T.O. Headquarters to arrive not later than October 15th.

If you consider it desirable that one of your representatives should be present when we proceed with the compilation of these returns we would be only too pleased to afford him every facility.

If you would care to send us the name and address of your representative we will inform him when the number of returns received makes it possible for the work to begin.

3761.

F.R. MONDELINK
Director General.

3a

field in PRAGA, on the 24th September, 1946.

Bibliography

F. E. EITON.

S. N. O'D. BURGESS.

OZGÖR GİLOVARTI

Eng.	A. J. JENSEN
	B. J. CHAMBERLAIN
	J. J. MURPHY
	J. J. ROSE
	J. J. SOLAR
	V. J. OLSON
	H. J. MILLER
	J. J. KAMMERER
	J. J. HALL

Lt. Colonel S. DAVIS
Ing. W. MUNCH.

air. SEON.

Ing. Chief M. MARTIN.
Ing. Div. . . DELACOUR.
Mr. C. MORICE
Lt. de Vaisseau R. VERNÉ

M. VCEK
N. J... ..

III-IV.
(12 Corps) Lt. Colonel ... J. ...

[illegible]

UNION, PRAGUE.
Czechoslovak Office for Relief
and Rehabilitation, PRAGUE.

Danish State Railways, Copenhagen

S.I.G. 2. P. 415

...T.I.C. PARIS.
Office National de la
Navigation, PARIS.

Ministry of Transport, THE HON.
SUPERINTENDENT NETHERLANDS STATE
RAILWAYS, UTRECHT.

$\bar{g}(\mu_{\text{UV}})$ $\bar{g}(\mu_0)$, C.I. II.

Present(continued)

AUSTRIA.

(FRENCH ZONE)

Lt. Colonel DELMAS
Lt. Colonel LACROIX

Mission ferroviaire en Autriche.
LIEBAUON.

(SOVIET ZONE)

Major M. F. VLADIMIROV
Lt. S. G. BRACSHIN

Transport Division, VIENNA
"

(U.S. ZONE)

Mr. V. E. LOVETT
Lt. Colonel S. E. NEWBATH
Mr. K. F. MACZANSKI

USRA, USA, Transport Division
" "
" "

(U.N.R.A.C.)

Mr. K. OLIMOVSKI
Mr. L. E. CLOUTIER

Director Supplies & Transport, UNRRA
Movements Officer, UNRRA VIENNA.

(Austrian Railways.)

Dr. J. d'ARON
Mr. ZOLLER
Mr. SALVIER

Austrian State Railways, VIENNA.
" "
" "

GERMANY.

(BRITISH ZONE)

Colonel J. M. SULLIVAN

Transport Division, CCG(IE) HERFORD.

(FRENCH ZONE)

Lt. Colonel M. MILLOT.

D.O.C.F.N. SPAL.

(SOVIET ZONE)

General I. J. JAVORONKOV

Transport Division, BERLIN.

(U.S. ZONE)

Major J. C. COOK.
Major M. C. BLIGH
Capt. L. C. CULLEY
Capt. R. F. COFFEY.

OMGUS Transport Division, PO 742.
BERLIN.
OMGUS, PLANKENFELT.
" "
Office Theater Chief of Transport.
PLANKENFELT.

D.C.I.T.O. H.Q.

Director of Railways, ECITO, PARIS.

(U.S.S.R.)

Mr. K. OLIMOVSKI
Mr. L.A. GLOQUETTE

(Austrian Railways.)

Dr. J. RAKON
Mr. ZOLLI
Mr. SCHUBER

GERMANY.(BRITISH ZONE)

Colonel J.A. SULLIVAN

(FRENCH ZONE)

Lt. Colonel A. MAILLOT.

(SOVIET ZONE)

General I.J. JAVORONKOV

(U.S. ZONE)

Major J.C. COOK.

Major M.C. BLISH
Capt. L.C. CULLEY
Capt. H.I. COFFEY.

E.C.I.T.O. H.Q.

Mr. J.A. TUGA.
Mr. O. POFFER.

Mr. C.J. DUNBAR.

O.R.M.C. E.C.I.T.O. ITALY.

Brigadier R.V.L. WILKES.
Lt. Colonel M.C. FINE.

O.N.M.O. E.C.I.T.O., BRUSSELS.

Colonel B.S. POTTER
Lt. Colonel F.D. HASSAN.
Lt. Colonel J. Van STAMPEL.

Director Supplies & Transport, Vienna
Movements Officer, Vienna VIENNA

Austrian State Railways, Vienna.
" " "
" " "

Transport Division, CCG(IE) HERFORD.

D.O.C.P.W. SPIEL.

Transport Division, BAVARIA.

ORGUS Transport Division, PO 742.
BERLIN

OMCUS, FRANKFURT.

" "
Office Theater Chief of Transport.
FRANKFURT.

Director of Railways, ECITO, PARIS.
Director I.W.T. and Ports, ECITO, PARIS

Movements Rear (London)

ORGUS, ECITO, ROMA.
" "

9774

MINUTES OF THE COMBINED BIDAC MEETING (NORTH & SOUTH)

Held in PRAGUE, on the 24th September, 1946

1. The CHAIRMAN opened the meeting by welcoming the numerous delegates, and expressing his particular pleasure in greeting representatives of countries and zones which had not been represented at the previous BIDAC meetings.

He felt sure he was speaking for all the delegates in expressing their warm thanks for the cordial reception given to them by the Czechoslovak Authorities, due to whose kindness it was possible to hold this combined meeting in the lovely city of Prague.

A. MINUTES OF PREVIOUS MEETINGS.

2. Referring to the Minutes of the BIDAC(North) Meeting, held in August, and in particular to paragraph 5, the CHAIRMAN stated that the British Zone had given their agreement to the procedure for dealing with supplementary bids, as indicated under sub-paragraph (a), paragraph 5, of the said Minutes, as Procedure for Supplementary Bids (Austria).

3. The CHAIRMAN thereupon asked the representatives of the Occupation Authorities in Austria, if they would agree to the same procedure being applied to movement in their Zones.

The U.S., British and French Zones of Austria gave their agreement for a procedure identical to that accepted by the Zones in Germany.

The representative of the Soviet Zone in Austria stated that the agenda of the present Meeting did not clearly indicate that this question was to be dealt with, and that, on the other hand, he had not received the Minutes for the BIDAC(North) Meeting held in August. Therefore he would reserve his decision until he had had time to study the question.

Amendments to Minutes of BIDAC(North) Meeting, (August)

4. The CHAIRMAN then asked if there were any amendments to be made to the text of the Minutes of BIDAC (North and South) for the month of August. The representative of the U.S. Zone Germany requested that the text of BIDAC(North) Minutes be changed on page 10, paragraph 47, line 4, so that the words:-
"In the U.S. Zone" would read "On the Rhine System"

The representative of the British Zone, who was principally concerned in this amendment, gave his agreement.

2. Referring to the Minutes of the BIDAC(North) Meeting, and in particular to paragraph 5, the CHAIRMAN stated that the British Zone had given their agreement to the procedure for dealing with supplementary bids, as indicated under sub-paragraph (a), paragraph 5, of the said Minutes.

Procedure for Supplementary Bids(Austria)

3. The CHAIRMAN thereupon asked the representatives of the Occupation Authorities in Austria, if they would agree to the same procedure being applied to movement in their Zone.

The U.S., British and French Zones of Austria gave their agreement for a procedure identical to that accepted by the Zones in Germany.

The representative of the Soviet Zone in Austria stated that the Agenda of the present Meeting did not clearly indicate that this question was to be dealt with, and that, on the other hand, he had not received the Minutes for the BIDAC(North) Meeting held in August. Therefore he would reserve his decision until he had had time to study the question.

Amendments to Minutes of BIDAC(North) Meeting, (August)

4. The CHAIRMAN then asked if there were any amendments to be made to the text of the Minutes of BIDAC(North and South) for the month of August. The representative of the U.S. Zone Germany requested that the text of BIDAC(North) Minutes be changed on page 10, paragraph 47, line 4, so that the words:-

"In the U.S. Zone" would read "On the Rhine System"

The representative of the British Zone, who was principally concerned in this amendment, gave his agreement.

Approval of the Minutes of Preceding Meetings.

5. With the above mentioned amendment, the Minutes of the BIDAC Meetings, (North and South) for the month of August were approved.

B. INTERNATIONAL ROUTES FOR FREIGHT MOVEMENT

(Please refer to paragraph 7, and the following paragraphs, of the Minutes for BIDAC(North) Meeting, in August.)

Use of the Bridges at Mainz and Ludwigshafen.

6. The discussion began with the respective use of the bridges at Mainz and Ludwigshafen for traffic originating from, or destined to Belgium, Holland and Luxembourg. After an explanation of the situation, a sub-committee, composed of representatives from the French and U.S. Zones, Germany, was appointed to settle the question, and to inform the Meeting.

.../4

- 4 -

Finally it was decided that the Rhine bridge would be used for traffic originating from or destined to Belgium and Holland, and that the Ludwigskafen bridge would be used for traffic originating from or destined to Luxembourg. It being understood that should exceptional emergency circumstances render it necessary, the Zone despatching the traffic across the Rhine would be able to divert the traffic by the other bridge, it being agreed that any such diversion would not entail any alteration to freight charges.

Route "Czechoslovakia-Ruhr"

7. The CHAIRMAN recalled that a request to change this itinerary had been submitted by the British Zone, Germany, who had asked that the traffic be routed via Hannau-Dillenburg.

After an intervention by the representative of the U.S. Zone, Germany, who pointed out that the route via Dillenburg was already heavily taxed by coal traffic from the Ruhr to the U.S. Zone, it was agreed that a further exchange of views should take place between the two Zones concerned, and that ORMOND would be informed of their final agreed decision.

Route "Czechoslovakia-Holland" (please see para. 13 of BDMC(North) Minutes(August))

8. In answer to a question put by the CHAIRMAN, the representative of the Netherlands Railways stated that traffic still continued to be routed via Bentheim instead of via Nymegen. The Czechoslovak representative explained that he was doing his best to remedy this situation, but that the "tariff" factor played an important part in the matter and he would like this question of tariffs to be discussed further.

The CHAIRMAN pointed out that the present Meeting was not competent to discuss questions of tariffs, but if time did permit, an opportunity would be given to the Czechoslovak representative to express his point of view, under the heading: "Any Other Business" at the end of the Meeting.

(NOTE: It was impossible to find the necessary time for the Czechoslovak delegate to express his point of view at the Meeting. A study of recently published "tariffs for transit traffic through Germany", which was made after the Meeting, would seem to indicate that the difference in freight charges from the Czechoslovak frontier points and Bentheim, as compared to those for Nymegen, is not very great--(less than 0.5%)

Route "France-Yugoslavia" (please see para. 11 of BDMC(North) Minutes(August))

9. The CHAIRMAN asked the Zone of Austria to state whether they were in agreement with the routing of traffic via the Kehl-Mannich-Salzburg-Rosenbach route. No objection being raised, this itinerary was finally adopted.

Route "France-Hungary" (please see para. 11. BDMC(North) Minutes (August))

via Hanau-Dillenburg.

After an intervention by the representative of the U.S. Zone, Germany, who pointed out that the route via Dillenburg was already heavily taxed by coal traffic from the Ruhr to the U.S. Zone, it was agreed that a further exchange of views should take place between the two Zone concerned, and that COMOA would be informed of their final agreed decision.

Route "Czechoslovakia-Holland" (please see para 13 of BIDAC(North) Minutes(August) 8.

In answer to a question put by the CHAIRMAN, the representative of the Netherlands Railways stated that traffic still continued to be routed via Bentheim instead of via Nymegen. The Czechoslovak representative explained that he was doing his best to remedy this situation, but that the "tariff" factor played an important part in the matter and he would like this question of tariffs to be discussed further.

The CHAIRMAN pointed out that the present Meeting was not competent to discuss questions of tariffs, but if time did permit, an opportunity would be given to the Czechoslovak representative to express his point of view, under the heading: "Any Other Business" at the end of the Meeting.

(NOTE: It was impossible to find the necessary time for the Czechoslovak delegate to express his point of view at the Meeting. A study of recently published "tariffs for transit traffic through Germany", which was made after the Meeting, would seem to indicate that the difference in freight charges from the Czechoslovak frontier points and Bentheim, a compared to those for Nymegen, is not very great--(less than 0.5%)

Route "France-Yugoslavia" (please see para 11 of BIDAC(North) Minutes(August) 9.

The CHAIRMAN asked the Zone of Austria to state whether they were in agreement with the routing of traffic via the Kehl-Munich-Salzburg-Rosenbach route. No objection being raised, this itinerary was finally adopted.

Route "France-Hungary" (please see para 11, BIDAC(North) Minutes (August) 10. The S.N.C.F. representative had asked for routing via Switzerland-Buchs-Innsbruck-Salzburg-Vienna and Hayreshalom.

The representative of the U.S. Zone, Austria, indicated that the route requested was longer, and would use lines that were more congested than those which passed through Buchs-Innsbruck-Bischofshofen-Leoben-Wiener Neustadt and Odenburg (Sopron).

After some discussion, and a question put by the representative of the Soviet Zone, Austria, as to the nature of the prospective traffic, it was finally decided that the itinerary would be that which had been suggested by the representative of the U.S. Zone, Austria.

372/5

- 5 -

Route "Ruhr-Italy" (please see para. 7 for BIIAC(North) Minutes(August))

11. The representatives for the Italian State Railways, and the Occupation Zones of Austria confirmed their agreement for the routing via Stuttgart-Lindau-Innsbruck-Brenner.

Routes "North German Ports-Czechoslovakia", through Soviet Zone.

12. Up to the present, discussions between Czechoslovakia and the Soviet Zone Germany, did not seem to have brought about any tangible results. It would appear, in fact, from statements made by the Czechoslovak representative, that no progress whatsoever had been made in the sense of practical use of these routes, and that, even theoretically, under the present state of affairs, it was not possible to consider their use except in cases where wagons would not need to be compensated at the frontiers.

Movement of Isolated Wagons (please see para 16, BIIAC(North) Minutes(August))

13. In answer to a question put by the CHAIRMAN, the Zones of Germany confirmed that the situation remained exactly the same as that defined at the BIIAC(North) Meeting held in August. As regards movement through Austria, the Occupation Zones of this country confirmed that they could accept this traffic under the same conditions as those that had been laid down by the Occupation Zones of Germany.

In reply to a question put by the representative of the Soviet Zone in Austria, it was clearly indicated that for the present no great number of isolated wagons would be involved.

The S.N.C.B. representative informed the Meeting that during the month of August, some isolated wagons had been sent from Belgium to Vienna, and that they had arrived at their destination in a satisfactory condition.

Effect of Diversions on Freight Charges.

14. The Czechoslovak representative asked the Occupation Zones of Germany what action was being taken as to the application of tariffs, in cases of traffic being diverted by a Zone over a route other than the shortest.

This question was deferred until the end of the Agenda, under "Any Other Business". (Unfortunately there was not sufficient time to discuss this question then. It could be taken up at another Meeting, if necessary.)

REVIEW OF COMPLETION OF AUGUST PROGRAMME

15. With the exception of some traffic destined to Austria, of which further details are given below (in para. 16), all traffic bid for and offered had been satisfactorily loaded and despatched during the month of August.

frontiers.

Movement of Isolated Wagons. (please see para. 16, BMDAC(North) Minutes(August))

13. In answer to a question put by the CHAIRMAN, the Zones of Germany confirmed that the situation remained exactly the same as that defined at the BMDAC(North) Meeting held in August. As regards movement through Austria, the Occupation Zones of this country confirmed that they could accept this traffic under the same conditions as those that had been laid down by the Occupation Zones of Germany.

In reply to a question put by the representative of the Soviet Zone in Austria, it was clearly indicated that for the present no great number of isolated wagons would be involved.

The S.N.C.B. representative informed the Meeting that during the month of August, some isolated wagons had been sent from Belgium to Vienna, and that they had arrived at their destination in a satisfactory condition.

Effect of Diversions on Freight Charges.

14. The Czechoslovak representative asked the Occupation Zones of Germany what action was being taken as to the application of tariffs, in cases of traffic being diverted by a Zone over a route other than the shortest.

This question was deferred until the end of the Agenda, under "Any Other Business". (Unfortunately there was not sufficient time to discuss this question then. It could be taken up at another Meeting, if necessary.)

REVIEW OF COMPLETION OF AUGUST PROGRAMME

15. With the exception of some traffic destined to Austria, of which further details are given below (in para. 16), all traffic bid for and offered had been satisfactorily loaded and despatched during the month of August.

16. At the end of the month of August there remained about 5,000 tons of UNRRA goods, (4,000 tons at Venice, and 1,000 tons at Trieste) intended for Austria, which had not been moved. This backlog has been due to strikes at the port of Trieste reduced capacity of the bridge at Arnoldstein, and the fact that certain ships containing cargoes destined for Austria, had been unloaded in error at Venice instead of at Trieste. On the other hand it seemed that a misunderstanding had arisen concerning the use of empty wagons sent by Austria to Trieste, as called forward by the "Transportation Officer" at Udine. (This question is dealt with in the review of the September programme: - (see para. 29)

17. As is unfortunately the case each month, the exact figures of traffic moved were not available for the majority of the movements. From these figures which were available, however, it appeared that the tonnage moved from Bremen to Czechoslovakia was approximately 200% of that bid for. In contrast, the tonnage for the Harbourg-Czechoslovakia traffic was in the neighbourhood of 60% of the bid.

37.86

- 6 -

As regards despatches inland from North Adriatic ports, the following figures were given at the meeting by CAMPA, Italy:-

Cleared ex TRIEST

UNRRA AUSTRIA	83812
" YUGOSLAVIA	38353
" CZECHOSLOVAKIA	4758
" ALBANIA	288
" HUNGARY	154
	<u>127365</u>

Cleared ex VENICE

UNRRA AUSTRIA	21967
" YUGOSLAVIA	3814
" CZECHOSLOVAKIA	2320
CIVIL "	13470
UNRRA HUNGARY	18
CIVIL ITALY	90784
UNRRA ITALY	167466
	<u>299839</u>

(Including BULK POL of 61880 tons)

18. The CHAIRMAN stressed once more how useful it would be if accurate reports on tonnage actually loaded and despatched could be furnished monthly for all traffic which had been accepted at BIDAC.

19. The representatives of the U.S., British and French Zones in Germany thereupon agreed to furnish the necessary figures in future, at a date sufficiently early for BIDAC to be informed, each month, of the traffic moved during the preceding month. The representative for the Italian State Railways undertook to do the same.

20. As far as Austria were concerned, the representatives of the Occupation Zones of this country referred the question to the representative for the Austrian State Railways, who reserved his reply, indicating meanwhile that he doubted whether he would be able to furnish these figures any earlier than about 6 or 7 weeks after the end of each month.

D. SEPTEMBER PROGRAMME

Supplementary Bids

21. All supplementary bids for movement during the month of September, received since the BIDAC Meetings in August, had been duly communicated to all concerned. For the supplementary bids affecting BIDAC (North), the simplified procedure agreed at the August Meeting, had enabled CAMPA to give acceptance in all cases where loadings within the Zones were not involved i.e. where the latter had to be consulted

21957	
3814	" YUGOSLAVIA
2320	" CZECHOSLOVAKIA
13470	"
18	CIVIL HUNGARY
90784	CIVIL ITALY
167466	USSR ITALY
299839	

(Including BULK POL of 61880 tons)

18. The CHAIRMAN stressed once more how useful it would be if accurate reports on tonnage actually loaded and despatched could be furnished monthly for all traffic which had been accepted at BIDAC.
19. The representatives of the U.S., British and French Zones in Germany thereupon agreed to furnish the necessary figures in future, at a date sufficiently early for BIDAC to be informed, each month, of the traffic moved during the preceding month. The representative for the Italian State Railways undertook to do the same.
20. As far as Austria were concerned, the representatives of the Occupation Zones of this country referred the question to the representative for the Austrian State Railways, who reserved his reply, indicating meanwhile that he doubted whether he would be able to furnish these figures any earlier than about 6 or 7 weeks after the end of each month.

D. SEPTEMBER PROGRAM

Supplementary Bids

21. All supplementary bids for movement during the month of September, received since the BIDAC Meetings in August, had been duly communicated to all concerned. For the supplementary bids affecting BIDAC (North), the simplified procedure agreed at the August Meeting, had enabled BIDAC to give acceptance in all cases where loadings within the Zones were not involved i.e. where the latter had to be consulted for the supply of wagons. In this respect, it had been impossible for the British Zone in Germany to accept a supplementary bid for 12,500 tons of phosphates from Hamburg to Czechoslovakia. All other supplementary bids had been accepted, in some cases only by reason of equivalent reductions notified in tonnage bid for at the August BIDAC Meetings.

Current Movement Position.

22. Up to now and within the limits of accepted bids, all the traffic offered had been loaded and moved.

The representative for the British Zone, Germany, stated that as far as the movement of iron ore from Hamburg to Czechoslovakia was concerned, the tonnage which

3755

had been moved, since the beginning of the month, exceeded by 50% that accepted at the BIDAC(North) Meeting for the corresponding period.

23. The Czechoslovak representative once more drew the attention of the Meeting to the vital necessity that imports of iron ore be represented for his country. The minimum amount needed in Czechoslovak industry was 130,000 tons a month. He thanked the British Zone for the efforts they had made in despatching more than they had undertaken to do. For their part, the Czechoslovak authorities were doing their utmost to make use of other routes of access to their country. In the near future a ship from Sweden would discharge a cargo of iron ore at Gdynia, port through which it was hoped to be able to import 30 to 40,000 tons a month in future. This would still leave approximately 100,000 tons to be moved by other routes. A Czechoslovak mission was due to visit Hamburg in the near future for the purpose of completing negotiations with the British Authorities, for the use of German barges to carry out the movement of iron ore from Hamburg to Czechoslovakia, by IWT on the Elbe.

The CHAIRMAN regretted the absence from the Meeting of a Polish representative able to furnish details on the future use of the Gdynia route for this traffic.

24. The Czechoslovak representative stated that the movement of seed potatoes from Czechoslovakia to the British Zone would require a considerable number of covered wagons, and that, in Czechoslovakia, there was a shortage of this type of wagons.

M. TUNA suggested the possibility of a contribution in covered wagons on the part of the British Zone, to be compensated by an equivalent contribution in open wagons on the part of Czechoslovakia. He proposed that this question be discussed at the next CEV Meeting in Paris, at which it was agreed that a representative of the Czech Railways would attend.

The representative for the U.S. Zone, Germany pointed out that this important movement of potatoes would have an influence on the wagon population in the U.S. Zone, and that the U.S. Zone, which had a shortage of all types of wagon, also had an important movement of potatoes to the British Zone. He asked, therefore, that no decision be taken on the subject of an exchange of wagons, before the question had been discussed fully at the CEV. This proposal was finally adopted by the Meeting.

Operating Difficulties

Transshipment Ports on River Main

25. A prolonged discussion took place in matters concerning the use of other ports than Aschaffenburg for the transshipment (rail-IWT) of goods in transit from Holland and Belgium to Czechoslovakia and vice versa.

The representative of the U.S. Zone, Germany, stated that from a Rail point of view the district of Aschaffenburg was at the moment overloaded with traffic. It was therefore particularly desirable, as had been previously stated, that other ports be utilized as a complement to Aschaffenburg. The use of Würzburg would improve the situation in the Aschaffenburg area whereas the use of ports situated between Aschaffenburg and Frankfurt would not have such a marked beneficial influence. The Czechoslovak representatives said that they would do all in their power to make use of Würzburg to the greatest possible extent, but that (1) this

M. TUJA suggested the possibility of a contribution in covered wagons on the part of the British Zone, to be compensated by an equivalent contribution in open wagons on the part of Czechoslovakia. He proposed that this question be discussed at the next CEV Meeting in Paris, at which it was agreed that a representative of the Czech Railways would attend.

The representative for the U.S. Zone, Germany pointed out that this important movement of potatoes would have an influence on the wagon population in the U.S. Zone, and that the U.S. Zone, which had a shortage of all types of wagon, also had an important movement of potatoes to the British Zone. He asked, therefore, that no decision be taken on the subject of an exchange of wagons, before the question had been discussed fully at the CEV. This proposal was finally adopted by the Meeting.

Operating Difficulties

Transshipment Ports on River Main

25. A prolonged discussion took place on matters concerning the use of other ports than Aschaffenburg for the transshipment (rail-rail) of goods in transit from Holland and Belgium to Czechoslovakia and vice versa.

The representative of the U.S. Zone, Germany, stated that from a Rail point of view the district of Aschaffenburg was at the moment overloaded with traffic. It was therefore particularly desirable, as had been previously stated, that other ports be utilized as a complement to Aschaffenburg. The use of Wurzburg would improve the situation in the Aschaffenburg area whereas the use of ports situated between Aschaffenburg and Frankfurt would not have such a marked beneficial influence. The Czechoslovak representatives said that they would do all in their power to make use of Wurzburg to the greatest possible extent, but that (1) this port was only accessible to craft of small capacity; (2) its capacity was limited, amongst other things, cranes were few; (3) the continued freight charges would be higher; (4) the transit period of the traffic would be increased by at least four days.

Nevertheless, they promised further actively to study the possibility of using Wurzburg as a transshipment port, it being understood however that they were not contemplating transferring to this port all the traffic that was being transhipped at Aschaffenburg at present, but only a proportion.

26. The CHAIRMAN stressed the desirability of the Czechoslovak Authorities being able to put these intentions rapidly into practice, because the use of Wurzburg would improve the turn-round of wagons, not particularly because of the smaller distance to be covered by rail, but mainly because of the shortage of

.../8
3751

marshalling facilities, of motive power, and of labour that existed at present in the Aschaffenburg area, causing the traffic to be delayed.

Following upon a question put by the representative of the Netherlands Government as to the possibility of being informed in advance of tonnages to be moved on the Rhine, and on the Main, the CHAIRMAN desired to know whether the bids made at the International Movement Programme Meeting at London (IMP), did not constitute sufficient information. The Netherlands Government representative replied that, if the bids made at that Meeting were realistic, this information would suffice, but that, unfortunately, the greatest accuracy was not always applied in computing these bids.

The CHAIRMAN pointed out how essential it was that bids should be as accurate as possible.

Movement through the Czech Gateways.

27 From a short discussion on this matter it soon appeared that movement through the Czech Gateways was flowing in a most satisfactory manner, in both directions. The direct telephone line between Pilsen and Regensburg was functioning, and it was felt that this heavy event had played no small part in the marked improvement which had been brought about during the past month. Delays caused by absence of, or incomplete Customs documentation had been considerably reduced, if not completely eliminated. In short, all the difficulties seemed to have been overcome.

Traffic on the Elbe.

28. No further developments were reported concerning the possibility of making greater use of the movement capacity of this river. It was to be hoped however that the visit of the Czechoslovak Delegation to Hamburg, of which mention has already been made, would permit of an agreement being reached whereby a considerable increase in the tonnage moved by this route would be achieved.

Supply of empty wagons by Austria for Loading at Adriatic Ports.

29. Mention has already been made (para. 16 above) of a misunderstanding that had arisen during the month of August, and at the beginning of the month of September, concerning the use of empty wagons sent by Austria to the Adriatic ports. The representative of the British 13 Corps confirmed that in the future the Transportation Officer at Udine, when making his requests for wagons from Austria for Trieste, would continue to do so in bulk, for the different types of traffic required; UNRRA, Military and Civil, but that he would indicate separately, in each case, the number and the type of wagons required for the different natures of traffic, that is:-

- a) Military traffic
- b) UNRRA traffic
- c) Civil traffic

Movement of Coal Poland-Italy.

Movement through the Czech Gateways.

27 From a short discussion on this matter it seems to be clear that movement through the Czech Gateways was flowing in a most satisfactory manner, in both directions. The direct telegraphic line between Pilsen and Regensburg was functioning, and it was felt that this happy event had played no small part in the marked improvement which had been brought about during the past month. Delays caused by absence of, or incomplete Customs documentation had been considerably reduced, if not completely eliminated. In short, all the difficulties seemed to have been overcome.

Traffic on the Elbe.

28. No further developments were reported concerning the possibility of making greater use of the movement capacity of this river. It was to be hoped however that the visit of the Czechoslovak Delegation to Hamburg, of which mention has already been made, would permit of an agreement being reached whereby a considerable increase in the tonnage moved by this route would be achieved.

Supply of empty wagons by Austria for Loading at Adriatic Ports.

29. Mention has already been made (para. 16 above) of a misunderstanding that had arisen during the month of August, and at the beginning of the month of September, concerning the use of empty wagons sent by Austria to the Adriatic ports. The representative of the British 13 Corps confirmed that in the future the Transportation Officer at Udine, when making his requests for wagons from Austria for Trieste, would continue to do so in bulk, for the different types of traffic required; UNRRA, Military and Civil, but that he would indicate separately, in each case, the number and the type of wagons required for the different natures of traffic, that is:-

- a) Military traffic
- b) UNRRA traffic
- c) Civil traffic

Movement of Coal Poland-Italy

30. The CHAIRMAN pointed out that the tonnage bid for movement in September was 30,000 tons, but that it would appear that, later, this figure had been reduced to 15,000 tons. Absence of any notification as to this alteration had resulted in a certain number of empty wagons being despatched to the Polish frontier, where they had been refused, the reason given for refusal being that all tonnage for the month had already been despatched. In the discussion which followed it was confirmed that, in fact, there had been a reduction of 15,000 tons, but that some inexplicable delay had prevented the interested parties from being notified in time to prevent the unnecessary despatch of empty wagons. The CHAIRMAN asked that in future such waste be prevented by notifying the interested administrations immediately, and that, in the case of alterations concerning Italy, a copy of the notification be sent to CRACI, Italy. This was agreed.

.../9

Supply of wagons for Traffic Italy-Czechoslovakia (Poland) and vice versa.

31. At the BIDAC(South) Meeting which took place at Klagensfurt in August, it had been decided to form a wagon pool, to be made up by the two countries concerned. Certain difficulties had arisen which had prevented this project from materializing completely.

The CHAIRMAN pointed out that during the course of a Meeting held at Prague on the 21 September between the representatives of the Czechoslovak and Italian administrations, it had been agreed that, in the present situation, such a pool was indispensable to ensure the movement of traffic:-

- a) originating in Italy, and destined to Czechoslovakia
- b) in transit through the Northern Adriatic Ports for Czechoslovakia.
- c) originating in Czechoslovakia, destined to Italy.
- d) of Polish coal, destined to Italy.

It was agreed that at the end of the present Meeting, - i.e. when the tonnage to be moved during the month of October would be known, the representatives of the Czechoslovak and Italian Administrations would meet again to agree upon the number of wagons which would be contributed by each of the two countries, to the pool thus created.

E. OCTOBER PROGRAMME

32. The bids submitted for Movement for the month of October at the I.M.P. Meeting, held in London on the 11th September, had been communicated to all concerned. A copy of these bids was given to those delegates who had not yet received the copy that had been sent to them.

An analysis of the bids had also been sent to the Occasional Authorities in Germany and in Austria.

Supplementary Bids

33. The CHAIRMAN enquired whether there were any supplementary bids to be registered. He explained that it was essential that bids should be normally submitted at the monthly International Movement Programme Meeting (IMP) at London. He particularly wished to ask the Italian representatives to make the necessary recommendations to the competent Authorities of their country with a view to ensuring that this procedure be carried out.

Amended Bids for Movement during the Month of October.

34. In Appendix "A" of these Minutes are listed all bids received by 24th September, i.e. including supplementary bids submitted at the present BIDAC Meeting.

Traffic in Transit through, or Loaded in, Zones of Germany. (BIDAC-North)

- c) originatin in Czechoslovakia, destined to Italy
d) of Polish coal, destined to Italy.

It was agreed that at the end of the present Meeting, - i.e. when the tonnage to be moved during the month of October would be known, the representatives of the Czechoslovak and Italian Administrations would meet again to agree upon the number of wagons which would be contributed by each of the two countries, to the pool thus created.

E. OCTOBER PROGRAMME

32. The bids submitted for Movement for the month of October at the I.M.P. Meeting, held in London on the 11th September, had been communicated to all concerned. A copy of these bids was given to those delegates who had not yet received the copy that had been sent to them.

An analysis of the bids had also been sent to the Occupational Authorities in Germany and in Austria.

Supplementary Bids

33. The CHAIRMAN enquired whether there were any supplementary bids to be registered. He explained that it was essential that bids should be normally submitted at the monthly International Movement Programme Meeting (I.M.P.) at London. He particularly wished to ask the Italian representatives to make the necessary recommendations to the competent authorities of their country with a view to ensuring that this procedure be carried out.

Amended Bids for Movement during the Month of October.

34. In Appendix "A" of these Minutes are listed all bids received by 24th September, i.e. including supplementary bids submitted at the present BIDAC Meeting.

Traffic in Transit through, or Loaded in, Zones of Germany. (BIDAC -North)

35. A study of the amended programme then ensued. The CHAIRMAN first asked the representatives of the countries other than the Occupation Zones, whether they had any objection to supplying the necessary wagons for loading in their country. No objection was raised.

The CHAIRMAN then asked the representatives of the Occupation Zones in Germany to state whether they could accept the programme in its entirety.

36. The representative of the British Zone, Germany agreed to accept the programme in its entirety, under the condition, however, that all the CEW orders be carried out; that is, that his Zone would receive all the wagons owing to them under the terms of these orders.

37. After having described the precarious state in which his wagon population was, the French Zone representative, Germany agreed to accept the entire programme under the condition however that the CEW orders be fully carried out.

3702
.../10

38. The representative for the U.S. Zone, Germany stated that it would be impossible for him to accept the October programme without assistance in wagons.

Under the present circumstances it was imperative that the Occupational Authorities of his Zone should ensure:-

a) the movement of agricultural products resulting from the harvest, because it would be, to say the least, paradoxical to let the harvest rot in the fields and later, be compelled to import foodstuffs from the United States.

b) an absolute minimum of 50% of essential civilian traffic.

39. A very long discussion then ensued in which it was found that in all the Occupation Zones of Germany, the utmost was being done to make the maximum use of all available means of transport. It would seem however that, in the U.S. Zone, the insufficient allocation of FOL was considerably restricting the use of Road transport.

The CHAIRMAN asked the U.S. Zone to state what proportion of the programme it would be possible to guarantee, under the present state of its wagon population, and without external aid. The U.S. Zone representative stated that to guarantee the entire programme it would be necessary for them to obtain a moratorium of their present wagon debt, and, in addition, a loan of 2,000 wagons.

40. The CHAIRMAN then stressed how deplorable would be the consequences of any hold-up in the essential international traffic, so indispensable to the victualling and reconstruction of the liberated countries.

The U.S. Zone representative stated that the considerations which prompted his attitude were based on vital needs which it would be perilous not to meet. The present situation was likely to continue for several months, and he wished that a decision should be reached at ECIMOT in order to cover this period, so that the same question should not arise every month.

41. Returning to the question he had put previously, the CHAIRMAN asked the representative of the U.S. Zone, Germany, to indicate the proportion of the programme that could be guaranteed under the present conditions of the wagon population in his Zone. The situation as it had developed, was clearly outside the terms of reference of BILAC, but he wished to be able to place all the facts before the ECIMOT Meeting, so that the situation could be fully understood.

The U.S. Zone representative stated thereupon, that, in the present state of their wagon population, the approximate proportion of the programme that could be moved would be somewhere in the neighbourhood of 30%. He was in full agreement that this question should be thrashed out thoroughly at the ECIMOT Meeting.

42. The representative of the S.N.C.F. enquired whether the percentage indicated by the U.S. Zone was also applicable to the movement of coal from Poland to France, for which France was furnishing the necessary wagons. The representative of the U.S. Zone replied that this applied equally in every case where wagons had to be compens-

Occupation Zones of Germany, the utmost was being done to make the maximum use of all available means of transport. It would seem however that, in the U.S. Zone, the insufficient allocation of POL was considerably restricting the use of Road transport.

The CHAIRMAN asked the U.S. Zone to state what proportion of the programme it would be possible to guarantee, under the present state of its wagon population, and without external aid. The U.S. Zone representative stated that to guarantee the entire programme it would be necessary for them to obtain a moratorium of their present wagon debt, and, in addition, a loan of 2,000 wagons.

40. The CHAIRMAN then stressed how deplorable would be the consequences of any hold-up in the essential international traffic, so indispensable to the victualling and reconstruction of the liberated countries.

The U.S. Zone representative stated that the considerations which prompted his attitude were based on vital needs which it would be perilous not to meet. This present situation was likely to continue for several months, and he wished that a decision should be reached at ECIMOT in order to cover this period, so that the same question should not arise every month.

41. Returning to the question he had put previously, the CHAIRMAN asked the representative of the U.S. Zone, Germany, to indicate the proportion of the programme that could be guaranteed under the present conditions of the wagon population in his Zone. The situation as it had developed, was clearly outside the terms of reference of ECIMOT, but he wished to be able to place all the facts before the ECIMOT Meeting, so that the situation could be fully understood.

The U.S. Zone representative stated thereupon, that, in the present state of their wagon population, the approximate proportion of the programme that could be moved would be somewhere in the neighbourhood of 50%. He was in full agreement that this question should be thrashed out thoroughly at the ECIMOT Meeting.

42. The representative of the S.W.G.F. enquired whether the percentage indicated by the U.S. Zone was also applicable to the movement of coal from Poland to France, for which France was furnishing the necessary wagons. The representative of the U.S. Zone replied that this applied equally in every case where wagons had to be compensated at the U.S. Zone frontiers, but evidently this did not apply to traffic for which there would be no compensation for wagons at their frontiers.

43. The representative for the French Zone, Germany, pointed out that it it were not possible for ECIMOT to arrive at an agreement whereby the entire programme could be accepted, it would be a case of reducing the bills of the different countries to the most immediate needs, and, perhaps, to giving priority to the movement of food-stuffs.

44. The CHAIRMAN noted that the present Meeting was unable to settle this problem, which was beyond its competence, and he asked all delegates to reflect on possible solutions, so that the discussion which would take place the next day at the ECIMOT Meeting, on this same subject, might be fruitful, and that a satisfactory conclusion be reached.

.../113701

45. NOTE:- At the meeting the U.S. Zone, Germany, finally gave its acceptance of the entire programme. This acceptance was made possible by means in wagons which would be made: (a) by these countries benefitting from traffic passing through the U.S. Zone, Germany, in proportion to the importance of their respective traffic; (b) by the British Zone and Belgium; (c) by the pool, of which the GSW maintain the balance in the various countries, and also (d) by the use, in the U.S. Zone, of certain U.S. TC wagons, hitherto declared surplus.

Should some of these loads not be granted, or should it not be possible to make use of the U.S. TC wagons referred to above, international movement will run the risk of being proportionately reduced.

Movements concerning Italy and Austria.

46. The CHAIRMAN asked whether Austria agreed to supply the necessary empty wagons to Adriatic Ports, for the loading of traffic destined to Austria.

A discussion then took place on the necessity of balancing the local civilian needs against the imports of such commodities as phosphates and other fertilizers, in the case of it not being possible to guarantee both requirements in their entirety.

The representative of the U.S. Zone in Austria (Mr. LOVETT) stated that in his opinion, the despatch of empty wagons for loading such goods as fertilizer, should be subordinated to the supply of necessary wagons for the local civilian food requirements.

The UNRRA representative in Austria pointed out that it was indispensable that fertilizers be delivered in time for the Autumn sowing, and that this traffic was just as important as the local movement of foodstuffs. It was finally decided that Austria would send the necessary empty wagons for loading at the Adriatic ports.

47. Calling to mind the agreement reached between the Czechoslovak and Italian representatives (please see para. 29) the CHAIRMAN noted that the necessary wagons would be furnished for the loading of traffic by these two countries as well as for the movement of coal from Poland to Italy.

48. A study was then made of the number of train paths which would be required over bottlenecks. For the Lienz-Sumerau section the total of paths required was 201 Northbound trains and 181 Southbound trains. This figure was below the 3 paths a day in each direction which were normally allowed over this section in previous months.

The representative of the Soviet Zone in Austria reserved his agreement, which he promised to communicate by a telegram to CEMQA (Italy) during the next two or three days.

49. Concerning entry points Italy-Austria (Tarvisio and Brenner), the total traffic equalled an average of 17 trains a day Northbound.

the British 13 Corps accepted the routing of all the

46. The CHAIRMAN asked whether Austria agreed to supply the necessary empty wagons to Adriatic Ports, for the loading of traffic destined to Austria.

A discussion then took place on the necessity of balancing the local civilian needs against the imports of such commodities as phosphates and other fertilizers, in the case of it not being possible to guarantee both requirements in their entirety.

The representative of the U.S. Zone in Austria (Mr. LOVETT) stated that in his opinion, the despatch of empty wagons for loading such goods as fertilizer, should be subordinated to the supply of necessary wagons for the local civilian food requirements.

The UNRRA representative in Austria pointed out that it was indispensable that fertilizers be delivered in time for the autumn sowing, and that this traffic was just as important as the local movement of foodstuffs. It was finally decided that Austria would send the necessary empty wagons for loading at the Adriatic ports.

47. Calling to mind the agreement reached between the Czechoslovak and Italian representatives (see para 29) the CHAIRMAN noted that the necessary wagons would be furnished for the loading of traffic by these two countries as well as for the movement of coal from Poland to Italy.

48. A study was then made of the number of train paths which would be required over bottlenecks. For the Lienz-Summeau section the total of paths required was 201 Northbound trains and 181 Southbound trains. This figure was below the 3 paths a day in each direction which were normally allowed over this section in previous months.

The representative of the Soviet Zone in Austria reserved his agreement, which he promised to communicate by a telegram to GRMOA (Italy) during the next two or three days.

49. Concerning entry points Italy-Austria (Tarvisio and Brenner), the total traffic equalled an average of 17 trains a day Northbound.

The representative of the British 13 Corps accepted the routing of all the trains over Tarvisio, with the exception of the fruit traffic, which is to be loaded at Bolzano, and the damaged wagons exchanged between Italy and Germany, which he asked to be routed over the Brenner.

The representative of the Italian Railways requested that in addition to the fruit and damaged wagons, two trains a day be routed over the Brenner. This was agreed, and it was further understood that at the meeting which would take place later to decide upon the respective contribution of the two countries to their wagon pool, the representatives of the Czechoslovak and Italian Railways would come to an agreement as to what traffic should pass over the Brenner.

50. The representative of the British 13 Corps stressed the fact that Czechoslovak civilian importations, by way of the Adriatic, must be unloaded at Trieste, and not at Venice. If, by chance, ships containing civil traffic for Czechoslovakia arrived at Venice they would not be unloaded there. This remark applied

.../12

5100

- 12 -

equally to imports for Austria in transit via Adriatic ports. The representatives of the countries concerned stated that they would take the necessary action to ensure that ships were directed to Trieste.

Summing up, the CHAIRMAN stated that, apart from the confirmation awaited from the Soviet Zone, Austria, concerning the necessary train paths on the Linz-Sumerau section, all Movement Bills for BIMC(South) had been accepted.

51. Capacity Through Bottlenecks for Supplementary Bids.

Linz-Sumerau

On the basis of 8 train paths a day in each direction, the following capacity will be available. (This is still to be confirmed by the Soviet Zone, Austria):-

South - North	1 train per day
North - South	2 trains "

Tarvisio-Brenner

The Austrian and Italian representatives agreed on the following capacity:-

South - North	5 trains per day
---------------	------------------

The representatives of the Occupation Zones in Germany indicated their spare capacity as follows:-

X	<u>Kehl Bridge</u>	None
X	<u>Ludwigschafen Bridge</u>	5 trains per day in each direction
X	<u>Mainz Bridge</u>	5 " " " " "
X	<u>Cheb(Eger) and Furth- in Wald.</u>	4 " " " " "
X	<u>Hannover-Bebra (US L of C)</u>	7 " " " " "
XX	<u>Hamburg--Hannover</u>	5 " " " " "
	<u>Hamburg--Padborn</u>	5 " " " " "

X. The figures show the number of train paths available, but any supplementary bid must be accompanied by an undertaking to supply wagons corresponding to the influence of the traffic on the wagon population of the Zones concerned.

XX The British Zone could accept 30 trains a month without wagons being supplied to compensate influence of traffic on wagon population in their Zone.

Austria):-

South - North
North - South

1 train per day
2 trains " "

Tarvisio-Brenner

The Austrian and Italian representatives agreed on the following capacity:-

South - North 5 trains per day

The representatives of the Occupation Zones in Germany indicated their spare capacity as follows:-

X	<u>Kehl Bridge</u>	None				
X	<u>Ludwigshafen Bridge</u>	5 trains per day in each direction				
X	<u>Mainz Bridge</u>	5 " " " " " "				
X	<u>Chel (Eber) and Furth- in Weid.</u>	4 " " " " " "				
X	<u>Hannover-Bebra (US L of C)</u>	7 " " " " " "				
XX	<u>Hamburg - Hannover Hamburg - Peaberg</u>	5 " " " " " " 5 " " " " " "				

X The figures show the number of train paths available, but any supplementary aid must be accompanied by an undertaking to supply wagons corresponding to the influence of the traffic on the wagon population of the Zones concerned.

XX The British Zone could accept 30 trains a month without wagons being supplied to compensate influence of traffic on wagon population in their Zone.

F. PROSPECTS FOR THE COMING MONTHS.

52. The CHAIRMAN asked the representatives of the Zones to state what their prospects for the coming months, having regard to availability of barges, tugs, and other limiting factors.

Occupation Zones of Germany.

53. The representative of the French Zone in Germany stated that the limit of possibilities for rail-movement had been reached, and perhaps even passed. With the decrease in daylight hours, and inclement weather he could foresee great difficulties ahead for the winter months.

In his Zone they intended to make use of all available resources, using

.../15

- 13 -

to the full all possible methods of transport, without regard to cost.

Important results had been obtained already by diverting to Road much of the traffic which, up to the present, had always been moved by Rail. As much use as possible was also being made of Inland Waterways.

From a Railway point of view, every wagon, every locomotive was being used to the maximum, and the only hope of increasing their number was in an improvement of the repair situation. He hoped that every country where spare capacity existed, would use it, not only for repairing its own stock, but in the common interest.

54. The representative of the U.S. Zone in Germany stated that in his Zone, in view of the situation of their wagon population, Rail was taxed to the maximum. With the increased turn-round of wagons to be foreseen in the Winter months, and the reduction in the output of repair workshops, due to inclement weather, the situation could only be expected to worsen.

In as much as Inland Waterways were concerned, the shortage of serviceable tugs did not permit of foreseeing an improvement in this direction.

The use of Road transport was restricted, and would continue to be so as long as the POL allocation was not increased.

It was impossible to forecast an improvement in the general situation before the end of the seasonal traffic. On the other hand there would be a reduction in military traffic as from the end of March.

In reply to a question put by the CHAIRMAN, the U.S. Zone representative stated that the Railway coal reserve had improved; it was now in the neighbourhood of 14 days.

In answer to another question put by the CHAIRMAN, the U.S. Zone representative stated that the priorities for loadings in his Zone were as follows:-

1. Military needs.
2. International traffic.
3. Essential Civilian Needs.

but that it was imperative, however, to ensure the movement of a minimum of 50% of the essential civil demands. Certain military traffic had been delayed, and would not be carried out until after the harvest had been moved.

55. The representative for the British Zone Germany, said that no improvement could be foreseen until the movement of seasonal autumn traffic had been completed. The only possible improvement during this period would be through a greater use of transport facilities on the Rhine, but, for the moment, the results obtained in this direction had been rather disappointing.

In as much as Inland Waterways were concerned, the shortage of serviceable tugs did not permit of foreseeing an improvement in this direction.

The use of Road transport was restricted, and would continue to be so as long as the POL allocation was not increased.

It was impossible to forecast an improvement in the general situation before the end of the seasonal traffic. On the other hand there would be a reduction in military traffic as from the end of March.

In reply to a question put by the CHAIRMAN, the U.S. Zone representative stated that the Railway coal reserve had improved; it was now in the neighbourhood of 14 days.

In answer to another question put by the CHAIRMAN, the U.S. Zone representative stated that the priorities for loadings in his Zone were as follows:-

1. Military needs.
2. International traffic.
3. Essential Civilian Needs.

but that it was imperative, however, to ensure the movement of a minimum of 50% of the essential civil demands. Certain military traffic had been delayed, and would not be carried out until after the harvest had been moved.

55. The representative for the British Zone Germany, said that no improvement could be foreseen until the movement of seasonal autumn traffic had been completed. The only possible improvement during this period would be through a greater use of transport facilities on the Rhine, but, for the moment, the results obtained in this direction had been rather disappointing.

As far as navigation on the river Elbe was concerned, some German barges were available at Hamburg for movement to Czechoslovakia, but their non-utilisation did not depend on the British Zone, who, on the contrary wished that movement by this route be intensified.

56. Colonel DAVIS (UNRRA representative for Czechoslovakia) pointed out that at the beginning of the year 1947, with the drawing to a close of the existence of UNRRA, it was probable that there would be a reduction in traffic destined to "UNRRA countries". He enquired whether, in order to remedy the present situation, it would not be possible to make use of the Mittelland Canal for traffic from Belgium and Holland to Czechoslovakia.

The representative for the British Zone replied that until the aqueduct at Minden could be repaired, - and it was impossible to foresee exactly when that would be - the maximum tonnage that could be routed this way was 4,000 tons per day; this tonnage was already absorbed by traffic going to Hamburg-Bremen and Berlin.

.../14

Under existing conditions, it was necessary for barges to be lightened before crossing the Weser, which made this route very expensive from every point of view.

K. POPPER pointed out that, in any case, the use of the Mittelland Canal for the traffic in question would not be economical, and that if there were barges and tugs available, it would be preferable to make use of them on the Elbe between Hamburg and Czechoslovakia.

Occupation Zones of Austria.

57. The representatives of the U.S. and British Zones in Austria stated that the principal difficulty in Austria consisted in the shortage of coal. Exports from the Ruhr to Austria had just been reduced by 25,000 tons, and those from Czechoslovakia had ceased completely. If it were not possible for the Austrian Railways to find another source of supply, there would be no question of increasing the traffic, or even of being able to maintain the present situation. The representative for the Soviet Zone in Austria concurred with this statement.

G. OTHER BUSINESS

58. The CHAIRMAN stated that as from the 15th October all questions pertaining to BIDAC Meetings would be centralized at OCMO, Paris.

59. The representatives of the British and U.S. Zones in Germany stated that the telegram giving the analysis of bids for October which was sent after the IAR Meeting in London, had reached them with much delay. They requested that every effort should be made to ensure that they received this telegram more promptly in future.

60. The representative of the Italian Railways enquired whether it would be possible to grant transit through Zones A and B of Trieste, to 50,000 tons of coal which would be sent from Yugoslavia to Italy: (area Venice-Milan). Yugoslav wagons would be used for this traffic. The representative of the British 13 Corps gave his agreement.

H. DATE AND PLACE OF NEXT MEETING

61. The CHAIRMAN asked whether the delegates would be in agreement to have another combined Meeting of BIDAC (North and South) at Paris.

This Meeting could take place in the 3rd week of October, but the date and place would depend upon that of the ECIMOT Meeting.

The representative of the British 13 Corps said that he would prefer the two Meetings to be separate, but that he had no major objection to a meeting in Paris.

The representative of the British Zone, Germany stated his preference for Brussels, but as it would mean this town was not likely to be considered, he expressed his agreement to a combined Meeting at Paris.

No other comment being voiced, it was agreed that a combined Meeting of BIDAC(North and South) would take place at Paris during the 3rd week of October.

3247

G.

OTHER BUSINESS

58. The CHAIRMAN stated that as from the 15th October all questions pertaining to BIDAC Meetings would be centralized at COMMO, Paris.

59. The representatives of the British and U.S. Zones in Germany stated that the telegram giving the analysis of bids for October which was sent after the IMP Meeting in London, had reached them with much delay. They requested that every effort should be made to ensure that they received this telegram more promptly in future.

60. The representative of the Italian Railways enquired whether it would be possible to grant transit through Zones A and B of Trieste, to 50,000 tons of coal which would be sent from Yugoslavia to Italy: (area Venice-Milan). Yugoslav wagons would be used for this traffic. The representative of the British 15 Corps gave his agreement.

H. DATE AND PLACE OF NEXT MEETING

61. The CHAIRMAN asked whether the delegates would be in agreement to have another combined Meeting of BIDAC (North and South) at Paris.

This Meeting could take place in the 3rd week of October, but the date and place would depend upon that of the ECIMOT Meeting.

The representative of the British 13 Corps said that he would prefer the two Meetings to be separate, but that he had no major objection to a meeting in Paris.

The representative of the British Zone, Germany stated his preference for Brussels, but as it would seem this town was not likely to be considered, he expressed his agreement to a combined Meeting at Paris.

No other comment being voiced it was agreed that a combined BIDAC(North and South) would take place at Paris during the 3rd week of October. **3247.**

(NOTE: At ECIMOT it was decided that the combined BIDAC Meeting would take place at Paris, at ECIMO offices, 79, Avenue des Champs Elysees, on Tuesday, 22nd October, at 10.00 hrs.)

62. At the IMP Meeting in London, 11th September, the Czechoslovak representative had asked whether it would not be possible to consider a date round about the 15th of each month, for the BIDAC Meetings; such an earlier date would facilitate the chartering of ships.

Considering this suggestion the Meeting agreed not to retain it because of the importance that BIDAC should immediately precede ECIMOT. On the other hand

.../15

- 15 -

such a change would have repercussions on the dates of other meetings held under the auspices of ECITO. No comment was made by the Czechoslovak representative..

63. In summing up the CHAIRMAN stated that great difficulties had been met with during this Meeting. The serious situation which had to be met at the present time was partly due to the requirements of seasonal traffic, but principally due to the failure of the wagon repair programmes. In this respect it was obvious that the Administrations could not speed up their wagon repairs if they were kept short of essential raw materials. And it was indisputable that an insufficient quantity of raw materials was being allotted

ECITO had taken up this matter on a high level with the Administrations and Governments concerned. It would already appear that their efforts were being crowned with a certain measure of success, and one could only hope that this success would become complete in the very near future.

The CHAIRMAN concluded in thanking all the delegates for their spirit of cooperation and perseverance which had been so noticeable throughout the Meeting.

NOTE: Mr. LOVETT of the U.S. Zone Authorities in Austria, also represented the British Zone in Austria.

Brussels, the 5th October, 1946.

LIST A B U T I O N

(1) present, one copy -
the copie a tous les delegues presents -

CZECHOSLOVAKIA
Ministry of Communications (Transport Division) Prague
Czech Office for Relief and Rehabilitation, LONDON.

DENMARK
Danish State Railways, COPENHAGEN - for Mr. Johnson
Danish Consulate General, LONDON - for Mr. Larson

NETHERLANDS
Director General, Transport and Shipping Traffic Affairs, THE HAGUE, Netherlands.
Mr. D. B. SCHUURMAN, L.L.H. c/o C.S.I.T.O., PARIS

E.C.I.T.O. LONDON (Movements Room) and for distribution
Mr. A. APOSTOL (France)
Mr. G. de SETH (Norway)
Mr. G. RYLAND (Sweden)
Mr. R. BAKLEN (Switzerland)
Representative of Polish Government
Representative of Yugoslav Government

* TRANSPORT DIRECTORATE, BERLIN.
The Chairman, c/o Transport Division, Advance HQ, COMSEC BERLIN

* BRITISH ZONE GERMANY
Zonal Executive Officer, Transport Division, HQ 65 COM (BR) HERFORD, BAOR.

FRENCH ZONE GERMANY
Mr. N. FAVONNIER, Directeur General des transports, BADEN-BADEN
D.O.C.F.F. c Spire (par 23, rue d'Alsace, PARIS)

* U.S. ZONE GERMANY
Transport Division (Nov) COMUS, APO 742, U.S. Army
Transport Division (Rail) French Zone, APO 742, U.S. Army
Transport Division (Nov) COMUS (near Echelon) c/o HQ USFET, APO 757, US Army
Transport Division (Nov) COMUS (near Echelon) c/o HQ USFET, APO 757

* U.S.S.R. ZONE GERMANY
Transport Division, Soviet Military Administration in Germany, BERLIN (Karlshorst)

ALLIED COMMISSION FOR AUSTRIA
Allied Secretariat, Transport Division, AGA

BRITISH ZONE AUSTRIA
Transport Division, AGA (SE) CSE (incl a copy for Movements)

FRENCH ZONE AUSTRIA
Representant, France, Direction des transports a Vienne, Secours postal 50154
per BOM 601, PARIS
D.O.C.F.F. a INZEBRUCK

U.S. ZONE AUSTRIA
Transportation Division, U.S. Allied Commission for Austria, VIENNA, APO 777, U.S. Army

U.S.S.R. ZONE AUSTRIA
Transport Division, AGA (Soviet Element), VIENNA

English
Text

3
3

2
6

7

5

2
2
1
2
2

5
(+ 2 in Russian)

9

-
-

3
3
3
3

3 (in Russian)

5
(+ 2 in Russian)

3

-

-

5

3 (in Russian)

Mr. R. BARNETT
Representative of Polish Government
Representative of Yugoslav Government

* TRANSPORT DIVISION, BERLIN.
The Chairman, c/o Transport Division, Advance HQ, GSO(AC) BERLIN

* BRITISH ZONE GERMANY
Zonal Executive Officer, Transport Division, HQ GSO(AC)BERLIN, 5.06.

FRENCH ZONE GERMANY
* LA FALCONIERE, Directeur General des Transports, BADEN-BADE
D.C.O.E.F. a Spire (par 25, rue d'Alsace, PARIS)

* U.S. ZONE GERMANY
Transport Division (Nov) OMBO, APO 742, U.S. Army
Transport Division (2nd Branch) OMBO, APO 742, U.S. Army
Transport Division (Nov) OMBO (near Berlin) c/o HQ USARP, APO 757, US Army
Transport Division (near) OMBO (near Berlin) c/o HQ USARP, APO 757
Transport Division (near) OMBO (near Berlin) c/o HQ USARP, APO 757

* U.S.S.R. ZONE GERMANY
Transport Division, Soviet Military Administration in Germany, BERLIN (near Soviet)

ALLIED COMMISSION FOR AUSTRIA
Allied Secretariat, Transport Division, AOA

BRITISH ZONE AUSTRIA
Transport Division, AOA (DS) CEF (incl a copy for Movements)

FRENCH ZONE AUSTRIA
Representant francais, Direction des Transports a VIENNE, Secour postal 50454
par BPH 601, PARIS
D.C.F.F. a INNSBRUCK

U.S. ZONE AUSTRIA
Transportation Division, U.S. Allied Commission for Austria, VIENNA, APO 777.
U.S. Army

U.S.G.A. ZONE AUSTRIA
Transport Division, AOA (Soviet Element), VIENNA.

A.P.A.Q., c-4 (Nov 2 (n))
D.B. M., HQ, CEF
Q (Nov) Liaison, ROME
Movements Control, British Army, VENICE

13 Corps
Q (Nov)
D.B. M., Trieste
A.P.A.
A.M.G. (Finance Division)
A.M.G. (Economic Section)
A.M.G. (Transportation Division)
No. 1 Ray Operating Group, RE, ORIENTE
Port Liaison, TRIESTE

N.B. * All copies for OMBO, via OMBO, ECHO, BERLIN.
toutes les copies pour l'Alliance sont envoyées par l'intermédiaire
d'OMBO, ECHO, BERLIN.

... 37..

English
Text

Route
Francis

Allied Commission, Italy (Transportation Sub-Commission)
USPA En. Section, UNR, APO 777
General Management, Austrian Railways, Ministry of Transport,
Sofia, Sofia 14
Czechoslovak Government Rep., Ministry (Dr. J. S. Masik, c/o Mr. Paris)
Hungarian Government Representative, Trieste
Italian State Railways, General Management, Roma.
W.S.A. Naples.

U.S.A. R.A.

LONDON for Mr. DE WAIL
PARIS for Mr. BOSCH and Chief of Transportation, UNRRA Surveys
PRAGUE

ROME (via ORIO, ETO, ITALY)
BRUSSELS

UNRRA Port Division ROPE

UNRRA Liaison ROPE

Chairman, UNRRA TRIESTE PORT COMMITTEE

UNRRA, ETO (2)

UNRRA, AUSTRIA

UNRRA CZECHOSLOVAKIA

UNRRA HUNGARY

UNRRA ITALY

UNRRA YUGOSLAVIA

UNRRA TRIESTE

UNRRA VEHICLE

UNRRA VEHICLE for Port Liaison Officer

UNRRA VEHICLE for Shipping Agent

UNRRA Austrian Mission Port Rep., TRIESTE

UNRRA Czechoslovak Mission Port Rep., TRIESTE

UNRRA Hungarian Mission Port Rep., TRIESTE

UNRRA Yugoslav Mission Port Rep., TRIESTE

CONTR. OFFICE FOR GERMANY AND AUSTRIA
Norfolk House, 80, James Square, London S.W.1
for Transport Branch, Economic Division

WAR OFFICE, LONDON for Q(N) 93

WAR SHIPPING ADMINISTRATION, LONDON for Mr. S.H. Hall.

MINISTRY OF WAR TRANSPORT, LONDON for Mr. P.A. CHURCH

E.S.A.S., LONDON for Mr. T.C. CHURCH

E.S.A.S.

ECITO PARIS for distribution, please pass 6 to MGP

1. copy to Mr. S. HUGHES (Czechoslovakia)

ECITO Regional Office LONDON

ECITO " " PRAGUE

ECITO " " BRUSSELS please pass to MGP

ECITO " " WARSAW

ECITO " " THE HAGUE please pass to Netherlands Railways

ECITO " " LONDON

1

3

2

1

1

4

1

4

5

3

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

1

33

PARIS for Mr. DESPIL and Chief of Transportation, UNRRA Europe

PRAGUE

ROME (via ORMO, ECITO, ITALY)

BRUSSELS

UNRRA Port Division ROSE

UNRRA Liaison ROSE

Chairman, UNRRA TRIESTE PORT COMMITTEE

UNRRA, ERO 97)

UNRRA, AUSTRIA

UNRRA CZECHOSLOVAKIA

UNRRA HUNGARY

UNRRA ITALY

UNRRA YUGOSLAVIA

UNRRA TRIESTE

UNRRA VENICE

UNRRA VEHICLE for Port Liaison Officer

UNRRA VEHICLE for Shipping Agent

UNRRA Auction Mission Port REP., TRIESTE

UNRRA Czechoslovak Mission Port REP., TRIESTE

UNRRA Hungarian Mission Port REP., TRIESTE

UNRRA Yugoslav Mission Port REP., TRIESTE

COMMERCIAL OFFICE FOR GERMANY AND AUSTRIA

Marshall House, 88, Victoria Square, London S.W.1

for Transport Branch, Economic Division

USA OFFICE, LONDON for GCHQ 23

WAR SHIPPING ADMINISTRATION, LONDON for Mr. S.H. Hall

MINISTRY OF WAR TRANSPORT, LONDON for Mr. F.S. GUTH

U.S.S.S., LONDON for Mr. F.C. THERREY

E.C.I.S.O.

USMC AIRIS for Distribution, please pass 6 to UNR
1 copy to Mr. S. AMOS (Czechoslovakia)

ECITO Regional Office LONDON

ECITC " " PRAGUE

ECITG " " BRUSSELS please pass to JET

ECITD " " WARREN

ECITC " " THE HAVEN please pass to Netherlands Railways

ECITG " " LUXEMBOURG

ECITD " " CONNORRY

ECITC " " OSLO

ORMO, ECITO, ITALY

ORMO Liaison, BERLIN (for STEVES)

ORMO (Reer) PARIS

29

(+ 2 in Russian)

1

1

1

1

1

1

1

1

10

2

2

(20)

1

1

1

1

1

1

1

1

1

6

2

2

Appendix A to Minutes of combined BIDAC (North & South) Meeting held in Prague on 24th September 46.
Annexe A au proces-verbal de la conference BIDAC conjointe (Nord & Sud) tenue a Prague le 24 Sept. 46.

BIDS ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(See Minutes re Conditions of Acceptance)
DEMANDES DE TRAFIC INTERNATIONAL ACCEPTEES POUR LE MOIS D'OCTOBRE 1946
(Voir proces-verbal: Conditions d'acceptation)

KEY - C L E F Column (f)

AUSTRIA (British Zone)	AK	GREECE	G
(French Zone)	AQ	HOLLAND	H
(USSR Zone)	AM	HUNGARY	HY
(US Zone)	AX	ITALY	TL
(Vienna)	AZ	LUXEMBOURG	L
BELGIUM	B	NORWAY	N
BULGARIA	BA	POLAND	P
CZECHOSLOVAKIA	C	PORTUGAL	PL
DENMARK	D	RUMANIA	R
FRANCE	F	SPAIN	S
GERMANY (British Zone)	CK	SWEDEN	SN
(French Zone)	CQ	SWITZERLAND	SD
(USSR Zone)	CM	TRIESTE	T
(US Zone)	CX	TURKEY	TY
(Berlin)	CZ	USSR	SR
		YUGOSLAVIA	Y

46. TRAFFIC ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
 (See Minutes re Conditions of Acceptance)
DEMANDES DE TRAFIC INTERNATIONAL ACCEPTÉES POUR LE MOIS D'OCTOBRE 1946
 (voir procès-verbal: conditions d'acceptation)

3743
 Page 1.

AUSTRIA (British Zone)
 (French Zone)
 (USSR Zone)
 (US Zone)
 (Vienna)
 BELGIUM
 BULGARIA
 CZECHOSLOVAKIA
 DENMARK
 FRANCE
 GERMANY (British Zone)
 (French Zone)
 (USSR Zone)
 (US Zone)
 (Berlin)

AK
 AQ
 AM
 AX
 AZ
 B
 BA
 C
 D
 F
 GK
 GQ
 GN
 GX
 GZ

GREECE
 HOLLAND
 HUNGARY
 ITALY
 LUXEMBOURG
 NORWAY
 POLAND
 PORTUGAL
 ROMANIA
 SPAIN
 SWEDEN
 SWITZERLAND
 TRIESTE
 TURKEY
 USSR
 YUGOSLAVIA

G
 H
 HY
 TL
 L
 N
 P
 PL
 R
 S
 SN
 SD
 T
 TY
 SR
 Y

Appendix 7 to Minutes of combined BIDAC (North & South) Meeting held in Prague on 24th September 46.
Annexe 7 au procès-verbal de la conférence BIDAC conjointe (Nord & Sud) tenue à Prague le 24 sept. 46.

BIDS ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(See Minutes re conditions of acceptance)
DEMANDES DE TRAFIC INTERNATIONAL ACCEPTÉES POUR LE MOIS D'OCTOBRE 1946
(voir procès-verbal: Conditions d'acceptation)

Serial No. No. d'ordre	Despatching Point Lieu d'expédition	Tonnage and Nature of cargo Tonnage et nature des marchandises	Method and Rate of Clearance Moyens de transport et cadence d'acheminement	Route agreed Itinéraire accepté
(a)	(b)	(c)	(d)	(e)
<u>TO AUSTRIA</u>				
019421	Holland	general cargo	1 train monthly	Gerstungen-Passau
TL04201	Trieste (ex H. America & H. Africa)	45,500 tons phosphates & general cargo	130 trains monthly	
TL0422	Italy	4,000 tons pyrites	12 trains monthly	
TL0423	Italy	5,000 tons fuel	17 trains monthly	
0410412	Germany (USSR Zone)	15,000 tons coal	20 trains monthly	

N.B. (1) Not including despatching nor receiving country or zone - (2) See key page 1 of appendix

3752

BIDS ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946

(See Minutes re conditions of acceptance)

DEMANDES DE TRAFIC INTERNATIONAL ACCEPTEES POUR LE MOIS D'OCTOBRE 1946

(voir procès-verbal: conditions d'acceptation)

Page 2.

Tonnage and Nature of cargo Tonnage et nature des marchandises	Method and Rate of Clearance Moyens de transport et cadence d'acheminement	Route agreed Itinéraire accepté	Transit Zones and Transit Countries Pays et zones de transit (1) (2)	Remarks Observations
(c)	(d)	(e)	(f) (1) (2)	(g)
general cargo	1 train monthly		OK, CO, CX, AX, AW	
45,500 tons phosphates & general cargo	130 trains monthly		AK, AW	
4,800 tons pyrites	14 trains monthly		AK, AW	
5,000 tons fruit	17 trains monthly		AK, AW	
15,000 tons coal	20 trains monthly	Gerstungen-Passau	CX	To Scharding wagons supplied by Austria See Serial AX106W71 (Page 10)

receiving country or zone - (2) See Key page 1 of appendix

Appendix A to Minutes of combined BRAC (North & South) Meeting held in Prague on 24th September 46.
Annexe A au procès-verbal de la conférence BRAC conjointe (Nord & Sud) tenue à Prague le 24 sept. 46.

BIDS ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(See Minutes re conditions of acceptance)
DEMANDES DE TRAFIC INTERNATIONAL ACCEPTÉES POUR LE MOIS D'OCTOBRE 1946
(Voir procès-verbal: conditions d'acceptation)

Serial No. No d'ordre	Despatching Point Lieu d'expédition	Tonnage and Nature of Cargo Tonnage et nature des marchandises	Method and Rate of Clearance Moyens de transport et cadence d'acheminement	Route agreed Itinéraire accepté
(a)	(b)	(c)	(d)	(e)
<u>TO BELGIUM</u>				
CI001	Czechoslovakia	general cargo	13 trains monthly	
CI002	Denmark	general cargo	16 trains monthly	
CI003	France (Strasbourg)	5,000 tons general cargo	MT aver. 2,000 tons per day	Downstream Rhine
CI004	France (Strasbourg)	5,000 tons general cargo	MT aver. 165 tons per day	Downstream Rhine
CI005	Sweden	general cargo	1 train monthly	
CI006	Switzerland (Basle)	5,000 tons general cargo	MT aver. 165 tons per day	Downstream Rhine

N.B. (1) Not including despatching nor receiving country or zone - (2) See key page 1 of appendix

6741

TRADES ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
 (See Minutes re conditions of acceptance)
 DEBITES DE TRAFIC INTERNATIONAL ACCEPTES POUR LE MOIS D' OCTBRE 1946
 (Voir proces-verbal: conditions d'acceptation)

page 3.

Tonnage and Nature of cargo tonnage et nature des marchandises	Method and Rate of clearance Moyens de transport et cadence d'acheminement	Route agreed Itineraire accepte	Transit Zones and Transit countries pays et zones de transit (1) (1) (2)	Remarks observations
(c)	(d)	(e)	(f) (1) (2)	(g)
general cargo	13 trains monthly		CX, CQ, GK	Includes 150 tons furniture for GK by ferry
general cargo	16 trains monthly		GK	
60,000 tons potatoes	WT aver. 2,000 tons per day	Downstream Rhine	CX, CQ, H	
5,000 tons general cargo	WT aver. 165 tons per day	Downstream Rhine	CX, CL, Z	
general cargo	1 train monthly		D, GK	
5,000 tons general cargo	WT aver. 165 tons per day	Downstream Rhine	CX, GK, H	

Receiving country or zone - (2) See key page 1 of appendix

Appendix A to Minutes of combined BRDAG (North & South) Meeting held in Prague on 24th September 46.
Annexe A au procès-verbal de la conférence BRDAG combinée (Nord & Sud) tenue à Prague le 24 Sept. 46.

TRAFFIC ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER 1946
(See Minutes re Conditions of Acceptance)
TRAFFIC ACCEPTÉ POUR LE MOIS D'OCTOBRE 1946
(Voir procès-verbal, Conditions d'acceptation)

Serial No. No d'ordre	Despatching point Lieu d'expédition	Cargo and nature of cargo Marché et nature des marchandises	Amount of cargo Quantité de marchandises	Route Itinéraire
(a)	(b)	(c)	(d)	(e)
<u>TO GERMANY (EXCEPT RUSSIA)</u>				
EX1001	Bremen	15,000 tons pyrites 1,000 tons resin 1,000 tons sulphur 1,000 tons general cargo	33 trains monthly	
EX1002	Bremen (ex Western Hemisphere)	20,000 tons general cargo	125 trains monthly	
EX1003	Hamburg (ex Baltic Sea area)	4,000 tons general cargo	6 trains monthly	
EX1004	Hamburg (ex Scandinavia)	77,000 tons iron ore	96 trains monthly	
EX1005	Hamburg (ex Scandinavia)	25,000 tons pyrites	100 over, 650 tons per day	Upstream-Rhine
EX1006	Hamburg (ex Scandinavia)	4,000 tons fish & fish oil	6 trains monthly	
EX1007	Hamburg (ex Spain)	10,000 tons pyrites	13 trains monthly	
EX1008	Hamburg (ex Africa & UK)	20,000 tons general cargo	20 trains monthly	
EX1009	Holland (Rotterdam ex Canada)	10,000 tons general cargo	100 over, 330 tons per day 15 trains monthly from Zschaffenburg	Upstream Rhine & Main to Zschaffenburg thence by rail via Furth in Wald or Eger
EX1010	Holland (Rotterdam)	15,500 tons general cargo	25 trains monthly	

N.B. (1) Not including despatching nor receiving country or zone - (2) See key page 1 of appendix.

0440

1275
 0426
 0740
 0726
 0710
 0700
 0650
 0640
 0630
 0620
 0610
 0600
 0550
 0540
 0530
 0520
 0510
 0500
 0450
 0440
 0430
 0420
 0410
 0400
 0350
 0340
 0330
 0320
 0310
 0300
 0250
 0240
 0230
 0220
 0210
 0200
 0150
 0140
 0130
 0120
 0110
 0100
 0050
 0040
 0030
 0020
 0010
 0000

THIS ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER 1946
 (See Minutes re conditions of acceptance)
 DÉCLARÉ EN TRAFIC INTERNATIONAL, DÉPARTS POUR LE MOIS D'OCTOBRE 1946
 (Voir procès-verbal des conditions d'acceptation)

Quantité et nature des marchandises (a) (b)	Quantité et nature des marchandises (c) (d)	Route acceptée (e)	Transit (f) (1) (2)	Remarques (g)
15,000 tons pyrites 1,000 tons resin 5,000 tons sulphur 1,000 tons general cargo	33 trains monthly			
50,000 tons general cargo	125 trains monthly			
4,000 tons general cargo	6 trains monthly		GX	
77,000 tons iron ore	96 trains monthly		GX	
25,000 tons pyrites	100 aver. 650 tons per day	Upstream Elbe	GX	
4,230 tons fish & fish off	6 trains monthly		GX	
10,000 tons pyrites	13 trains monthly		GX	
20,000 tons general cargo	29 trains monthly		GX	
10,000 tons general cargo	100 aver. 330 tons per day 15 trains monthly from Aschaffenburg	Upstream Rhine & Main to Aschaffenburg thence by rail via Furth in Wald or Eger	GK, GX	
15,500 tons general cargo	25 trains monthly		GK, GQ, GX	including IMRRA bid for bridging

receiving country or zone - (2) See key page 1 of appendix.

Appendix A to Minutes of combined BDMC (North & South) meeting held in Prague on 24th September 46.
 Annexe A au procès-verbal de la conférence BDMC conjointe (Nord & Sud) tenue à Prague le 24 sept. 46.

BIDS ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
 (See Minutes for conditions of acceptance)
 DEMANDES DE TRAFIC INTERNATIONAL ACCEPTÉES POUR LE MOIS D'OCTOBRE 1946
 (Voir procès-verbal: conditions d'acceptation)

Serial No. No de série	Despatching Point Lieu d'expédition	Tonnage and Nature of Cargo Tonnage et nature des marchandises	Method and Rate of Clearance Moyens de transport et cadence d'acheminement	Route agreed Itinéraire accepté
(a)	(b)	(c)	(d)	(e)
TO CZECHOSLOVAKIA (Contd)				
BLOC2	Holland (Rotterdam or Antwerp)	5,000 tons POL	WT aver. 266 tons per day 12 trains monthly from Frankfurt	Upstream Rhine & Main to Frankfurt thence rail via Nürnberg-Fürth Waldorf-Eger
BLOC3	Holland (Rotterdam)	5,000 tons general cargo	WT aver. 165 tons per day 7 trains monthly from Ludwigshafen	Upstream Rhine & Main to thence rail via Fürth in Wald Eger
BLOC4	Belgium (Antwerp or Ghent)	2,000 tons basic slag	WT aver. 66 tons per day 3 trains monthly from Ludwigshafen	Upstream Rhine & Main to thence by rail via Fürth in Wald Eger
BLOC5	Belgium	7,500 tons general cargo	11 trains monthly	
BLOC6	Belgium (Liège)	1,200 tons surprops	2 trains monthly	
BLOC7	Denmark	Livestock	12 trains monthly	
BLOC8	Denmark	general cargo	14 trains monthly	
BLOC9	France	general cargo & empty coke wagons	20 trains monthly	
BLOC10	France (Le Bourget)	1,900 tons surprops	3 trains monthly	
BLOC11	France (Mise.)	2,400 tons surprops	4 trains monthly	

N.B. (1) Not including despatching and receiving country or zone - (2) See key page 1 of appendix.

3739

TRAFFIC ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(See Minutes re Conditions of Acceptance)

Page 5.

TRAFFIC ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(voir procès-verbal: Conditions d'acceptation)

Tonnage and Nature of cargo Tonnage et nature des marchandises	Method and rate of clearance Moyens de transport et cadence d'acheminement	Route agreed Itinéraire accepté	Transit Zones and Transit Countries Pays et zones de transit (f) (1) (2)	Remarks observations
(c)	(d)	(e)		(g)
3,000 tons P.G.	RT over. 266 tons per day 12 trains monthly from Frankfurt	Upstream Rhine & Main to Frankfurt - thence rail via Humberg-Furth in Wald or Eger	CK, CX	
5,000 tons general cargo	RT over. 165 tons per day 7 trains monthly from Frankfurt	Upstream Rhine & Main to Aschaffenburg thence rail via Furth in Wald or Eger	CK, CX	
2,000 tons basic slag	RT over. 66 tons per day 3 trains monthly from Aschaffenburg	Upstream Rhine & Main to Aschaffenburg thence by rail via Furth in Wald or Eger	CK, CX	
7,500 tons general cargo	11 trains monthly		CK, CQ, CX	
1,200 tons surprops	2 trains monthly		CK, CQ, CX	
Livestock	12 trains monthly		CK, CX	including Eger, etc.
General cargo	14 trains monthly		CK, CX	
General cargo & empty coke wagons	20 trains monthly		CQ, CX	
1,900 tons surprops	3 trains monthly		CQ, CX	
2,400 tons surprops	4 trains monthly		CQ, CX	

receiving country or zone - (2) See key page 1 of appendix.

Appendix A to Minutes of combined BIDAC (North & South) Meeting held in Prague on 24th September 46.
(Annexe A au proces-verbal de la conference BIDAC conjointe (Nord & Sud) tenue a Prague le 24 sept. 46.)

TRADE ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(See Minutes re Conditions of Acceptance)
DEMANDES DE TRAFIC INTERNATIONAL ACCEPTEES POUR LE MOIS D'OCTOBRE 1946
(Voir proces-verbal: Conditions d'acceptation)

Serial No. N° d'ordre	Despatching Point Lieu d'expédition	Tonnage and Nature of cargo Tonnage et nature des marchandises	Method and Rate of clearance Moyens de transport et cadence d'enchaînement	Rate agreed Itinéraire accepté
(a)	(b)	(c)	(d)	(e)
TO CZECHOSLOVAKIA (CmLk)				
F10003	France (Marseilles)	1,200 tons surplus	3 trains monthly	Geneva-Buchs-Innsbruck-Graz-Sumerau
GK10013	Germany (Celle)	11,000 tons salt	13 trains monthly	SE L of C-Eber or Furth in Wald
TL10014	Italy	3,500 tons general cargo	10/6 trains monthly (x)	
TL10015	Italy (Bolzano)	3,500 tons fresh fruit	10 trains monthly	SE L of C-Eber or Furth in Wald
TL10070	Italy	15,000 tons pyrites	13/23 trains monthly (x)	
TL10071	Italy	6,500 tons sulphur	25/13 trains monthly (x)	SE L of C-Eber or Furth in Wald
TL10016	Trieste (ex Cyprus)	2,000 tons pyrites	21/12 trains monthly (x)	
TL10017	Trieste (ex H. East)	1,000 tons general cargo	3/2 trains monthly (x)	SE L of C-Eber or Furth in Wald
TL10018	Trieste (ex Sfax)	20,000 tons phosphates	50/32 trains monthly (x)	
TL10019	Trieste or Venice (ex H. East)	11,200 tons salt	32/16 trains monthly (x)	SE L of C-Eber or Furth in Wald

H.B. (1) Not including despatching nor receiving country or zone - (2) See key page 1 of appendix
(x) First figure shows number of trains over Brenner or Villach, second figure shows number of trains on Linz-Sumerau so

5738

BIDS ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(See Minutes re Conditions of Acceptance)

DEMANDES DE TRAFIC INTERNATIONAL ACCEPTÉES POUR LE MOIS D'OCTOBRE 1946
(voir procès-verbal: conditions d'acceptation)

Page 6.

Tonnage and Nature of cargo Tonnage et nature des marchandises	Method and rate of clearance Moyens de transport et cadence d'acheminement	Route agreed Itinéraire accepté	Transit Zones and Transit Countries Pays et zones de transit (1) (1) (2)	Remarks Observations (3)
(c)	(d)	(e)		
1,200 tons sulphur	3 trains monthly	Jeneva-Puchs-Innsbruck-Salzburg-Linz-Sumerau	SD, IQ, IX, AM	
11,000 tons salt	13 trains monthly	US L. of C-Eger or further in field	IX	
3,500 tons general cargo	10/6 trains monthly (X)		IX, (AQ), IX, AM	
3,500 tons fresh fruit	10 trains monthly		IQ, IX, AM	
15,000 tons pyrites	13/23 trains monthly (X)		IX (AQ), IX, AM	
6,500 tons sulphur	25/13 trains monthly (X)		IX (AQ), IX, AM	
3,500 tons pyrites	2/12 trains monthly (X)		IX (AQ), IX, AM	
1,000 tons general cargo	3/2 trains monthly (X)		IX (AQ), IX, AM	
20,000 tons phosphates	56/32 trains monthly (X)		IX (AQ), IX, AM	
11,200 tons salt	32/16 trains monthly (X)		IX (AQ), IX, AM	

non receiving country or zone - (2) See Key page 1 of appendix
of trains over Brenner or Villach, second figure shows number of trains on Linz-Sumerau section of line.

3737

Appendix A to Minutes of combined B.D.C. (North & South) Meeting held in Prague on 24th September 46.
Annexe A au proces-verbal de la conference B.D.C. (Nord & Sud) tenue a Prague le 24 sept. 46.

BIDS ACCEPTED FOR INTERNATIONAL TRAFFIC LINES TO NORTH 5 OCTOBER, 1946
(See Minutes re Conditions of Acceptance)
DEMANDES DE TRAFIC INTERNATIONAL ACCEPTEES POUR LE N. 18 OCTOBRE 1946
(voir proces-verbal: conditions d'acceptation)

Serial No. no d'ordre	Despatching point Lieu d'expédition	Tonnage and Nature of cargo Poids et nature des marchandises	Means and rate of clearance Moyens de transport et cadence d'acheminement	Route agreed Itinéraire accepté
(a)	(b)	(c)	(d)	(e)
<u>TO CZECHOSLOVAKIA (Contd)</u>				
TRICU10	Trieste (H. Africa)	20,000 tons phosphates 5,000 tons general cargo	63/32 trains monthly (x)	
GR10C20	Switzerland	General cargo	25 trains monthly	
GK17C21	Germany (Duisburg)	15,000 tons salt	19 trains monthly	Dillingen - Remau-Furth or Eger

N.B. (1) Not including despatching nor receiving country or zones - (2) See key page 1 of appendix.
(x) First figure shows number of trains over Brunnau or Villach, second figure shows number of trains on Linz-Brunnau section of

1781

3737

TRAFFIC ACCEPTED FOR INTERNATIONAL TRAFFIC UNDER THE HAVEL BRIDGE, 1946
(See Minutes re Conditions of Acceptance)

TRAFFIC ACCEPTED FOR INTERNATIONAL TRAFFIC UNDER THE HAVEL BRIDGE, 1946
(Voir procès-verbal: conditions d'acceptation)

Page 7.

Tonnage and nature of cargo Tonnes et nature des marchandises	Height and rate of clearance Hoyens de transport et cadence d'acheminement	Route agreed Itinéraire accepté	Transit zones and transit countries Pays et zones de transit (1) (2)	Remarks Observations (3)
(c)	(d)	(e)		
20,000 tons phosphates 5,000 tons general cargo general cargo 15,000 tons salt	63/32 trains monthly (x) 25 trains monthly 19 trains monthly	Dillenburg - Hanau-Furth or Eger	AK (10), AS, AM AQ, AS, AM AX	

Receiving country or zones - (2) See key page 1 of appendix.

Trains over Brenner or Villed, second figure shows number of trains on Linz-Dumernau section of line.

Appendix A to Minutes of combined BIDAC (North & South) Meeting held in Prague on 24th September 46.
Annexe A au procès-verbal de la conférence BIDAC conjointe (Nord & Sud) tenue à Prague le 24 sept. 46.

BIDS ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(See Minutes re Conditions of Acceptance)
DEMANDES DE TRAFIC INTERNATIONAL ACCEPTEES POUR LE MOIS D'OCTOBRE 1946
(Voir procès-verbal: Conditions d'acceptation)

Serial No. No d'ordre	Despatching Point Lieu d'expédition	Tonnage and Nature of Cargo Tonnage et nature des marchandises	Method and Rate of Clearance Moyens de transport et cadence d'acheminement	Route agreed Itinéraire accepté
(a)	(b)	(c)	(d)	(e)
TO DENMARK				
BID1	Belgium	general cargo	1 train monthly	
CID2	Czechoslovakia	general cargo	12 trains monthly	
FID3	France	general cargo	13 trains monthly	
HID4	Holland	general cargo	1 train monthly	
TLID5	Italy	general cargo	2 trains monthly	
SDID6	Switzerland	general cargo	30 trains monthly	

N.B. (1) Not including despatching nor receiving country or zone - (2) See Key page 1 of appendix.

North
September 16.
BIDAC
4 sept. 46.

TRADES ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(See Minutes re Conditions of Acceptance)
DEMANDES DE TRAFIC INTERNATIONAL ACCEPTEES POUR LE MOIS D'OCTOBRE 1946
(Voir proces-verbal: Conditions d'acceptation)

Page 5.

Tonnage and Nature of Cargo Tonnage et nature des marchandises	Method and Rate of Clearance Moyens de transport et cadence d'acheminement	Route agreed Itineraire accepte	Transit Zones and Transit Countries pays et zones de transit	Remarks observations
(a)	(b)	(c)	(f) (1) (2)	(e)
general cargo	1 train monthly		GK	
general cargo	12 trains monthly		GX, GK	
general cargo	13 trains monthly		D, GK	
general cargo	1 train monthly		GK	
general cargo	2 trains monthly		AO, GX, GK	
general cargo	30 trains monthly		F, GQ, GX, GK	

atching; nor receiving country or zone - (2) See key page 1 of appendix.

Appendix A. Minutes of combined BIPAC (North & South) Meeting held in Prague on 24th September 1946.
Annex: Avoir proces-verbal de la conference BIPAC conjointe (Nord & Sud) tenue a Prague le 24 sept. 1946.

TRADES ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF SEPTEMBER, 1946
(See Minutes re Conditions of Acceptance)
DELIIVRES DE TRAFIC INTERNATIONAL ACCEPTES POUR LE MOIS D'OCTOBRE 1946
(Voir proces-verbal: Conditions d'acceptation)

Serial No. No. d'ordre	Despatching Point Lieu d'expédition	Tonnage and Nature of Cargo Tonnage et nature des marchandises	Method and Rate of Clearance Moyens de transport et cadence d'enchaînement	Route agreed Itinéraire accepté
(a)	(b)	(c)	(d)	(e)
<u>TO FRANCE</u>				
PIOP1	Belgium (Antwerp ex Sweden)	190,000 tons (75,000 timber- 25,000 cellulose pulp- 10,000 paper- 75,000 general cargo)	WT 6,333 tons aver. per day	Upstream Rhine to Strasb.
CIOP2	Czechoslovakia	40,000 tons general cargo	57 trains monthly	
PIOP3	Denmark	general cargo	14 trains monthly	
PIOP4	Holland (Rotterdam)	30,000 tons POL	WT aver. per day 1,000 tons	Upstream Rhine to Strasb.
PIOP6	Norway	general cargo	1 train monthly	
PIOP5	Poland	90,000 tons coal	112 trains monthly	

N.B. (1) Not including despatching nor receiving country or zone. - (2) See Key page 1 of appendix.

TRAFFIC ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(See Minutes re conditions of acceptance)
TRAFFIC ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(voir proces-verbal: conditions d'acceptation)

page 9.

Transport and Nature of Cargo Transport et nature des marchandises	Method and Rate of Clearance Moyens de transport et cadence de cheminement	Route agreed itineraire accepte	Transit Zones and Transit Countries Pays et zones de transit (f) (1) (2)	Remarks Observations (c)
(e)	(d)	(e)		
190,000 tons (75,000 timber- 25,000 cotton-seed pulp- 10,000 paper- 75,000 general cargo)	MT 6,333 tons aver. per day	upstream Rhine to Strasbourg	B, CK, CX	
12,000 tons general cargo	57 trains monthly		CX, CQ	
general cargo	14 trains monthly		CK, D	including 5 trains livestock
30,000 tons coal	887 aver. per day 1,000 tons	upstream Rhine to Strasbourg	CK, CX	
general cargo	1 train monthly		SH, D, CK, B	
90,000 tons coal	112 trains monthly		C, CX, CQ	

receiving country or zone - (2) See key page 1 of appendix.

Appendix A to minutes of combined BIDAC (North & South) Meeting held in Prague on 24th September 46.
Annexe A au proces-verbal de la conference BIDAC conjointe (Nord & Sud) tenue a Prague le 24 sept. 46.

BIDS ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(See Minutes re Conditions of Acceptance)
DEMANDES DE TRAFIC INTERNATIONAL ACCEPTEES POUR LE MOIS D'OCTOBRE 1946
(Voir proces-verbal: Conditions d'acceptation)

Serial No. No. d'ordre	Despatching Point Lieu d'expédition	Tonnage and Nature of Cargo Tonnage et nature des marchandises	Method and Rate of Clearance Moyens de transport et cadence d'acheminement	Route agreed Itinéraire accepté
(a)	(b)	(c)	(d)	(e)
<u>TO GERMANY</u>				
C106K1	Czechoslovakia to Hamburg	general cargo	2 nd trains monthly	Downstream Elbe
C106X1	Czechoslovakia to Frankfurt	empty tank wagons	12 trains monthly	
C106K2	Czechoslovakia to Hamburg	3,000 tons general cargo	per 266 tons per day	
C106K4	Czechoslovakia to British Zone	potatoes	200 trains monthly	premer Passau-gerstungen
C106G1	Czechoslovakia to French Zone	potatoes	100 trains monthly	
TL106X70	Italy to US Zone	damaged wagons	60 trains monthly	
AX10671	Austria to USSR Zone	empties	15 trains monthly	

N.D. (1) Not including despatching nor receiving country or zone - (2) See key page 1 of appendix

1787
 BIDS ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE 15TH OF OCTOBER, 1946
 (See Minutes re Conditions of Acceptance)
 DEMANDES DE TRAFIC INTERNATIONAL ACCEPTÉES POUR LE 15 OCTOBRE 1946
 (voir procès-verbal: Conditions d'acceptation)

page 10.

Nature and Nature of Cargo Nature et nature des marchandises	Method and Rate of Clearance Moyens de transport et fréquence d'acheminement	Route agreed Itinéraire accepté	Transit Zones and Transit Countries Pays et zones de transit (1) (2)	Remarks Observations
(a)	(d)	(c)	(1) (2)	(e)
general cargo	20 trains monthly	Downstream Elbe	CX	See Serial H100U2
empty tank wagons	12 trains monthly		CX	
8,000 tons general cargo	1MT 200 tons per day		CX, 6K	
potatoes	200 trains monthly		CX	
potatoes	100 trains monthly	Bremen	CX	See Serial CW10AXU2 (Page 1)
damaged wagons	60 trains monthly		AQ	
empties	15 trains monthly		CX	

receiving country or zone - (2) See Key page 1 of appendix

Appendix A to Minutes of combined BDMC (North & South) Meeting held in Prague on 24th September 46.
Annexe A au procès-verbal de la conférence BDMC conjointe (Nord & Sud) tenue à Prague le 24 sept. 46.

BIDS ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(See Minutes re conditions of acceptance)
DEMANDES DE TRAFIC INTERNATIONAL ACCEPTÉES PENDANT LE MOIS D'OCTOBRE 1946
(Voir procès-verbal: conditions d'acceptation)

Serial No. N° de série	Despatching point Lieu d'expédition	Tonnage and Nature of cargo Tonnage et nature des marchandises	Method and rate of clearance Moyens de transport et cadence d'acheminement	Route agreed Itinéraire accepté
(a)	(b)	(c)	(d)	(e)
<u>TO HOLLAND</u>				
AZ1001	Austria	general cargo	1 train monthly	Rail via Puth in Wald on Regensburg to Aschaffenburg. Downstream Main & Rhine to Rotterdam
C1002	Czechoslovakia	7,500 tons general cargo	11 trains monthly to Aschaffenburg - RTT over. 250 tons per day	
C1003	Czechoslovakia	general cargo	21 trains monthly	
D1004	Denmark	general cargo	5 trains monthly	
H1005	Norway	general cargo	1 train monthly	
SD1006	Switzerland	general cargo	1 train monthly	

N.B. (1) Not including despatching nor receiving country or zone - (2) See key page 1 of appendix.

CARGO ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
 (See Minutes re conditions of acceptance)
 DEMANDES DE TRAFIC INTERNATIONAL ACCEPTES POUR LE MOIS D'OCTOBRE 1946
 (Voir procès-verbal: conditions d'acceptation)

3733

Page 13.

Name and Nature of cargo Nom et nature des marchandises (a)	Method and Rate of Clearance Moyens de transport et de cadence d'acheminement (b)	Route agreed Itinéraire accepté (c)	Transit zones and transit countries Pays et zones de transit (f) (1) (2)	Remarks Observations (g)
General cargo	1 train monthly		BX, AX, CX, GO, GK	
1500 tons general cargo	11 trains monthly to /Schaffenburg - 1st over. 250 tons per day	Rail via Puzos to Wald or Degermumberg to /Schaffenburg. Downstream Main & Rhine to Rotterdam.	GX, GK	
General cargo	21 trains monthly		GX, GO, GK	
General cargo	5 trains monthly		GK	
General cargo	1 train monthly		GK	
General cargo	1 train monthly		F, GO, GK	

Ship, country or zone - (2) See Key page 1 of Appendix.

Appendix A to Minutes of combined BDMC (North & South) Meeting held in Prague on 24th September 46.
Annexe A au proces-verbal de la conference BDMC conjointe (Nord & Sud) tenue a Prague le 24 sept. 46.

BDMC ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(See Minutes re Conditions of Acceptance)

DECMDS DE TRAFIC INTERNATIONAL ACCEPTEES POUR LE MOIS D'OCTOBRE 1946
(voir proces-verbal: conditions d'acceptation)

Serial N. N° d'ordre	Despatching Point Lieu d'expédition	Tonnage and Nature of Cargo Tonnage et nature des marchandises	Method and Rate of Clearance Moyens de transport et conditions d'acheminement	Route agreed Itinéraire agréé
(a)	(b)	(c)	(d)	(e)
<u>TO ITALY</u>				
CIOTL1A	Czechoslovakia	15,000 tons seed potatoes	13/50 trains monthly (x)	
CIOTL1B	Czechoslovakia	7,000 tons cellulose	26/11 trains monthly (x)	
CIOTL1C	Czechoslovakia	12,000 tons fire clay	35/19 trains monthly (x)	
CIOTL1	Czechoslovakia	1,000 tons general cargo	3/2 trains monthly (x)	
PIOTL2	Poland	30,000 tons coal	26/46 trains monthly (x)	
AZ1OTL71	Austria	2,000 tons timber-600 tons cellulose-170 tons general cargo	5/5 trains monthly (x)	
GX1OTL70	US Zone Germany	drummed wagons	6 trains monthly	

N.B. (1) Not including despatching nor receiving country or zone - (2) See key page 1 of appendix.

(x) First figure shows number of trains over Brenner or Villach, second figure shows number of trains over Linz-Sudeten

3732

40th
September 46.
e DIDAC
24 sept. 46.

UNITS ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(see minutes re conditions of acceptance)
UNITES DE TRAFIC INTERNATIONAL ACCEPTES POUR LE MOIS DE OCTOBRE 1946
(voir proces-verbal: conditions d'acceptation)

Page 12.

Tonnage and Nature of Cargo Tonnage et nature des marchandises	Method and Rate of Clearance Moyens de transport et cadence d'acheminement	Route offered Itineraire accepte	Transit Zones and Transit Countries Pays et zones de transit (1) (2)	Remarks Observations (3)
(a)	(b)	(c)		
15,000 tons seed potatoes	13/30 trains monthly (x)		AM, AX (AQ), AK	
7,000 tons cellulose	20/11 trains monthly (x)		AM, AX (AQ), AK	
12,000 tons fire clay	35/19 trains monthly (x)		AM, AX (AQ), AK	
1,000 tons general cargo	3/2 trains monthly (x)		AM, AX (AQ), AK	Trieste for Palestine
30,000 tons coal	26/46 trains monthly (x)		AM, AX (AQ), AK	
2,000 tons timber-600 tons cellulose-17 tons general cargo	6/5 trains monthly (x)		AM, AX (AQ), AK	
detached weapons	6 trains monthly		AM, AX (AQ), AK	

1st figure shows number of trains over Brenner or Villach, second figure shows number of trains over Linz-Budapest section of line.

Appendix A to Minutes of combined BIDAC (North & South) meeting held in Prague on 24th September 46.
Annexe A au procès-verbal de la conférence BIDAC conjointe (Nord & Sud) tenue à Prague le 24 sept. 46.

TRADES ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(see Minutes re conditions of acceptance)

DEMMES DE TRAFIC INTERNATIONAL ACCEPTEES POUR LE MOIS D'OCTOBRE 1946
(Voir procès-verbal: Conditions d'acceptation)

Serial No. N. d'ordre	Despatching Point Lieu d'expédition	Tonnage and Nature of Cargo Tonnage et nature des marchandises	Method and Rate of Clearance Moyens de transport et cadence d'acheminement	Route agreed Itinéraire accepté
(a)	(b)	(c)	(d)	(e)
<u>TO NORWAY</u>				
C10N1	Czechoslovakia	2,000 tons general cargo	4 trains monthly	
S10N2	Switzerland	general cargo	2 trains monthly	

N.B. (1) Not including despatching nor receiving country or zone - (2) See key page 1 of appendix.

6731

TRADE ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(see Minutes re Conditions of Acceptance)

Page 13.

DEMANDES DE TRAFIC INTERNATIONAL ACCEPTÉES POUR LE MOIS D'OCTOBRE 1946
(Voir procès-verbal: Conditions d'acceptation)

Tonnage and Nature of Cargo Tonnage et nature des marchandises	Method and Date of Clearance Moyens de transport et cadence d'acheminement	Route agreed itinéraire accepté	Transit Zones and Transit Countries pays et zones de transit (1) (1) (2)	Remarks observations (3)
(c)	(d)	(e)		
2,500 tons general cargo	4 trains monthly		GX, GK, D, GI	
general cargo	2 trains monthly		GO, GX, GK, D, GI	

not receiving country or zone - (2) See key page 1 of appendix.

Appendix A to Minutes of combined BILAC (North & South) Meeting held in Prague on 24th September 46.
Annexe A au procès-verbal de la conférence BILAC conjointe (Nord & Sud) tenue à Prague le 24 sept. 46.

TRADES ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(See Minutes re Conditions of Acceptance)
DEMANDES DE TRAFIC INTERNATIONAL ACCEPTÉES PAR LE MOIS D'OCTOBRE 1946
(Voir procès-verbal: Conditions d'acceptation)

Serial No. No. d'ordre	Despatching Point Lieu d'expédition	Quantity and nature of cargo Tonnage et nature des marchandises	Period and rate of clearance Période de transport et cadence d'acheminement	Route agreed Itinéraire accepté
(a)	(b)	(c)	(d)	(e)
<u>TO F. L. A. N.</u>				
BICP41	Belgium (Liege)	1,000 tons surtops	3 trains monthly	
FLCP1	France	empty coke and coal wagons	75 trains monthly	
FLCP12	France (Le Bourget)	1,500 tons surtops	3 trains monthly	
FLCP14	France (Miso.)	1,000 tons surtops	3 trains monthly	
FLCP16	France (Marseilles)	1,500 tons surtops	3 trains monthly	Geneva-Buchs-Innsbruck-Salzburg-Linz-Munich-Mer. -strava
SLCP2	Switzerland	empty coal wagons	25 trains monthly	

N.B. (1) Not including despatching nor receiving country or zone - (2) See key page 1 of appendix.

1795

THIS ACCOUNT FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
 (See minutes re conditions of acceptance)
 DEMANDES DE TRAFIC INTERNATIONAL ACCUTEES PAR LE MOIS D'OCTOBRE 1946
 (Voir proces-verbal: Conditions d'acceptation)

5730
 Page 14.

Nature and Nature of cargo tonnage et nature des marchandises (c)	Period and date of clearance Mois de transport et en- dence d'acheminement (d)	Route agreed itineraire accepte (e)	Transit zones and Transit Countries Pays et zones de transit (f) (1) (2)	Remarks Observations (g)
1,500 tons surtops empty coke and coal wagons	3 trains monthly 75 trains monthly	Geneva-Buchs-Innsbruck-Salzburg-Linz- Garmisch-Partenkirchen - Straubing	OK, CO, CX, C CO, CX, C CO, CX, C CO, CX, C	See Serial P10F5
1,500 tons surtops	3 trains monthly		CO, CX, C	
1,500 tons surtops	3 trains monthly		SU, AG, AX, AM	
1,500 tons surtops	3 trains monthly		AG, AX, AM, C	
empty coal wagons	25 trains monthly			See Serial P10SD6

receiving country or zone - (2) See Key page 3 of appendix.

Appendix A to Minutes of combined BIRAC (North & South) meeting held in Prague on 24th September 46.
Annexe A au procès-verbal de la conférence BIRAC conjointe (Nord & Sud) tenue à Prague le 24 sept. 46.

BIRAC ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(See Minutes re Conditions of Acceptance)

DELAIRS DE TRAFIC INTERNATIONAL ACCEPTES PAR LE MOIS DE OCT 1946
(Voir procès-verbal: conditions d'acceptation)

Serial No. N ^o d'ordre	Despatching Point Lieu d'expédition	Tonnage and Nature of cargo Poids et nature des marchandises	Method and Rate of Clearance Moyens de transport et conditions d'acheminement	Route Itinéraire
(a)	(b)	(c)	(d)	(e)
<u>TO SWEDEN</u>				
C1031	Czechoslovakia	general cargo	4 trains monthly	
F1032	France	general cargo	2 trains monthly	
H1033	Holland	general cargo	1 train monthly	
S1034	Switzerland	general cargo	23 trains monthly	

N.B. (1) Not including despatching nor receiving country or zone - (2) See key page 1 of appendix.

3729

Birth
20 October 46.
SS DIDAC
21 Sept. 46.

DIPS ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(See Minutes re conditions of acceptance)
DEMANDS DE TRAFIC INTERNATIONAL ACCEPTES PAR LE DIPS LE MOIS D'OCTOBRE 1946
(Voir proces-verbal: conditions d'acceptation)

Page 15.

Nature and Nature of cargo Nature et nature des marchandises (a)	Method and Rate of Clearance Moyens de transport et ca- dence d'acheminement (d)	Route agreed Itineraire accepte (e)	Transit Zones and Transit Countries Pays et Zones de transit (f) (1) (2)	Remarks observations (g)
general cargo	1 train monthly		GX, GK, D	
general cargo	2 trains monthly		D, GK, D	
general cargo	1 train monthly		GK, D	
general cargo	20 trains monthly		GQ, GX, GK, D	

ing, not receiving country or zone - (2) See key page 1 of appendix.

Appendix A to Minutes of combined BIDAC (North & South) meeting held in Prague on 24th September 46.
Annexe A au procès-verbal de la conférence BIDAC conjointe (Nord & Sud) tenue à Prague le 24 sept. 46.

BIDS ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(See Minutes re conditions of acceptance)
BIDRES DE TRAFIC INTERNATIONAL ACCEPTES POUR LE MOIS D'OCTOBRE 1946
(Voir procès-verbal; conditions d'acceptation)

Serial No. N° d'ordre	Despatching point Lieu d'expédition	Tonnage and Nature of cargo Tonnage et nature des marchandises	Method and rate of clearance Moyens de transport et cadence d'acheminement	Route agreed Itinéraire accepté
(a)	(b)	(c)	(d)	(e)
<u>TO SWITZERLAND</u>				
CIOSB1	Czechoslovakia	general cargo	55 trains monthly	Right bank of Rhine
DIOSB2	Denmark	livestock	16 trains monthly	
DIOSB3	Denmark	general cargo	19 trains monthly	
DIOSB4	Dutch or Belgian ports	3,000 tons per day	100 tons per day	Upstream Rhine
DIOSB5	Holland	general cargo	1 train monthly	
DIOSB7	Norway	general cargo	10 trains monthly	
DIOSB6	Poland	coal	30 trains monthly	

N.B. (1) Not including despatching nor receiving country or zone. - (2) See key page 1 of appendix

North
September 16.
S. D. B. C.
26 Sept. 16.

TRADE ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(See minutes re conditions of acceptance)

DEMANDES DE TRAFIC INTERNATIONAL ACCEPTES POUR LE MOIS D'OCTOBRE 1946
(voir proces-verbal; conditions d'acceptation)

Page 10.

3728

Port of origin	Tonnage and Nature of Cargo Tonnage et nature des marchandises	Method and rate of clearance Moyens de transport et cadence d'acheminement	Route agreed Itinéraire accepté	Transit Zones and Transit Countries Pays et zones de transit (1) (2)	Remarks Observations
(a)	(b)	(c)	(d)	(e)	(f)
	general cargo	55 trains monthly	Right bank of Rhine	AK, AX, AQ	
	livestock	16 trains monthly		CK, CX, CQ	
	general cargo	19 trains monthly	Upstream Rhine	CK, CX, CQ, F	
	30,000 tons PCL	Net aver. 1,000 tons per day		CK, CX	
	general cargo	1 train monthly		CK, CQ, F	
	general cargo	10 trains monthly		SN, L, G, CX, CQ, F	
	coal	30 trains monthly		AM, AX, AQ	See Serial 30142

Transit or receiving country or zone - (2) See key page 1 of appendix

Appendix A to Minutes of combined BIRAC (North & South) Meeting held in Prague on 24th September 1946.
Annexe A au procès-verbal de la conférence BIRAC conjointe (Nord & Sud) tenue à Prague le 24 sept. 1946.

BIRAC ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(See Minutes re conditions of acceptance)

DEMANDS DE TRAFIC INTERNATIONAL ACCEPTÉES POUR LE MOIS D'OCTOBRE 1946
(voir procès-verbal; conditions d'acceptation)

Serial No. N° d'ordre	Despatching Point Lieu d'expédition	Tonnage and Nature of Cargo Tonnage et nature des marchandises	Method and Rate of Clearance Moyens de transport et cadence d'acheminement	Route Itinéraire
(a)	(b)	(c)	(d)	(e)
<u>TO YUGOSLAVIA</u>				
BIYU1	Belgium (Liege)	1,700 tons surplus	3 trains monthly	
FIYU2	France (Le Bourget)	1,600 tons surplus	3 trains monthly	Kehl-Salzburg-Rose
FIYU3	France (Marseilles)	1,700 tons surplus	3 trains monthly	Ventimiglia-Padova
FIYU4	France (Misc.)	1,600 tons surplus	3 trains monthly	Kehl-Salzburg-Rose

N.B. (1) Not including despatching nor receiving country or zone - (2) See Key page 1 of Appendix

6227
17.

1
DHS ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER, 1946
(see Minutes re Conditions of Acceptance)
DHS ACCEPTED FOR INTERNATIONAL TRAFFIC DURING THE MONTH OF OCTOBER 1946
(voir Procès-verbal: Conditions d'acceptation)

Tonnage and Nature of Cargo Tonnage et nature des marchandises	Method and Rate of Clearance Moyens de transport et fréquence d'acheminement	Route agreed Itinéraire accepté	Transit Zones and Transit Countries pays et zones de transit (f) (1) 2)	Remarks Observations (c)
(c)	(c)	(e)		
1,700 tons surplus	3 trains monthly		CK, GQ, CK, AX, AX	
1,600 tons surplus	3 trains monthly	Kehl-Salzburg-Rosenbach	GQ, CX, AX, AN	
1,700 tons surplus	3 trains monthly	Ventimiglia-Padova-Ljubljana	TL	
1,600 tons surplus	3 trains monthly	Kehl-Salzburg-Rosenbach	GQ, CK, AX, AN	

receiving country or zone - (2) see key page 1 of appendix

PROGRESS REPORT FOR JULY AND AUGUST 1946.

PART I - JULY.

1. Monthly Statistical Railway report.

The statistical tables for the month of July are forwarded herewith. Figures for the I.S.R. and the Private Railways are given separately as well as combined in a summary.

A limited report on the position in the Allied Zone "A" of Venezia Giulia is included at App. 8.

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

a) Locomotives.
Italian.

(i) Steam engines: ISR Steam Locomotives in service on 31 July were 1687, as against 1764 on 30 June 1946; this means a further decrease of 77 units. The serviceable stock stored increased from 192 to 267, i.e. by 75 units. The number of Locomotives "under or awaiting repair" increased by 12 to 1815 units.

(ii) Electric Locomotives: ISR Electric Locomotives in use increased from 767 units at the end of June to 776 units at the end of July. Those "under or awaiting repair" decreased by 3 units.

Foreign.

(iii) Foreign Steam engines in use increased from 209 units on 30 June to 224 units on 31 July; increase 15 units. The serviceable foreign Locomotives stored decreased by 4 (from 13 to 9) and those "under or awaiting repair" by 11 units (from 138 to 127 units).

(iv) Electric Locomotives: The foreign electric Locomotives in use decreased from 33 to 30 units, whilst those "under or awaiting repair" increased from 21 to 24 units.

The situation of the stock in use and the serviceable stock stored, as a whole, remained static (1954 units on 31 July, 1956 units on 30 June 1946). The increase in the serviceable stock stored confirms the favourable condition of the park with regard to traffic requirements. The situation of the park of electric Locomotives steadily improves and goes hand in hand with the extension of electrified track.

b) Freight Rolling Stock.

ISR owned serviceable freight cars on 31 July amounted to 56,647, showing an increase of 1323. The stock "under or awaiting repair" increased by 402 units (from 24764 to 25166).

The increase of 1725 units in the total stock available (80,088 end of June - 81,813 end of July) results from new constructions and damaged wagons re-

a) Locomotives.
Italian.

(i) Steam engines: ISR Steam Locomotives in service on 31 July were 1687, as against 1764 on 30 June 1946; this means a further decrease of 77 units. The serviceable stock stored increased from 192 to 267, i.e. by 75 units. The number of Locomotives "under or awaiting repair" increased by 12 to 1815 units.

(ii) Electric Locomotives: ISR Electric Locomotives in use increased from 767 units at the end of June to 776 units at the end of July. Those "under or awaiting repair" decreased by 3 units.

Foreign.

(iii) Foreign Steam engines in use increased from 209 units on 30 June to 224 units on 31 July; increase 15 units. The serviceable foreign Locomotives stored decreased by 4 (from 13 to 9) and those "under or awaiting repair" by 11 units (from 138 to 127 units).

(iv) Electric Locomotives: The foreign electric Locomotives in use decreased from 33 to 30 units, whilst those "under or awaiting repair" increased from 21 to 24 units.

The situation of the stock in use and the serviceable stock stored, as a whole, remained static (1954 units on 31 July, 1956 units on 30 June 1946). The increase in the serviceable stock stored confirms the favourable condition of the park with regard to traffic requirements. The situation of the park of electric Locomotives steadily improves and goes hand in hand with the extension of electrified track.

b) Freight Rolling Stock.

ISR owned serviceable freight cars on 31 July amounted to 56,647, showing an increase of 1323. The stock "under or awaiting repair" increased by 402 units (from 24,764 to 25,166).

The increase of 1725 units in the total stock available (80,088 end of June - 81,813 end of July) results from new constructions and damaged wagons returned from abroad and partially repaired. The increase in the wagons "awaiting or under repair" denotes a larger flow back of such stock than can actually be repaired.

c) Passenger Rolling Stock.

ISR owned serviceable Passenger coaches on 31 July 1946 amounted to 1365, as against 1307 in June, with an increase of 58 units; the foreign coaches shown as 86 at the end of June, sank to 54 units; decrease 26 serviceable coaches. The ISR coaches "under or awaiting repair" decreased by 58 units, (from 3278 to 3220) whilst the foreign increased from 511 to 543.

The situation of this stock, in view of increasing traffic requirements is still very difficult. In July, only 1 newly built coach was delivered to the ISR. Military authorities still hold all the requisitioned stock. Freight cars used for Passenger services increased from 1553 in June to 1700 in July.

3. Traffic on Ital. State Railway system.

a) Freight.

The average daily number of wagons loaded in July, as compared to June, increased by 783 wagons (Military requirements - 88, Commercial undertakings + 671, Railway service+200) whilst 113 loaded wagons entered daily from abroad, as against 77 in June.

As regards traffic at ports, during the first half of the month, an average of 1500 wagons was loaded daily, whilst during the second half, the average exceeded 2000 wagons. The main part was local Italian import traffic (especially coal and grain).

The daily average of freight train-kms. covered in July was 93,174 as against 90,685 in June. (Civilian traffic + 5,728, Military traffic - 3,239).

b) Passenger.

1 pair of fast Electric Motorcoaches between Florence and Milan connecting with the fast Railcar service between Rome and Florence was introduced. Restaurant cars are now run on trains between Milan - Genoa, Turin - Genoa, Milan - Bologna.

The operation of Passenger trains has improved; on some lines they are normal whilst on others the delays are under control.

These are mainly due to:

- a) long portions of line single track operated instead of double track as pre-war;
- b) lack or inadequate electric current;
- c) overcrowding of trains;
- d) holding of civilian trains to allow military passenger trains to keep schedule.

Trains - kms. run during July amount to 108,556 as against 99,101 in June.

The increase mainly applies to Civilian traffic. Passenger-kms. too increased rather heavily, but this is due partly to the fact that season tickets have been included for the first time.

c) Comparison of Steam, electric and oil traction figures.

	Train-kms. (daily)		Tons per kilometer (daily)	
	June	July	June	July
Steam - Passenger Goods	32,036	35,959	+3,923	
	33,179	33,654	+ 475	
Electric - Passenger Goods	47,551	50,390	+2,839	
	40,488	42,463	+1,975	
Oil - Passenger Goods	21,514	22,207	+ 693	
	17,016	17,056	+ 40	
				Diff.
			6,931,705	8,078,086
			15,415,847	16,066,740
			9,673,909	10,646,197
			22,346,201	24,345,650
			2,934,511	3,829,639
			7,999,294	10,852,440
				+1,146,381
				+ 650,893
				+ 972,288
				+1,999,449
				+ 895,128
				+2,853,146

4. Fuel Situation.

Coal consumption during July was 96,376 tons (87,133 tons in June);

b) Passenger.

1 pair of fast Electric Motorcoaches between Florence and Milan connecting with the fast Railcar service between Rome and Florence was introduced. Restaurant cars are now run on trains between Milan - Genoa, Turin - Genoa, Milan - Bologna.

The operation of Passenger trains has improved; on some lines they are normal whilst on others the delays are under control.

These are mainly due to:

- long portions of line single track operated instead of double track as pre-war;
- lack of adequate electric current;
- overcrowding of trains;
- holding of civilian trains to allow military passenger trains to keep schedule.

Trains - kms. run during July amount to 108,556 as against 99,101

in June.

The increase mainly applies to Civilian traffic. Passenger-Kms. too increased rather heavily, but this is due partly to the fact that season tickets have been included for the first time.

c) Comparison of Steam, electric and oil traction figures.

	Train-Kms. (daily)			Tons per kilometer (daily)		
	June	July	Diff.	June	July	Diff.
Steam - Passenger	32,036	35,959	+3,923	6,931,705	8,078,086	+1,146,381
Goods	33,179	33,654	+ 475	15,415,847	16,066,740	+ 650,893
Electric - Passenger	47,551	50,390	+2,839	9,673,909	10,646,197	+ 972,288
Goods	40,488	42,463	+1,975	22,346,201	24,345,650	+1,999,449
Oil - Passenger	21,514	22,207	+ 693	2,934,511	3,829,639	+ 895,128
Goods	17,016	17,056	+ 40	7,999,294	10,852,440	+2,853,146

4. Fuel Situation.

Coal consumption during July was 96,376 tons (87,133 tons in June); existing stocks on 31 July increased to 139,450 tons (127,423 tons end of June).

Total consumption increased due to heavier traffic on steam operated lines (see table under 3c) but consumption per unit slightly decreased.

Stocks increased due to larger arrivals by sea.

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

Reconstructionwork of lines and reelectrification proceed steadily, as shown in Appendix 1, table 2. Main event, the reactivation of the Po bridge at Pontelagoscuro, restoring the through connection between Bologna and Padova.

6. Repair Situation of Rolling Stock.

Appendix 2 gives under chart 1 the newly built Rolling Stock delivered

by Private Workshops.

During July the 3rd class Passenger Coach was delivered, whilst the

Freight stock included

- 293 serie F - Box cars
- 142 " L - High sides
- 10 " P - Flats
- 20 " PCZ - Long flats.

6. PORTS.

Details of tonnages discharged and cleared during July at the ports of GENOA, SAVONA, TRIESTE and VENICE are shown in App. 10. For comparison, June figures are also given on App. 9.

The total discharged, 900,827 tons, was 370,000 tons more than in June, Genoa showing an increase of 147,000 tons, Savona 86,000 tons, and Venice 144,000 tons, whilst at Trieste there was a decrease of 7,000 tons. The increase at Genoa was due mainly to coal imports rising by 79,000 tons and general cargo by 46,000 tons. At Savona coal discharge increased by 60,000 tons, whilst at Venice the discharge of coal, general cargo, and grain rose by 76,000 tons, 48,000 tons, and 20,000 tons respectively. Trieste coal imports advanced by 21,000 tons, but stores declined by 28,000 tons.

The average tonnage discharged per day increased at Genoa from 8,087 in June to 12,569 tons in July; at Savona from 2,608 to 6,586 tons, and at Venice from 2,580 tons to 7,135 tons.

At Savona there was no work on six days owing to a strike, whilst the figures for Venice and Trieste were affected by the strike in the latter port.

PART II - AUGUST.

1. GENERAL.

a) On the 1st August we wrote to the Minister of Transport, drawing attention to the serious situation of the Railways. The demands for movement, even of essential commodities were greater than capacity and were daily increasing. At the same time it was understood that road transport, inland water transport and coastwise shipping were not nearly fully employed. We suggested that immediate action should be taken to remedy the situation.

b) The Minister of Transport thereupon called the Conference on the 20 August 1946 to which the Ministries and Organisations operating or using transport were invited. As a result a committee was formed consisting of representatives of each of the various means of transport, and of the principal User Industries and Organisations.

c) The first Meeting of the Committee was held on the 23 August. It was decided to form two sub-committees, i) the Freight Sub-Committee, consisting of the Users to formulate the programme of demands for the six months, 1st October to 31st March. The demands were to be shown monthly for October, November, and December, ii) the Means Sub-Committee consisting of the Transport Operating Agencies and Organisations, to study capacities, tariffs, etc., and to recommend measures to ensure full use of all forms of transport. Brigadier Fellowes was elected chairman of this Sub-Committee.

figures are also given on App. 7.

The total discharged, 900,827 tons, was 370,000 tons more than in June, Genoa showing an increase of 147,000 tons, Savona 86,000 tons, and Venice 144,000 tons, whilst at Trieste there was a decrease of 7,000 tons. The increase at Genoa was due mainly to coal imports rising by 79,000 tons and general cargo by 46,000 tons. At Savona coal discharge increased by 60,000 tons, whilst at Venice the discharge of coal, general cargo, and grain rose by 76,000 tons, 48,000 tons, and 20,000 tons respectively. Trieste coal imports advanced by 21,000 tons, but stores declined by 28,000 tons.

The average tonnage discharged per day increased at Genoa from 8,037 in June to 12,569 tons in July; at Savona from 2,608 to 6,586 tons, and at Venice from 2,580 tons to 7,135 tons.

At Savona there was no work on six days owing to a strike, whilst the figures for Venice and Trieste were affected by the strike in the latter port.

PART II - AUGUST.

1. GENERAL.

a) On the 1st August we wrote to the Minister of Transport, drawing attention to the serious situation of the Railways. The demands for movement, even of essential commodities were greater than capacity and were daily increasing. At the same time it was understood that road transport, inland water transport and coastwise shipping were not nearly fully employed. We suggested that immediate action should be taken to remedy the situation.

b) The Minister of Transport thereupon called the Conference on the 20 August 1946 to which the Ministries and Organisations operating or using transport were invited. As a result a committee was formed consisting of representatives of each of the various means of transport, and of the principal User Industries and Organisations.

c) The first Meeting of the Committee was held on the 23 August. It was decided to form two sub-committees, i) the Freight Sub-Committee, consisting of the Users to formulate the programme of demands for the six months, 1st October to 31st March. The demands were to be shown monthly for October, November, and December, ii) the Means Sub-Committee consisting of the Transport Operating Agencies and Organisations, to study capacities, tariffs, etc., and to recommend measures to ensure full use of all forms of transport. Brigadier Fellowes was elected chairman of this Sub-Committee.

d) Several meetings of the Sub-Committees have been held.

e) A decree (No. 39) was published on the 19th July, setting up Regional Committees for the co-ordination of all forms of transport.

2. ROADS.

a) The decree No. 39 dated 19th July is mainly designed to co-ordinate the road transport of goods. It sets up an Organisation, Ente Autotrasporti Mercol (EAM) to take the place of ENAC. The translation of the decree is attached as Appendix 12.

3725

b) EAM is not to be confused with the Gestione Raggruppamenti Autocarri (GRA), which is the State owned and operated Motor Transport Group. The following figures give an indication of its activities.

<u>PERIOD</u>	<u>TONS MOVED</u>	<u>KILOMETRES RUN</u>	<u>PETROL USED (Gallons)</u>	<u>DIESEL OIL USED (Gallons)</u>
Oct. - Dec. 1945	323,450	13,523,869	1,057,305	11,508
Jan. - June 1946	712,406	22,726,863	1,851,246	26,148

Included in the above are 139,967 tons of goods carried in June, and 4,016,109 kilometres run during that month. This is the highest tonnage carried to date, but the distance is slightly less than the record month of May. There is also a slight increase in the consumption of Diesel Oil, and a reduction in petrol during this month showing a tendency to increase the use of heavy vehicles.

3. RAIL.

a) Passenger Traffic.

Passenger traffic in August continued to be very heavy and trains are still overcrowded.

Two fast trains were introduced, one between Milan and Rome and the other between Milan and Venice. The through Sleeping Cars and 1st/2nd class coaches of the Simplon Orient Express were attached to these trains, thus reducing the respective times of journeys as follows:

Milan - Rome	from 18 hrs. 20 m.	to 13 hrs. 45 m.
Milan - Venice	" 16 hrs. 45 m.	" 13 hrs. 5 m.

W.e.f. 1st August 1946 Allied Authorities allowed the extension to Villach of the civilian section of the "International" Naples-Villach.

b) Freight Traffic.

The increase in loadings registered in July also continued in August. Including wagons entering from abroad, loadings averaged 6,992 wagons daily, an increase of 272.

Port traffic was very high and reached an average of 2000 wagons per day. The principal commodities are coal and grain.

Normal civilian loadings suffered from the heavy requests of cars by the ports. The total daily average demand exceeds availabilities by no less than 1500 box cars, 5000 high sides, 300 flats and 600 refrigerators.

About 2350 wagons were especially set aside for the sugar beet crop; the fruit and vegetable movement is continuing whilst that of grapes and fertilizers is starting.

c) Tarvisio Transit.

The Tarvisio transit, due to repair work going on at the Arnoldstein

3.

RAIL.a) Passenger Traffic.

Passenger traffic in August continued to be very heavy and trains are still overcrowded.

Two fast trains were introduced, one between Milan and Rome and the other between Milan and Venice. The through Sleeping Cars and 1st/2nd class coaches of the Simplon Orient Express were attached to these trains, thus reducing the respective time of journeys as follows:

Milan - Rome	from 18 hr. 20 m.	to 13 hrs. 45 m.
Milan - Venice	" 16 hr. 45 m.	to 13 hrs. 5 m.

W.e.f. 1st August 1946 Allied Authorities allowed the extension to Villach of the civilian section of the "International" Naples-Villach.

b) Freight Traffic.

The increase in loadings registered in July also continued in August. Including wagons entering from abroad, loadings averaged 6,992 wagons daily, an increase of 272.

Port traffic was very high and reached an average of 2000 wagons per day. The principal commodities are coal and grain.

Normal civilian loadings suffered from the heavy requests of cars by the ports. The total daily average demand exceeds availabilities by no less than 1500 box cars, 5000 high sides, 300 flats and 600 refrigerators.

About 2350 wagons were especially set aside for the sugar beet crop; the fruit and vegetable movement is continuing whilst that of grapes and fertilizers is starting.

c) Tarvisio Transit.

The Tarvisio transit, due to repair work going on at the Arnoldstein bridge was closed during the following periods:

12-13 August	- from 0800 to 1600 hrs.
14-25 August	- " 0800 to 1200 hrs.
26-31 August	- completely.

Arrangements were made for the diversion of traffic via Brenner and via S. Candido, which latter was especially used for UNRRA imports to Austria.

4.

PORTS.

Details of tonnages discharged and cleared during August at the ports of Genoa, Savona, Venice and Trieste are shown in Appendix II.

- 5 -

The total discharged, 892,742 tons, was 8,085 tons less than in July, the principal variations at ports being a decline of 64,000 tons at Genoa and an increase of 43,000 tons at Savona.

The tonnage of coal discharged rose from 357,000 tons in July to 523,000 tons in August, an increase of 166,000 tons. The imports of grain into Genoa and Venice fell by 70,000 tons whilst the intra-mediterranean traffic at Savona declined by 36,000 tons.

5. INLAND WATERWAYS.

The reconstruction of the Cavenella d'Adige lock, it is now learnt, cannot be completed until the end of October, so that it will presumably be in working order by the beginning of November.

The results of the Census of Inland Waterway and Harbour Craft are being worked out but it cannot yet be anticipated when they will be ready.

6. MEETINGS.

Brig. Fellowes attended and took the Chair at the BIDAO (South) Meeting held on 16 August 1946 at Klagenfurt.

P.S.: The delay in the submission of this report is greatly regretted, but is due to shortage of staff.

Plus Fellowes

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

16 September 1946.

Distribution:

ECITO - Rail Division (1) (M)
- Movements Division (M)
- Road Transport Division
- Supplies and Equipment Div. (Continent).
- Movements Rear London. (M)
- Inland Water Transport Div.
ORMOA - BRUSSELS (2) (M 2)
- REAR (4) (M 4)

The reconstruction of the Cavanella d'Adige lock, it is now ready, cannot be completed until the end of October, so that it will presumably be in working order by the beginning of November.

The results of the Census of Inland Waterway and Harbour Craft are being worked out but it cannot yet be anticipated when they will be ready.

6. MEETINGS.

Brig. Fellowes attended and took the Chair at the BIDAO (South) Meeting held on 16 August 1946 at Klagenfurt.

P.S.: The delay in the submission of this report is greatly regretted, but is due to shortage of staff.

16 September 1946.

Trust fellowes

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

Distribution:

ECITO - Rail Division (1) (M)
- Movements Division (M)
- Road Transport Division
- Supplies and Equipment Div. (Continent).
- Movements Rear London. (M)
- Inland Water Transport Div.

ORMOA - BRUSSELS (2) (M 2)
- REAR (4) (M 4)

Allied Commission, (Tn. Sub-Commission) (M)
H.B.M. Embassy, Commercial Attache (M)
U.S. Embassy, Economic Section (Mr. Pope) (8) (M 2)
AFHQ., G-5 (M1)
Q Mov. Liaison.

TABLE 1.

Railway system: ITALIAN STATE RAILWAYS.

Period : JULY 1946
MONTHLY SITUATION REPORT

I. a. LOCOMOTIVES.

1. Total stock available.....
2. Stock in use :
 - a. Goods.....
 - b. Passenger.....
 - c. Shunting.....

Total

3. Stock stored :
 - a. Serviceable.....
 - b. Under repair or awaiting repair.....
 - c. Damaged beyond repair.....
 - d. Inaccessible.....

Total

4. Average daily kilometres covered by locomotives....

I. b. ELECTRIC MOTOR COACHES & RAILCARS.

1. Total stock available.....
2. Stock in use :
 - a. Goods.....
 - b. Passenger.....
 - c. Shunting.....

Total

OWN		FOREIGN		TOTAL	
Steam	Electr.	Steam	Electr.	Steam	Electr.
3769	1403	360	54	4129	1457
1275	776	220	22	1495	798
412	-	4	8	416	8
1687	776	224	30	1911	806
267	-	9	-	276	-
1815	627	127	24	1942	651
-	-	-	-	-	-
-	-	-	-	-	-
2082	627	136	24	2218	651
Will be given later					
OWN		FOREIGN		TOTAL	
Steam	Electr.	Steam	Electr.	Steam	Electr.
639	235	10	-	649	235
149	95	2	-	151	95
-	-	-	-	-	-
149	95	2	-	151	95

I. a. LOCOMOTIVES.

1. Total stock available.....
2. Stock in use :
 - a. Goods.....
 - b. Passenger.....
 - c. Shunting.....
- Total
3. Stock stored :
 - a. Serviceable.....
 - b. Under repair or awaiting repair.
 - c. Damaged beyond repair...
 - d. Inaccessible.....
- Total
4. Average daily kilometres covered by Locomotives...

	3769	1403	360	54	4129	1457
	1275	776	220	22	1495	798
	412	-	4	8	416	8
Total	1687	776	224	30	1911	806
	267	-	9	-	276	-
	1815	627	127	24	1942	651
	-	-	-	-	-	-
	-	-	-	-	-	-
Total	2082	627	136	24	2218	651
Will be given later						

I. b. ELECTRIC MOTOR COACHES & RAILCARS.

1. Total stock available.....
2. Stock in use :
 - a. Goods.....
 - b. Passenger.....
 - c. Shunting.....
- Total
3. Stock stored :
 - a. Serviceable.....
 - b. Under repair or awaiting repair
 - c. Damaged beyond repair..
 - d. Inaccessible.....
- Total
4. Average daily kilometres covered.....

	OWN			FOREIGN			TOTAL	
	Steam	Electr.		Steam	Electr.		Steam	Electr.
	639	235		10	-		649	235
	149	95		2	-		151	95
	-	-		-	-		151	-
Total	149	95		2	-		151	95
	-	-		-	-		-	-
	490	140		8	-		498	140
	-	-		-	-		-	-
	-	-		-	-		-	-
Total	490	140		8	-		498	140
Will be given later.								

3723

Railroad Station: ITL STATE RAILROADS

Period : J U L Y 1946
MONTHLY SITUATION REPORT

TABLE 1 (2)

II. WAGONS:

- 1. Total Stock available.....
- 2. Stock in use.....
- 3. Wagons loaded daily for:
 - a. Military requirements.....
 - b. Military sponsored.....
 - c. Commercial Undertaking.....
 - d. Transport for use of Railway system.....
- 4. Average number of wagons loaded entering country.
- 5. Stock stored:
 - a. Serviceable.....
 - b. Awaiting repair or under repair.....
 - c. Damaged beyond repair.....
 - d. Inaccessible.....
- 6. Turn round of wagons: (2,361 wagons (1700 Passenger Services & 661 newly built)

O W N	FOREIGN	TOTAL
81,813	44,682	126,495
56,647	28,848	85,495
-	-	514
-	-	-
-	-	5,284
-	-	809
-	-	6,607
-	-	113
-	-	6,720
25,166	15,834	41,000
-	-	-
25,166	15,834	41,000

a) $\frac{\text{Average number of serviceable wagons}}{\text{Average number loaded per day} + \text{number of wagons entering loaded}} = \frac{85,495 - 2361}{6720} = 12 \text{ d. 8 hrs.}$
b) $\frac{\text{Total serviceable wagons}}{\text{Average number loaded per day}} = \frac{85,495 - 2361}{6607} = 12 \text{ d. 13 hrs.}$

III. COACHES:

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

O W N	FOREIGN	TOTAL
4,585	597	5,182
1,365	54	1,419
-	-	-
3,220	543	3,763
-	-	-
-	-	-
3,220	543	3,763

IV. BAGGAGE VANS:

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

O W N	FOREIGN	TOTAL
2,459	308	2,767
1,085	164	1,249
-	-	-
1,374	144	1,518
-	-	-
-	-	-

4. Average number of wagons loaded entering country.	-	-	6,607
	-	-	113
Total	-	-	6,720
5. Stock stored:			
a. Serviceable.....	-	-	-
b. Awaiting repair or under repair.....	-	-	-
c. Damaged beyond repair.....	25,166	15,834	41,000
d. Inaccessible.....	-	-	-
Total	25,166	15,834	41,000
6. Turn round of wagons: (2,361 wagons (1700 Passenger Services & 661 newly built) were deducted)			
a) $\frac{\text{Average number of serviceable wagons}}{\text{Average number loaded per day} + \text{number of wagons entering loaded}}$	$\frac{85,495 - 2361}{6720}$	$\frac{85,495 - 2361}{6720}$	$\frac{85,495 - 2361}{6720}$
b) $\frac{\text{Total serviceable wagons}}{\text{Average number loaded per day}}$	$\frac{85,495 - 2361}{6607}$	$\frac{85,495 - 2361}{6607}$	$\frac{85,495 - 2361}{6607}$

III. COACHES:

1. Total Stock available.....	
2. Stock in use.....	
3. Stock stored:	
a. Serviceable.....	
b. Under repair or awaiting repair.....	
c. Damaged beyond repair.....	
d. Inaccessible.....	
Total	

O W N	FOREIGN	TOTAL
4,585	597	5,182
1,365	54	1,419
-	-	-
3,220	543	3,763
-	-	-
-	-	-
3,220	543	3,763

IV. BAGGAGE VANS:

1. Total Stock available.....	
2. Stock in use.....	
3. Stock stored:	
a. Serviceable.....	
b. Under or awaiting repair.....	
c. Damaged beyond repair.....	
d. Inaccessible.....	
Total	

2,459	308	2,767
1,085	164	1,249
-	-	-
1,374	144	1,518
-	-	-
-	-	-
1,374	144	1,518

V. POSTAL VANS:

1. Total Stock available.....	
2. Stock in use.....	
3. Stock stored:	
a. Serviceable.....	
b. Under or awaiting repair.....	
c. Damaged beyond repair.....	
d. Inaccessible.....	
Total	

330	7	337
183	4	187
-	-	-
147	3	150
-	-	-
-	-	-
147	3	150

Railway system: ITALY STATE RAILWAYS.

TABLE 2.

Period : J U L Y 1946
MONTHLY SITUATION REPORT

I. GOODS TRAINS.

1. Number of trains daily in use.....
2. Number of train kilometres per day...
3. Number of ton kilometres per day.....

Military Traffic	Civilian Traffic	Total
261	968	1,229
11,861	81,313	93,174
6,730,489	44,534,343	51,264,832

II. PASSENGER TRAINS.

1. Number of trains daily in use:
 - a) For internal services.....
 - b) For international/interzonal services.....
2. Number of train kilometres per day...
3. Number of passenger kilometres per day.....

Military Traffic	Civilian Traffic	Total
95	1,818	1,913
3	-	3
9,425	99,131	108,556
-	55,504,175	-

Period: JULY 1946
MONTHLY SITUATION REPORT

AVERAGE MONTHLY REPAIR OF MOTIVE POWER

I. LOCOMOTIVES:

1. Heavy:

- a. Electric.....
- b. Steam.....
- c. Diesel.....

Usable	Repairs in Workshops			Newly built	Total
	Heavy	Medium	Light		
776	25	1	3	-	29
1771	31	10	6	-	47
-	-	-	-	-	-
12	2	-	-	-	2
412	12	-	-	-	12
10	-	-	-	-	-

2. Light:

- a. Electric.....
- b. Steam.....
- c. Diesel.....

Railway system : ITALIAN RAILWAYS IN CONCESSION TO
PRIVATE INDUSTRY.

TABLE 1.

Period : JULY 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.....	318	70	-	-	318	70
2. Stock in use :						
a. Goods.....	39	17	-	-	39	17
b. Passenger.....	124	31	-	-	124	31
c. Shunting.....	17	-	-	-	17	-
Total	180	48	-	-	180	48
3. Stock stored:						
a. Serviceable.....	29	4	-	-	29	4
b. Under repair or awaiting repair.....	109	18	-	-	109	18
c. Damaged beyond repair..	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-
Total	138	22	-	-	138	22
4. Average daily kilometres covered by locomotives..	13,985	7,303	-	-	-	-

I. b ELECTRIC MOTOR COACHES
& RAILCARS

	O W N		FOREIGN		T O T A L	
	Steam	Elect.	Steam	Elect.	Steam	Elect.
1. Total stock available	52	76	-	-	52	76
2. Stock in use :						
a. Goods.....	1	2	-	-	1	2
b. Passenger.....	36	50	-	-	36	50
c. Shunting.....	-	-	-	-	-	-

I. a LOCOMOTIVES.

	Steam	Elect.	Steam	Elect.	Steam	Elect.
1. Total stock available.....	318	70	-	-	318	70
2. Stock in use :						
a. Goods.....	39	17	-	-	39	17
b. Passenger.....	124	31	-	-	124	31
c. Shunting.....	17	-	-	-	17	-
Total	180	48	-	-	180	48
3. Stock stored:						
a. Serviceable.....	29	4	-	-	29	4
b. Under repair or awaiting repair.....	109	18	-	-	109	18
c. Damaged beyond repair..	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-
Total	138	22	-	-	138	22
4. Average daily kilometres covered by locomotives..	13,985	7,303	-	-	-	-

I. b ELECTRIC MOTOR COACHES
& RAILCARS

	O W N		FOREIGN		T O T A L	
	Steam	Elect.	Steam	Elect.	Steam	Elect.
1. Total stock available	52	76	-	-	52	76
2. Stock in use :						
a. Goods.....	1	2	-	-	1	2
b. Passenger.....	36	50	-	-	36	50
c. Shunting.....	-	-	-	-	-	-
Total	37	52	-	-	37	52
3. Stock stored :						
a. Serviceable.....	2	4	-	-	2	4
b. Under repair or awaiting repair.....	16	20	-	-	16	20
c. Damaged beyond repair..	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-
Total	18	24	-	-	18	24
4. Average daily kilometres covered.....	5,065	10,781	-	-	-	-

3720

Railway system: ITALIAN RAILWAYS IN CONCESSION TO
PRIVATE INDUSTRY.

TABLE 1 (2)

Period : JULY 1946
MONTHLY SITUATION REPORT

II. WAGONS.

1. Total stock available.....
2. Stock in use.....
3. Wagons loaded daily for :
 - a. Military requirements.....
 - b. Military sponsored.....
 - c. Commercial undertaking.....
 - d. Transport for use of Rly. system.....

4. Average number of wagons loaded entering country.....

Total

5. Stock stored :
 - a. Serviceable.....
 - b. Awaiting repair or under repair.....
 - c. Damaged beyond repair.....
 - d. Inaccessible.....

Total

6. Turn round of wagons :

$$\begin{array}{l} \text{a) } \text{-----} \\ \text{b) } \frac{\text{Total serviceable wagons}}{\text{Average number loaded per day}} = \end{array}$$

$$\frac{2,977}{696} = 4 \text{ days. } 7 \text{ hrs.}$$

III. COACHES.

1. Total stock available.....
2. Stock in use.....
3. Stock stored :
 - a. Serviceable.....
 - b. Under or awaiting repair.....

OWN	FOREIGN	TOTAL
3,880	112	3,992
2,977	-	2,977
-	-	19
-	-	621
-	-	56
-	-	696
-	-	696
903	112	1,015
-	-	903
-	-	-
903	112	1,015

OWN	FOREIGN	TOTAL
1,247	-	1,247
970	-	970
19	-	19
258	-	258

3. Wagons loaded daily for :
- Military requirements.....
 - Military sponsored.....
 - Commercial undertaking.....
 - Transport for use of Rly. system.....

4. Average number of wagons loaded entering country.....

Total

5. Stock stored :
- Serviceable.....
 - Awaiting repair or under repair.....
 - Damaged beyond repair.....
 - Inaccessible.....

Total

6. Turn round of wagons :

$$\begin{array}{l} \text{a) } \text{-----} \\ \text{b) } \frac{\text{Total serviceable wagons}}{\text{Average number loaded per day}} = \frac{2,977}{696} = 4 \text{ days. } 7 \text{ hrs.} \end{array}$$

III. COACHES.

- Total stock available.....
- Stock in use.....
- Stock stored :
 - Serviceable.....
 - Under or awaiting repair.....
 - Damaged beyond repair.....
 - Inaccessible.....

Total

-	-	19
-	-	621
-	-	56
-	-	696
-	-	-
-	-	696
903	112	112
-	-	903
-	-	-
903	112	1,015

OWN	FOREIGN	TOTAL
1,247	-	1,247
970	-	970
19	-	19
258	-	258
-	-	-
-	-	-
277	-	277

Railway system : RAILWAYS IN CONCESSION BY
PRIVATE INDUSTRY.

TABLE 2

Period : J U L Y 1946
MONTHLY SITUATION REPORT

I. GOODS.

1. Number of trains daily in use
2. Number of train-kilometres per day.....
3. Number of ton-kilometres per day.....

Military Traffic	Civilian Traffic	Total
3	117	120
59	3,109	3,168
20,192	711,109	731,301

II. PASSENGER.

1. Number of trains daily in use:
 - a) For internal services.....
 - b) For international services..
2. Number of train-kilometres per day.....
3. Number of passenger-kilometres per day.....

Military Traffic	Civilian Traffic	Total
4	739	743
-	-	-
179	32,222	32,401
9,896	6,908,769	6,918,665

TABLE 1.

Railway system : ITALY (Summary)

Period : JULY 1946
MONTHLY SITUATION REPORT

	OWN		FOREIGN		TOTAL	
	Steam	Elect.	Steam	Elect.	Steam	Elect.
1. Total stock available.....	4,087	1,473	360	54	4,447	1,527
2. Stock in use:						
a. Goods.....	1,438	824	220	22	1,658	846
b. Passenger.....	429	-	4	8	433	8
c. Shunting.....						
Total	1,867	824	224	30	2,091	854
3. Stock stored:						
a. Serviceable.....	296	4	9	-	305	4
b. Under repair or awaiting repair.....	1,924	645	127	24	2,051	669
c. Damaged beyond repair...	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-
Total	2,220	649	136	24	2,356	673
4. Average daily kilometres covered by locomotives..	-	-	-	-	-	-

	OWN		FOREIGN		TOTAL	
	Steam	Elect.	Steam	Elect.	Steam	Elect.
1. Total stock available.....	691	311	10	-	701	311
2. Stock in use :						
a. Goods.....	186	147	2	-	188	147
b. Passenger.....	-	-	-	-	-	-
c. Shunting.....						
Total	186	147	2	-	188	147

I. b. ELECTRIC MOTOR COACHES
& RAILCARS.

1. Total stock available.....
2. Stock in use :
 - a. Goods.....
 - b. Passenger.....
 - c. Shunting.....
- Total

	OWN		FOREIGN		TOTAL	
	Steam	Elect.	Steam	Elect.	Steam	Elect.
1. Total stock available.....	4,087	1,473	360	54	4,447	1,527
2. Stock in use:						
a. Goods.....	1,438	824	220	22	1,658	846
b. Passenger.....	429	-	4	8	433	8
c. Shunting.....	1,867	824	224	30	2,091	854
Total						
3. Stock stored:						
a. Serviceable.....	296	4	9	-	305	4
b. Under repair or awaiting repair.....	1,924	645	127	24	2,051	669
c. Damaged beyond repair...	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-
Total	2,220	649	136	24	2,356	673
4. Average daily kilometres covered by Locomotives..	-	-	-	-	-	-

	OWN		FOREIGN		TOTAL	
	Steam	Elect.	Steam	Elect.	Steam	Elect.
1. Total stock available.....	691	311	10	-	701	311
2. Stock in use :						
a. Goods.....	186	147	2	-	188	147
b. Passenger.....	-	-	-	-	-	-
c. Shunting.....	186	147	2	-	188	147
Total						
3. Stock stored:						
a. Serviceable.....	2	4	-	-	2	4
b. Under repair or awaiting repair.....	506	160	8	-	514	160
c. Damaged beyond repair..	-	-	-	-	-	-
d. Inaccessible.....	-	-	-	-	-	-
Total	508	164	8	-	516	164
4. Average daily kilometres covered.....	-	-	-	-	-	-

I. b. ELECTRIC MOTOR COACHES & RAILCARS.

1. Total stock available.....
2. Stock in use :
 - a. Goods.....
 - b. Passenger.....
 - c. Shunting.....
3. Stock stored:
 - a. Serviceable.....
 - b. Under repair or awaiting repair.....
 - c. Damaged beyond repair..
 - d. Inaccessible.....
4. Average daily kilometres covered.....

Railway system : ITALY (Summary)

Period : JULY 1946
MONTHLY SITUATION REPORT

TABLE 1. (2)

II. WAGONS :

- 1. Total stock available.....
- 2. Stock in use.....
- 3. Wagons loaded daily for:
 - a. Military requirements.....
 - b. Military sponsored.....
 - c. Commercial Undertaking.....
 - d. Transport for use of Rly. system.....
- 4. Average number of wagons loaded entering country (see details in Appendix).....

O W N	FOREIGN	TOTAL
85,693	44,794	130,487
59,624	28,843	88,472
-	-	533
-	-	-
-	-	5,905
-	-	865
-	-	7,303
-	-	113
-	-	7,416
26,069	112	112
-	15,834	41,903
-	-	-
26,069	15,946	42,015

- 5. Stock stored:
 - a. Serviceable.....
 - b. Awaiting repair or under repair.....
 - c. Damaged beyond repair.....
 - d. Inaccessible.....

- 6. Turn round of wagons:
 - a) $\frac{\text{Average number of serviceable wagons}}{\text{Average number loaded per day} + \text{number of wagons entering loaded}} = \frac{88,472 - 2,361}{7,416} = 11 \text{ days } 14 \text{ hrs.}$
 - b) $\frac{\text{Total serviceable wagons}}{\text{Average number loaded per day}} = \frac{88,472 - 2,361}{7,303} = 11 \text{ days } 19 \text{ hrs.}$

III. COACHES:

- 1. Total stock available.....
- 2. Stock in use.....
- 3. Stock stored:
 - a. Serviceable.....
 - b. Under repair or awaiting repair.....
 - c. Damaged beyond repair.....
 - d. Inaccessible.....

O W N	FOREIGN	TOTAL
5,832	597	6,429
2,335	54	2,389
19	-	19
3,478	543	4,021
-	-	-
-	-	-
3,497	543	4,040

IV. BAGGAGE VANS:

- 1. Total stock available.....
- 2. Stock in use.....
- 3. Stock stored:

O W N	FOREIGN	TOTAL
2,459	308	2,767
1,085	164	1,249

country (see details in Appendix)

5. Stock stored:				
a. Serviceable.....	-	-	-	113
b. Awaiting repair or under repair.....	-	-	-	7,416
c. Damaged beyond repair.....	26,069	112	112	112
d. Inaccessible.....	-	15,834	15,834	41,903
	-	-	-	-
Total	26,069	15,946	15,946	42,015

6. Turn round of wagons:				
a) Average number of serviceable wagons	88,472	-	2,361	= 11 days 14 hrs.
Average number loaded per day +	7,416			
number of wagons entering loaded				
b) Total serviceable wagons	88,472	-	2,361	= 11 days 19 hrs.
Average number loaded per day	7,303			

III. COACHES:

1. Total stock available.....				
2. Stock in use.....				
3. Stock stored:				
a. Serviceable.....	19	-	-	19
b. Under repair or awaiting repair.....	3,478	543	543	4,021
c. Damaged beyond repair.....	-	-	-	-
d. Inaccessible.....	-	-	-	-
Total	3,497	543	543	4,040

IV. BAGGAGE VANS:

1. Total stock available.....				
2. Stock in use.....				
3. Stock stored:				
a. Serviceable.....	-	-	-	-
b. Under or awaiting repair.....	1,374	144	144	1,518
c. Damaged beyond repair.....	-	-	-	-
Total	1,374	144	144	1,518

V. POSTAL VANS:

1. Total stock available.....				
2. Stock in use.....				
3. Stock stored:				
a. Serviceable.....	330	7	7	337
b. Under or awaiting repair.....	183	4	4	187
	147	-	3	150
Total	147	3	3	150

Railway system : ITALY (summary)

TABLE 2.

Period : JULY 1945
MONTHLY SITUATION REPORT

I. GOODS TRAINS.

1. Number of trains daily in use...
2. Number of train-kilometres per day.....
3. Number of ton-kilometres per day.....

Military Traffic	Civilian Traffic	Total
264	1,085	1,349
11,920	84,422	96,342
6,750,631	45,245,452	51,996,133

II. PASSENGER TRAINS.

1. Number of trains daily in use:
 - a. For internal services.....
 - b. For international services...
2. Number of train-kilometres per day.....
3. Number of passenger-kilometres per day

Military Traffic	Civilian Traffic	Total
99	2,557	2,656
3	-	3
9,444	131,393	140,957
-	62,122,944	-

2) SITUATION OF LINES:

	LINES IN OPERATION					Re-activated lines not in operation
	Single Track		Double Track		Total	
	S.T.	E.T.	S.T.	E.T.	E.T.	Kms.
31 July.....1946.	9,783.9	2,724.1	1,303.7	1,185.6	3,909.7	14,997.3
				(1)		234.6
Compartment of Trieste Zone "B"	154.5	57.	-	56.5	113.5	268.
						32.4

Remarks: (1) of which Kms.86.5 double track, only single track electrified.

Reactivation of new lines:Compartment:Steam Tr. TURIN

VERONA

BOLOGNA

BOLOGNA

FLORENCE

FLORENCE

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

TORINO

Lines:

Domodossola-Arona

Treviso-Ostiglia

Padova-Bologna

Lavezzola-Fuena

Lucca-Piazza al Serchio

Asciiano-Montepescali

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Asti-Acqui

Section:

Cuzzago-Ornavasso

Cologna V.-Barbarano V.

Occhiobello-Pontelagoscuro

Lavezzola-Massalombarda

Lucca-Ponte a Moriano

Civitella Paganico

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Asti-S. Marzanotto Rivi

Reactivation of double track:

Venezia-Milano

La Spezia-Genoa

Firenze-Arezzo

Firenze-Arezzo

Trieste-Venice

" "

La Spezia-Genoa

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Naples-Battipaglia

Reactivation of electric traction:

Ventimiglia-Genoa

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Torre Annunziata-Gragnano

Kms.

4

18

2

15

9

24

6

4

10

16

5

4

4

5

12

28

3716

Appendix 2 (1)

Railway system : Italian State Railways.
(Supplementary Information)

Period : July 1946
MONTHLY SITUATION REPORT.

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

Type of Rolling Stock	Delivered	
	July	From: 1.7.45 To : 31.7.46
Blocked electric trainsets	-	4
Electric Motor Coaches	-	2
Coaches	1	1
Wagons	465	4,376

(WHWP)

2. Situation of Damaged wagons on

	Repairable			Irrepairable
	Cat. A Running Repairs	Cat. B Medium Repairs (30-100 h)	Cat. C Heavy Repairs (over 100)	
German	1,575	3,092	7,025	1,398
French	215	249	711	310
Belgian	89	183	419	45
Italian	4,572	4,953	15,641	2,327
Czech	101	117	353	56
Polish	-	3	8	3
Dutch	15	29	90	10
Austrian	30	61	140	15
U.S.A.	127	33	38	4
Others	183	256	692	87
Total	6,907	8,976	25,117	4,255

Percentage of damaged Stock with regard to total Stock available:
Italian : 30.7%
Foreign : 37.9%

3. Statement of Repairs executed during period:

3. Statement of Repairs executed during 1960-61.					
	Cat. A	Cat. B	Cat. C	Total	Remarks
Repairs executed:					
Railway Workshops	10,186	3,971	362	14,519	
Private Workshops	-	910	1,048	1,958	
			1,410	16,477	

	From: 1.7.42 To: 31.7.46	
Blocked electric trainsets	-	4
Electric Motor Coaches	-	2
Coaches	1	1
W a g o n s	465	4,376

2. Situation of Damaged wagons on

(WRWP)

	R e p a i r a b l e			Irrepair- able
	Cat. A Running Repairs	Cat. B Medium Repairs (30-100 h)	Cat. C Heavy Repairs (over 100)	Total Repairable
German	1,575	3,092	7,025	11,692
French	215	249	711	1,175
Belgian	89	183	419	691
Italian	4,572	4,953	15,641	25,166
Czech	101	117	353	571
Polish	-	3	8	11
Dutch	15	29	90	134
Austrian	30	61	140	231
U.S.A.	127	33	38	198
Others	183	256	692	1,131
Total	6,907	8,976	25,117	41,000
				4,255

Percentage of damaged Stock with regard to total Stock available:

Italian : 30.7%

Foreign : 37.9%

3. Statement of Repairs executed during period:

Repairs executed:	Cat. A	Cat. B	Cat. C	Total	Remarks
Railway Workshops	10,186	3,971	362	14,519	
Private Workshops	-	910	1,048	1,958	
Total	10,186	4,881	1,410	16,477	
Estimated monthly repairs in following 6 months :					
Railway Workshops	9,500	4,000	400	13,900	
Private Workshops	-	850	1,200	2,050	
Total	9,500	4,850	1,600	15,950	

3715

4. Statement on return of Damaged Wagons - Period

- + including 5 coaches and 9 Baggage vans.
- = including 5 coaches and 1 Baggage van.
- ≠ including 25 coaches and 3 Baggage vans plus 1 Privately owned wagon.

Appendix

Railway system : Italian State Railways.
(Supplementary Information)

Period : July, 1946.

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

H - Heavy M - Medium	Steam Locos		Electric Locos		Coaches		Baggage Vans		Box Cars		Open wagons				Quantity of repair seen for succeeding			
											High Gondolas		Low Gons. & Flats.		Steam Locos	El. Loc	Vehicl	
	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.			Coa- ches	B V
Italian State Railways	27	26	24	5	37	181	9	32	37	373	42	337	12	115	56	25	237	
Private Workshops	19	1	4	-	44	48	24	22	318	428	323	298	48	82	24	11	108	
Total	46	27	28	5	81	229	33	54	355	801	365	635	60	197	80	36	345	

3711

an State Railways.
(plementary Information)

Appendix 3.

Period : July, 1946.

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

am os	Electric Locos		Coaches		Baggage Vans		Box Cars		Open wagons				Quantity of repair fore- seen for succeeding month:				
									High Gondolas		Low Gons. & Flats.		Steam Locos	El. Loc.	Vehicles		
	M.	H.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.			Coa- ches	Bagg- Vans	Cars
26	24	5	37	181	9	32	37	373	42	337	12	115	56	25	237	52	1010
1	4	-	44	48	24	22	318	428	323	298	48	82	24	11	108	59	1590
27	28	5	81	229	33	54	355	801	365	635	60	197	80	36	345	111	2600

Railway system: ITALIAN STATE RAILWAYS.

(Supplementary Information).

Period : 29.6. - 2.8.46. MONTHLY SITUATION REPORT.
Trend of Wagon Exchange with Switzerland (figures from B.I.W. Report).

Period:	Box		Open		Flats		L. Flats		Refrig.		Tanks		Large Capacity		Vans	
	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.
I = Imports																
E = Exports																
29.6. - 5.7.46.	1500	1306	534	339	34	22	-	-	346	427	57	103	-	1	-	-
6.7. - 12.7.46.	738	1254	202	606	16	30	-	-	525	636	236	174	4	9	1	7
13.7. - 19.7.46.	535	634	203	269	19	28	-	-	465	493	183	117	3	2	-	1
20.7. - 26.7.46.	695	782	226	213	17	10	-	-	470	411	128	92	6	6	1	6
27.7. - 2.8.46.	632	833	389	367	21	15	-	-	377	397	143	150	3	3	2	4
Total	4100	4809	1554	1794	107	105	-	-	2183	2364	747	636	16	21	4	18
Difference	- 709		- 240		+ 2		-	-	- 181		+ 111		- 5		- 14	
Period																
TOTAL	10437	11507	5872	6335	340	327	165	219	2878	3301	2372	2256	28	24	6	18
Difference	-1070		- 463		+ 13		- 54		- 423		+ 116		+ 4		- 12	

3713

TE RAILWAYS.

(Supplementary Information).

APPENDIX 4.

APPENDIX 4.

Period : 29.6. - 2.8.46. MONTHLY SITUATION REPORT.

Trend of Wagon Exchange with Switzerland (figures from B.L.W. Report).

Open		Flats		L. Flats		Refrig.		Tanks		Large Capacity		Vans		Total		Difference	
I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.		
534	339	34	22	-	-	346	427	57	103	-	1	-	-	2471	2198	+	273
202	606	16	30	-	-	525	636	236	174	4	9	1	7	1722	2716	-	994
203	269	19	28	-	-	465	493	183	117	3	2	-	1	1408	1544	-	136
226	213	17	10	-	-	470	411	128	92	6	6	1	6	1543	1520	+	23
389	367	21	15	-	-	377	397	143	150	3	3	2	4	1557	1769	-	202
554	1794	107	105	-	-	2183	2364	747	636	16	21	4	18	8711	9747	-	1036
- 240		+ 2		-	-	- 181		+ 111		- 5		- 14					
872	6335	340	327	165	219	2878	3301	2372	2256	28	24	6	18	22098	23987		
- 463		+ 13		- 54		- 423		+ 116		+ 4		- 12				-	1889

Railway system : Italian State Railways. (Supplementary Information)

Period : 29. 6. - 2. 8. 46. Monthly situation report.
Trend of Wagon Exchange with France (figures from BMW report.)

Period: I = Imports E = Exports	Box		Open		Flats		L. Flats		Refrigerat.		Tanks		L. Capacity		Va
	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	
29..6. - 5. 7. 46.	95	183	57	51	5	16	-	-	1	-	7	1	4	-	7
6..7. - 12. 7. 46	56	230	84	50	9	28	-	-	1	2	-	6	1	1	1
13. 7. - 19. 7. 46	61	155	77	66	4	8	-	-	1	-	-	6	-	1	-
20. 7. - 26. 9. 46	212	198	136	49	83	13	-	-	2	1	5	6	5	2	1
27. 7. - 2. 8. 46.	245	162	62	29	47	10	-	2	5	-	7	1	2	2	2
.....															
Total	669	928	416	245	148	75	-	2	10	3	19	20	12	6	11
Difference	-259		+171		+73		-2		+7		-1		+6		-
OF WHICH:															
DAMAGED WAGONS:	201	547	116	172	47	60	-	1	7	2	6	20	10	5	2
Difference	-346		- 56		-13		-1		+5		-14		+5		-
SERVICEABLE WAGONS:	468	381	300	73	101	15	-	1	3	1	13	-	2	1	9
Difference	+ 87		+227		+86		-1		+2		+13		+1		+
Period 4 May 1946 to															
2 Aug. 1946. Total	2016	2740	1057	735	298	197	2	14	29	6	34	38	52	11	43
Difference	-724		+322		+101		-12		+23		+ 4		+41		-
Damaged Wagons:	980	1741	458	695	148	144	-	9	24	4	16	35	35	10	27
Difference	-761		-137		+ 4		- 9		+20		-19		+25		-
Serviceable wagons:	1036	999	599	440	150	53	2	5	5	2	18	3	17	1	16
Difference	+ 37		+459		+97		-3		+3		+15		+16		-

3712

Appendix 5

always. (Supplementary Information)

29. 6. - 2. 8. 46. Monthly situation report.
 Wagon Exchange with France (figures from BMW report.)

Open	Flats		L. Flats		Refrigerat.		Tanks		L. Capacity		Vans		Total		Difference
	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	
51	5	16	-	-	1	-	7	1	4	-	7	8	176	259	-112
50	9	28	-	-	1	2	-	6	1	1	-	7	152	324	-94
66	4	8	-	-	1	-	-	6	-	1	-	1	143	237	+169
49	83	13	-	-	2	1	5	6	5	2	1	6	444	275	+160
29	47	10	-	2	5	-	7	1	2	2	2	4	370	210	
245	148	75	-	2	10	3	19	20	12	6	11	26	1285	1305	-20
71	+73		-2		+7		-1		+6		-15				
172	47	60	-	1	7	2	6	20	10	5	2	18	389	825	-436
56	-13		-1		+5		-14		+5		-16				
73	101	15	-	1	3	1	13	-	2	1	9	8	896	480	+416
227	+86		-1		+2		+13		+1		+1				
735	298	197	2	14	29	6	34	38	52	11	43	79	3531	3820	-289
322	+101		-12		+23		+4		+41		-36				
58	148	144	-	9	24	4	16	35	35	10	27	63	1688	2601	-913
137	+4		-9		+20		-19		+25		-36				
99	150	53	2	5	5	2	18	3	17	1	16	16	1843	1219	+624
459	+97		-3		+3		+15		+16		-				

Appendix 5

always. (Supplementary Information)

29. 6. - 2. 8. 46. Monthly situation report.
 Wagon Exchange with France (figures from BMW report).

Wagon Exchange with France (Figures)																
Open	Flats		L. Flats		Refrigerat.		Tanks		L. Capacity		Vans		Total		Difference	
	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.	I.	E.			
	51	5	16	-	-	1	-	7	1	4	-	7	8	176	259	-112
	50	9	28	-	-	1	2	-	6	1	1	1	7	152	324	-94
	66	4	8	-	-	1	-	-	6	-	1	-	1	143	237	+169
	49	83	13	-	-	2	1	5	6	5	2	1	6	444	275	+160
	29	47	10	-	2	5	-	7	1	2	2	2	4	370	210	
	245	148	75	-	2	10	3	19	20	12	6	11	26	1285	1305	-20
71		+73		-2		+7		-1		+6		-15				
	172	47	60	-	1	7	2	6	20	10	5	2	18	389	825	-436
56		-13		-1		+5		-14		+5		-16				
	73	101	15	-	1	3	1	13	-	2	1	9	8	896	480	+416
227		+86		-1		+2		+13		+1		+1				
57	735	298	197	2	14	29	6	34	38	52	11	43	79	3531	3820	-289
322		+101		-12		+23		+4		+41		-36				
58	595	148	144	-	9	24	4	16	35	35	10	27	63	1688	2601	-913
137		+4		-9		+20		-19		+25		-36				
99	40	150	53	2	5	5	2	18	3	17	1	16	16	1843	1219	+624
459		+97		-3		+3		+15		+16		-				

1840
 Railway system : Italian State Railways. (Supplementary Information)

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

Average weight of trains.

April 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 hauled weight of complete train	
	Booked for trains	Booked for banking	For Passenger and freight trains	Banking Locomotives			With trains	With trains and shunting	Tons Hauled	Weight of complete train
	Number				Kilometers				Million	
NORMAL GAUGE:										
Steam Traction	1366	1827	2,022,653	386,546	1,031,865	3,491,064	58.8	63.7	961.7	
Electric Traction	680	-	1,996,050	377,271	107,507	2,480,828	116.3	121.6	1145.2	
Railcars	78	-	172,404	113,451	462	286,317	122.2	122.3	26.1	
Petrol driven engines	127	-	349,752	219,584	1,339	570,675	149.4	149.8	3.1	
Diesel electric Locos	27	30	16,323	31,022	33,052	80,397	58.4	89.3	15.1	
Oil burning Locos (ISR)	11	11	31,968	3,802	1,356	37,126	108.4	112.5	17.1	
Steam Traction (Allied)	171	175	723,936	69,680	15,984	809,600	154.7	154.2	480.1	
NARROW GAUGE:										
Steam Traction	26	26	27,799	3,973	2,082	33,854	40.7	43.4	5.1	

3711

ways. (Supplementary Information)

Appendix 6.

by Locomotives - Tons hauled and weight of complete trains

Average weight of trains.

April 1946.

Locomotives used and shunting	Actual 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	
	For Passenger and freight trains	Banking Locos			With trains	With trains and shunting	Tons Hauled	Weight of complete trains	Per train	Per Locomotive
	Kilometers						Millions tons		Tons	
27	2,022,653	386,546	1,031,865	3,491,064	58.8	63.7	961.4	1,472.6	571	354
-	1,996,050	377,271	107,507	2,480,828	116.3	121.6	1145.3	1,436.7	538	384
-	172,404	113,451	462	286,317	122.2	122.3	26.2	38.1	189	91
-	349,752	219,584	1,339	570,675	149.4	149.8	3.0	22.0	45	-
30	16,323	31,022	33,052	80,397	58.4	89.3	15.0	19.1	950	399
11	31,968	3,802	1,356	37,126	108.4	112.5	17.4	24.4	703	46
75	723,936	69,680	15,984	809,600	154.7	154.2	480.9	667.2	824	582
26	27,799	3,973	2,082	33,854	40.7	43.4	5.0	11.8	150	58

1842

APPENDIX 7.

Railway system : ITALIAN STATE RAILWAYS.

Period : JULY 1946
MONTHLY SITUATION REPORT

EXCHANGE OF FREIGHT WAGONS WITH FOREIGN COUNTRIES.

Country or Zone.	Imports		Exports	
	Loaded	Empty	Loaded	Empty
Brit. Zone Austria	836	7,105	10,122	283
French Zone Austria	928	1,335	2,274	1,232
Yugoslavia	2,930	6,494	7,654	1,561
Switzerland	969	5,995	7,743	178
Franco	312	767	240	925
Total	5,975	21,696	28,033	4,179
				32,212

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

Appendix 8

Report on Position in Allied Zone "A"

VENEZIA GIULIA REGION

Month of July 1946.

GENERAL

The month's work has been completely dislocated by the General Strike in TRIESTE which commenced on 1 July 1946 and continued until 0004 hours 13 July 1946. Whilst I.S.R. did not join in the strike for more than the first half day, loadings and despatch by rail were negligible.

It is reassuring to note that in spite of numerous incidents throughout VENEZIA GIULIA including blowing up of many portions of track and equipment, sabotage to a passenger train etc. the I.S.R. fulfilled their earlier promise to keep aloof from political strikes.

On 8 July 1946 shipping was diverted to VENICE and from that date onwards difficulty was experienced in getting sufficient wagons from AUSTRIA to meet the requirements of the two ports. Not until the last few days of the month improved supply was made possible by severely restricting civilian loadings in AUSTRIA.

As a sequel to the strike and consequent accumulations of shipping in TRIESTE the following tonnages for rail movement remained in warehouses on 31 July 1946.

Yugoslavia	7,120 tons
Austria	18,357 tons
Hungary	30 tons

Relations with the local Yugoslav authorities have shown a great improvement during the month and day to day operating matters are now always dealt with smoothly and normally.

UNRRA TRAFFIC FOR YUGOSLAVIA

These loadings were affected by the General Strike during the first part of the month but returned to fairly high figures during the last two weeks.

GENERAL

The month's work has been completely dislocated by the General Strike in TRIESTE which commenced on 1 July 1946 and continued until 0004 hours 13 July 1946. Whilst I.S.R. did not join in the strike for more than the first half day, loadings and despatch by rail were negligible.

It is reassuring to note that in spite of numerous incidents throughout VENEZIA GIULIA including blowing up of many portions of track and equipment, sabotage to a passenger train etc. the I.S.R. fulfilled their earlier promise to keep aloof from political strikes.

On 8 July 1946 shipping was diverted to VENICE and from that date onwards difficulty was experienced in getting sufficient wagons from AUSTRIA to meet the requirements of the two ports. Not until the last few days of the month improved supply was made possible by severely restricting civilian loadings in AUSTRIA.

As a sequel to the strike and consequent accumulations of shipping in TRIESTE the following tonnages for rail movement remained in warehouses on 31 July 1946.

Yugoslavia	7,120 tons
Austria	18,357 tons
Hungary	80 tons

Relations with the local Yugoslav authorities have shown a great improvement during the month and day to day operating matters are now always dealt with smoothly and normally.

2. UNRRA TRAFFIC FOR YUGOSLAVIA

These loadings were affected by the General Strike during the first part of the month but returned to fairly high figures during the last two weeks. POL loadings were high during the week ending 20 July 1946 but have since begun to lessen due at one stage, to shipment direct to YUGOSLAVIA. No difficulty has been experienced and traffic for Yugoslavia in ships which were diverted did not return by rail but was transferred by sea to other ports in YUGOSLAVIA.

3. UNRRA TRAFFIC FOR AUSTRIA

Loading of AUSTRIAN traffic was affected by the General Strike and on 8 July 1946 a start was made to divert shipping to VENICE and empty box wagons were therefore similarly diverted from TRIESTE to VENICE to meet the traffic.

Considerable difficulty was experienced in maintaining sufficient empty box wagons to meet the requirements of both TRIESTE and VENICE ports as for some time AUSTRIA was unable to meet our request for 400 empty box wagons daily. Towards the end of the month it has been possible to divert the majority of empty box wagons ex AUSTRIA to TRIESTE as VENICE requirements became less but even so sufficient numbers were not made available.

3710

4. UNRRA TRAFFIC FOR CZECHOSLOVAKIA.

This traffic has been light both at VENICE and TRIESTE.

5. UNRRA TRAFFIC FOR HUNGARY.

Traffic has been very light and calls for no comment.

6. LOCAL TRAFFIC.

There was an increase in this traffic particularly during the second and third weeks of the month, the main commodity being coal.

7. LOADINGS:

	UNRRA				
	CZECH	YUGOSLAVIA	HUNGARY	AUSTRIA	LOCAL
W.E. 6 July 1946	40	345	-	82	48
W.E. 13 July 1946	16	52	17	29	134
W.E. 20 July 1946	84	1330	64	355	445
W.E. 27 July 1946	41	1119	74	937	276

8. WAGON SITUATION

	BOX	H/S	L/S	POZ	REFRIG.	CISTERNS	O.T.
SESANA 30 June 1946	+ 429	+ 90	+ 29	+ 6	- 5	+ 156	-
31 July 1946	+ 371	+ 147	+ 96	+ 7	- 7	+ 238	-
TARVISIO 30 June 1946	- 648	- 551	- 291	- 5	+ 31	+ 126	-
31 July 1946	+ 228	-1166	- 618	- 17	+ 34	+ 90	-

The change in the box wagon position at TARVISIO is due to traffic being dealt with at VENICE as well as TRIESTE and the plus balance is represented by the additional journeying time to VENICE. The increases in the high sides and lowsides debits by AUSTRIA have been caused by the need for giving complete priority to the despatch of empty box wagons to ITALY.

9. MEDLOC AND OTHER PASSENGER SERVICES.

Timings have been fairly maintained during the month. On 24 July 1946 U.S.A. Train 88 was extended from GORIZIA to TRIESTE daily.

10. LOCO POWER.

and third weeks of the month, the main commodity being coal.

7. LOADINGS:

	<u>UNRRA</u>				
	<u>CZECH</u>	<u>YUGOSLAVIA</u>	<u>HUNGARY</u>	<u>AUSTRIA</u>	<u>LOCAL</u>
W.E. 6 July 1946	40	345	-	82	48
W.E. 13 July 1946	16	52	17	29	134
W.E. 20 July 1946	84	1330	64	355	445
W.E. 27 July 1946	41	1119	74	937	276

8. WAGON SITUATION

	<u>BOX</u>	<u>H/S</u>	<u>L/S</u>	<u>POZ</u>	<u>REFRIG.</u>	<u>CISTERN</u>	<u>O.T.</u>
SESANA 30 June 1946	+ 429	+ 90	+ 29	+ 6	- 5	+ 156	-
31 July 1946	+ 371	+ 147	+ 96	+ 7	- 7	+ 238	-
TARVISIO 30 June 1946	- 648	- 551	- 291	- 5	+ 31	+ 126	-
31 July 1946	+ 228	- 1166	- 618	- 17	+ 34	+ 90	-

The change in the box wagon position at TARVISIO is due to traffic being dealt with at VENICE as well as TRIESTE and the plus balance is represented by the additional journeying time to VENICE. The increases in the high sides and lowsides debits by AUSTRIA have been caused by the need for giving complete priority to the despatch of empty box wagons to ITALY.

9. MEDLOC AND OTHER PASSENGER SERVICES.

Timings have been fairly maintained during the month. On 24 July 1946 U.S.A. Train 88 was extended from GORIZIA to TRIESTE daily.

10. LOCO POWER.

Electric and Steam.

During the month these forms of locomotive power have been adequate except that some difficulty was beginning to be experienced on the 31 July 1946 due to the number of trains of empties required to be run ex TARVISIO, but this has been overcome.

Diesels.

These have given continuous satisfactory service.

----- 0 -----

129,100
98,000
1,205
238,323

32,016
74,147
73,353
242,616

Coal
General
Grain

1,067
2,472
2,445
8,087

Rail
Road
Sea

Clearance
Tons T.P.D.

SAVONA

Tons T.P.D.
19,673 656
58,576 1,952
78,249 2,608

Discharge

Intra-Med.
Coal

Not available

TRIESTE

Tons T.P.D.
121,962 4,065
6,724 224
19,580 653
148,266 4,942

Discharge

Coal
Stores

Clearance

Tons T.P.D.
7,159 239
125,536 4,184
132,695 4,423

Rail
Road
Other means

VENICE

Tons T.P.D.
29,433 981
650 22
2,900 97
32,989 1,100
13,884 462
300 10
3,300 110
17,484 582
50,473 1,682
33,668 1,122
84,141 2,804

Discharge

Coal
Grain
General

Clearance

Tons T.P.D.
22,481 749
20,895 697
34,012 1,134
77,388 2,580

Rail-Maritt.
Road
Sea and Canal

Total A

Rail-Marghera
Road
Sea & Canal

Total B

Total A & B
To Factorites in
Port Area

Monthly Progress Report on Transport
System in Italy.
Appendix 10.

PORT DISCHARGE AND CLEARANCE IN PRINCIPAL NORTHERN
ITALIAN PORTS - JULY 1946.

Discharge	<u>GENOA</u>		Clearance		
	<u>Tons</u>	<u>T.P.D.</u>		<u>Tons</u>	<u>T.P.D.</u>
Intra-Med.	77,700	2,506	Rail	230,000	7,419
Coal	110,814	3,575	Road	145,425	4,691
General	120,393	3,884	Sea	1,826	59
Grain	80,737	2,604			
	<u>389,644</u>	<u>12,569</u>		<u>377,251</u>	<u>12,169</u>

Discharge	SAVONA		Clearance	
	Tons	T.P.D.	Tons	T.P.D.
Intra-Med.	44,734	1,789	Not available	
Coal	119,914	4,796		
	164,648	6,585		

Discharge	<u>TRIESTE</u>		Clearance		
	<u>Tons</u>	<u>T. P. D.</u>		<u>Tons</u>	<u>T. P. D.</u>
Coal	27,891	-	Rail	82,322	-
Stores			Road	4,926	-
			Other Means	34,527	-
				<u>121,775</u>	<u>3,928</u>

Discharge		<u>VENICE</u>		Clearance	
	Tons	T.P.D.		Tons	T.P.D.
Coal	58,567	3,180	Rail-Maritt.	67,326	2,172
Grain	40,950	1,321	Road	550	18
General	81,676	2,634	Sea & Canal	17,278	557
	<u>221,193</u>	<u>7,135</u>	Total	<u>85,154</u>	<u>2,747</u>
			Rail-Marghera	66,082	2,131
			Road	600	19
			Sea & Canal	7,355	557

	<u>Tons</u>	<u>T.P.D.</u>	<u>Clearance</u>	<u>Tons</u>	<u>T.P.D.</u>
Intra-Med.					
Coal	77,700	2,506	Rail	230,000	7,419
General	110,814	3,575	Road	145,425	4,691
Grain	120,393	3,884	Sea	1,826	59
	80,737	2,604			
	<u>389,644</u>	<u>12,569</u>		<u>377,251</u>	<u>12,169</u>

	<u>Tons</u>	<u>T.P.D.</u>	<u>Clearance</u>	<u>Tons</u>	<u>T.P.D.</u>
Discharge					
Intra-Med.					
Coal	44,734	1,789	Not available		
	<u>119,914</u>	<u>4,796</u>			
	164,648	6,585			

	<u>Tons</u>	<u>T.P.D.</u>	<u>Clearance</u>	<u>Tons</u>	<u>T.P.D.</u>
Discharge					
Coal	27,891	-	Rail	82,322	-
Stores	97,451	-	Road	4,926	-
	<u>125,342</u>	-	Other Means	34,527	-
				<u>121,775</u>	<u>3,928</u>

	<u>Tons</u>	<u>T.P.D.</u>	<u>Clearance</u>	<u>Tons</u>	<u>T.P.D.</u>
Discharge					
Coal	58,567	3,180	Rail-Maritt.	67,326	2,172
Grain	40,950	1,321	Road	550	18
General	81,676	2,634	Sea & Canal	17,278	557
	<u>221,193</u>	<u>7,135</u>	Total A	<u>85,154</u>	<u>2,747</u>
			Rail-Marghera	66,082	2,131
			Road	600	19
			Sea & Canal	5,155	557
			Total B	<u>71,837</u>	<u>2,707</u>
			Total A + B	156,991	5,454
			To Factories in	41,572	1,341
			Port Area	<u>198,563</u>	<u>6,795</u>

3709

Monthly Progress Report on Transport
System in Italy. Appendix II.

PORT DISCHARGE AND CLEARANCE IN PRINCIPAL, NORTHERN
ITALIAN PORTS - AUGUST 1946

<u>GENOA</u>		<u>Clearance</u>	
Discharge	Tons	T.P.D.	Tons
Intra Med.	67,260	2,170	
Coal	156,839	5,056	209,100
General	86,604	2,794	101,333
Grain	14,788	477	3,650
	<u>325,491</u>	<u>10,497</u>	<u>314,083</u>
			10,130

<u>SAVONA</u>		<u>Clearance</u>	
Discharge	Tons	T.P.D.	Tons
Intra Med.	8,335	269	
Coal	199,089	6,422	
	<u>207,424</u>	<u>6,691</u>	
			Not available

<u>TRIESTE</u>		<u>Clearance</u>	
Discharge	Tons	T.P.D.	Tons
Coal	9,988	322	130,040
Stores	110,012	3,548	1,106
	<u>120,000</u>	<u>3,870</u>	8,542
			<u>139,688</u>
			4,505

<u>VENICE</u>		<u>Clearance</u>	
Discharge	Tons	T.P.D.	Tons
Coal	157,245	5,072	34,902
Grain	36,414	1,174	1,200
General	46,168	1,489	13,633
	<u>239,827</u>	<u>7,735</u>	49,735
			1,604
			2,843
			112
			268
			<u>3,223</u>
			4,827
			67,201
			<u>216,883</u>
			2,167
			6,994

DISCHARGE

Intra Med.
Coal
General
Grain

Tons	T.P.D.
67,260	2,170
156,839	5,056
86,604	2,794
14,788	477
<u>325,491</u>	<u>10,497</u>

DISCHARGE

Intra Med.
Coal

Tons	T.P.D.
8,335	269
<u>199,089</u>	<u>6,422</u>
<u>207,424</u>	<u>6,691</u>

DISCHARGE

Coal
Stores

Tons	T.P.D.
9,988	322
110,012	3,548
<u>120,000</u>	<u>3,870</u>

DISCHARGE

Coal
Grain
General

Tons	T.P.D.
157,245	5,072
36,414	1,174
46,168	1,489
<u>239,827</u>	<u>7,735</u>

CLEARANCE

Not available

Tons	T.P.D.
------	--------

CLEARANCE

Rail
Road
Other means

Tons	T.P.D.
130,040	4,194
1,106	36
<u>8,542</u>	<u>275</u>
<u>139,688</u>	<u>4,505</u>

CLEARANCE

Rail (Marit.)
Road
Sea-Canal
Total A

Tons	T.P.D.
34,902	1,125
1,200	39
13,633	440
<u>49,735</u>	<u>1,604</u>

Rail Marghera
Road
Sea-Canal
Total B

Tons	T.P.D.
88,158	2,843
3,480	112
8,309	268
<u>99,947</u>	<u>3,223</u>

Total A + B

Tons	T.P.D.
149,682	4,827

To factories in
Port Area

Tons	T.P.D.
67,201	2,167

Grand Total

Tons	T.P.D.
<u>216,883</u>	<u>6,994</u>

MONTHLY PROGRESS REPORT - JULY & AUGUST 1946. Appendix 12.R O A D S.ENTE AUTOTRASPORTI MERCI (E.A.M.) Decree No. 39 dated 19 July 1946.ART. 1.

The National Organization for the road Transport of Goods (E.N.A.C.) has been liquidated and their capital, both active and passive, transferred to the Organization described in Art. 3 below.

The offices, trusts and companies in any way concerned with the management of road transport of goods, have also been suspended and liquidated. The liquidators are appointed by the Minister of Transport, in conjunction with the Minister of the Treasury.

The personnel who, at the date of the decree, are working in any capacity for E.N.A.C. of for other branches as mentioned above, are dismissed. They will be paid an indemnity for dismissal, to which they are entitled according to the rules of the Organizations concerned.

ART. 2.

The Inspectorate General of Civil Motorization and of Transports in Concession, co-ordinates road transport with rail, sea, river, lake and air transport.

Each Compartmental Inspectorate M.O.T.C. has a Regional Committee for the co-ordination of transport, consisting of a Chairman, a government Official appointed by the Minister of Transport, a representative of the Compartmental Inspectorate M.O.T.C., a representative of the Ministry of Industry and Commerce, by three representatives of the other Administrations concerned that is to say, the Italian State Railways, the Mercantile Marine and Civil Aviation, as well as by a representative of the Organization mentioned in Art. 3.

The Regional Committees for the Co-ordination of Transport are responsible for planning the necessary arrangements for a better co-ordination of transport facilities by road, rail, inland waterways, sea and air, affecting each area of jurisdiction, and for issuing instructions on behalf of the authorities concerned.

ART. 3.

The Organization for the Road Transport of Goods (E.A.M.) has been established in Rome, consisting of legal men, concerned with public law, and is subject to the supervision and vigilance of the Ministry of Transport. This Organization is responsible for ensuring, when necessary, and subject to agreements with the branches of the Ministry of Industry and Commerce, in so far as road vehicles devoted to the transport of goods on their own account are concerned, the execution of movements of essential commodities and in the public interest; if it is necessary to guarantee the service, they must take care that the allocation of transport is fair between users when demand

the offices, trusts and companies in any way concerned with the management of road transport of goods, have also been suspended and liquidated. The liquidators are appointed by the Minister of Transport, in conjunction with the Minister of the Treasury.

The personnel who, at the date of the decree, are working in any capacity for E.N.A.C. of for other branches as mentioned above, are dismissed. They will be paid an indemnity for dismissal, to which they are entitled according to the rules of the Organizations concerned.

ART. 2.

The Inspectorate General of Civil Motorization and of Transports in Concession, co-ordinates road transport with rail, sea, river, lake and air transport.

Each Compartmental Inspectorate M.C.T.C. has a Regional Committee for the co-ordination of transport, consisting of a Chairman, a government Official appointed by the Minister of Transport, a representative of the Compartmental Inspectorate M.C.T.C., a representative of the Ministry of Industry and Commerce, by three representatives of the other Administrations concerned that is to say, the Italian State Railways, the Mercantile Marine and Civil Aviation, as well as by a representative of the Organization mentioned in Art. 3.

The Regional Committees for the Co-ordination of Transport are responsible for planning the necessary arrangements for a better co-ordination of transport facilities by road, rail, inland waterways, sea and air, affecting each area of jurisdiction, and for issuing instructions on behalf of the authorities concerned.

ART. 3.

The Organization for the Road Transport of Goods (E.R.M.) has been established in Rome, consisting of legal men, concerned with public law, and is subject to the supervision and vigilance of the Ministry of Transport. This Organization is responsible for ensuring, when necessary, and subject to agreements with the branches of the Ministry of Industry and Commerce, in so far as road vehicles devoted to the transport of goods on their own account are concerned, the execution of movements of essential commodities and in the public interest; if it is necessary to guarantee the service, they must take care that the allocation of transport is fair between users when demand exceeds supply and between operators when supply exceeds demand; they are responsible for giving assistance in matters concerning the road transport of goods; for compiling statistical facts of the same; for arranging the rational distribution of fuel, lubricants and tyres on the basis of the vehicles referred to in the following Art. 4., adopting any form of control necessary to assure their legitimate use; for the fulfillment of other similar functions which may be entrusted to them by the Ministry of Transport.

Moreover, the same Organization is responsible, on behalf of the State Administration, and according to the rules which will be agreed by the Treasury and by the Ministry of Transport, for the checking, recovery and sale of auto vehicles and parts of auto vehicles which were war booty and were handed over by the Italian and Allied Authorities to individuals, firms, co-operatives, organizations and offices, collecting the money for payment to the State Treasury.

P.T.O.

1855

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

ART. 4.

All proprietors and holders, by whatever right, of auto vehicles devoted to the transport of goods, must declare annually to the Organization, these vehicles, according to the rules which will be fixed for this purpose by the Ministry of Transport, Inspectorate General of Civilianization and of Transports in Concession.

ART. 5.

In order to meet their own expenses, the Organization collects the following:

- a) At the time of the annual declaration, mentioned in Art. 4 above, a suitable statistical fee, the amount to be fixed by the Ministry of Transport.
- b) At the time of the distribution of fuel, a contribution according to the transport and to the service to be carried out with the allocation of fuel, the contribution to be assessed according to instructions to be fixed by a decree by the Ministry of Transport.
- c) The reimbursement of expenses defrayed in connection with the functions described in para. 2. of Art. 3.

ART. 6.

The E.A.M. avails itself of the collaboration of the provincial commissions, which decide what transports should be guaranteed by the Organization, according to Art. 3 and, moreover, give directions for the adaption of rules issued by the Head Office of the Organization concerning the distribution of fuel, lubricants and tyres, within the limits agreed by them for particular needs of a special and local character.

These Commissions, presided over by an Official of the E.A.M. consist of:

- A representative of the provincial office of Industry and Commerce,
 - A representative of the Chamber of Commerce,
 - A representative, appointed by the prefect, of another branch or organization concerned with the distribution of fuel or attached to Alimentation.
- Two representatives of transporters.

ART. 7.

A suitable Committee supervises the management of the Organization. This Committee is presided over by the Director General of M.C.T.O. and consists of:

- The Director of the Organization and two officials of the Organization.
- Two representatives of the M.C.T.C.
- Three representatives of transporters, appointed by the Minister of Transport.
- A representative of the Trades Union.

The duties of revision and checking are entrusted to a board consisting of a representative of the Treasury who presides, by a representative of the Inspectorate General of M.C.T.O. and by a representative of the transporters, appointed by the

- In order to meet their own expenses, the Organization shall:
- a) At the time of the annual declaration, mentioned in Art. 4 above, a suitable statistical fee, the amount to be fixed by the Ministry of Transport.
 - b) At the time of the distribution of fuel, a contribution according to the transport and to the service to be carried out with the allocation of fuel, the contribution to be assessed according to instructions to be fixed by a decree by the Ministry of Transport.
 - c) The reimbursement of expenses defrayed in connection with the functions described in para. 2. of Art. 3.

ART. 6.

The E.A.M. avails itself of the collaboration of the provincial commissions, which decide what transports should be guaranteed by the Organization, according to Art. 3 and, moreover, give directions for the adaptation of rules issued by the Head Office of the Organization concerning the distribution of fuel, lubricants and tyres, within the limits agreed by them for particular needs of a special and local character.

These Commissions, presided over by an Official of the E.A.M. consist of:

- A representative of the provincial office of Industry and Commerce,
- A representative of the Chamber of Commerce,
- A representative, appointed by the prefect, of another branch or organization concerned with the distribution of fuel or attached to Alimentation.
- Two representatives of transporters.

ART. 7.

A suitable Committee supervises the management of the Organization. This Committee is presided over by the Director General of M.C.T.C. and consists of:

- The Director of the Organization and two officials of the Organization.
- Two representatives of the M.C.T.C.
- Three representatives of transporters, appointed by the Minister of Transport.
- A representative of the Trades Union.

The duties of revision and checking are entrusted to a board consisting of a representative of the Treasury who presides, by a representative of the Inspectorate General of M.C.T.C. and by a representative of the transporters, appointed by the Minister of Transport.

To this board fall the duties foreseen by the Civil Code for the Trades Unions of Limited Societies, when applicable.

ART. 8.

The Offices of the E.A.M. are the Headquarters and the Regional, provincial and inter-provincial offices.

The internal organization of the offices is arranged by the Minister of Transport together with the Minister of the Treasury.

The nomination of the Director, who is the legal representative of the Organization, will be carried out according to the rules given in the following Art. 9 laid down by the Minister of Transport.

..... Art. 9.

ART. 9.

The establishment, the rules of employment, the legal status and the payment of personnel whatever their position and insurance - including the Director - necessary for the central and outlying services of the Organization, will be arranged with the appropriate rules subject to the approval of the Ministry of Transport and of the Treasury.

ART. 10.

In the case of liquidation of the E.A.M., the residual capital, at the end of the liquidation will be handed over to the Government. The remainder of the liquidation of the branches mentioned in Para 2 of the previous Art. 1 will be also handed over to the Government.

ART. 11.

The legislative decree of "Lieutenantcy" of the 17th August 1944 No. 188 concerning the establishment of the National Organization for the Transport of Freight (E.N.A.C.) the statute attached to it, the legislative decree of "lieutenantcy" of the 13th October 1944 No. 324 consisting of integral rules for the decree of establishment, the legislative decree, of "lieutenantcy" of the 23rd August 1945 No. 537, as well as the Ministerial Decree of the 8th May 1945 concerning the general conditions for the transport of goods by auto vehicles and the interministerial decree of the 30th January 1945, concerning the "only tariff for the transport of goods by road in auto vehicles" are hereby repealed.

The present decree will come into force the day after its publication in the Official Gazette.

The present decree, stamped with the Seal of State, will be included in the Official Collection of Laws and decrees of the Italian Republic. To whom it may concern, it should be noted and kept as a law of the State.

Given in Rome the nineteenth day of July in the year nineteen hundred and forty six.

DE NICOLA

De Gasperi - Ferrari - Gullo - Corbino -
Micheli - Cingolani - Morandi.

