

OMBIND-Docks Clearance

10000/148 / 924
From: June '45
to: July '45

ance

INTER OFFICE MEMO

KJC/au

136/10

Tel : 466

27 July 1945

Ref : 51-2/97/FOOD

SUBJECT : Road transportation

TO : HQ. AC Transportation S/C Road Movements,
(Attn: Capt. Gower)

1. Attached are following road bids in triplicate :

<u>Number</u>	<u>From</u>	<u>To</u>	<u>Commodity</u>	<u>Tons</u>
R - 1	Piombino	Navacchio	Lemons	40
R - 2	"	Florence	"	120
R - 3	"	Cascina	"	36
R - 4	"	S. Frediano	"	6
R - 5	"	Florence	grain	171
R - 6	"	Leghorn	"	25

2. Above bids are all for movements that have already taken place.

3. We know nothing about above movements and wrote the bids at your request to make your records regular. We understand that the movements were ordered by road because of the absence of rail cars and the necessity of clearing Piombino Port.

*W. J. Legg, Major*W.J. LEGG
Colonel

Director, Food Sub-Commission

3210

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

Piombino

23 July, 1945

File: Pi/13/125

Subject: Road Transportation Charges - PIOMBINO

To: Capt. A.A. GOWER
Transportation Sub-Commission
H.Q. Allied Commission

1. Attached hereto is information pertaining to transportation by truck of grain and lemons from Piombino to ultimate destinations.-



Stanley P. France

(Stanley P. France)

Port Liaison Officer AC.

PIOMBINO

TRANSPORTATION SUB-COMMISSION
ALLIED COMMISSION

Piombino

ALCOM MILITARY TRUCKS

Date	Nº of trucks	By whom trucks were supplied	Tons	Commodity	Destination	To be charged to
11, July, 45	10	Leghorn	20	Lemons	Navacchio (Pisa)	Freschi Alessandro
" "	11	"	22	"	Florence	PIOMBINO
12 "	8	"	16	"	Cascina	"
" "	6	"	12	"	"	"
" "	4	"	8	"	"	"
13 "	10	"	20	"	Navacchio (Pisa)	"
" "	10	"	20	"	Florence	"
14 "	10	"	20	"	"	"
" "	9	"	18	"	"	"
16 "	14	"	28	"	"	"
" "	6	"	12	"	"	"
17 "	3	"	6	"	S. Frediano a Settimo	"



Stanley P. France.

(Stanley P. France)

Port Liaison Officer **3298**

PIOMBINO

Trucks furnished by:

Leghorn - 221 St Trucking Co.

Florence - Trucking Co.

Siena - Motor Pool - Capt. McCulloch

TRANSPORTATION SUB-COMMISSION
ALLIED COMMISSION

Piombino

ALCOM MILITARY TRUCKS

B. N. A. U.

D a t e	N° of tons	Commodity	Destination	N) of Trucks	By Whom trucks were supplied
16 July, 45	63.367	Grain	CAP Florence	25	Leghorn
17 "	10.210	"	" "	5	"
18 "	23.686	"	" "	10	"
19 "	32.773	"	" "	19	Florence
19 "	14.190	"	" "	5	Siena
20 "	27.373	"	" "	18	Florence
21 "	24.700	"	" Leghorn	17	"



Stanley P. France

(Stanley P. France)

P.L.O., Piombino

Trucks furnished by:-

Leghorn - 221 st Trucking Company

Florence - Trucking Co.

Siena - Motor Pool - Capt. McCulloch

TRANSPORTATION SUB-COMMISSION

ALLIED COMMISSION

Piombino

The following civilian owned trucks arrived at Piombino to load wine. However, they were loaded with grain, as follows:-

D a t e	No.of tons	Commodity	Destination	License Plate No.
18 July 1945	14.160	Grain	C.A.P.FLORENCE	FI 286204
" " "	14.638	"	" "	FI 30819
" " "	11.462	"	" "	FI 273894
19 " "	4.500	"	" " LEGHORN	AS 153949
" " "	15.000	"	" LUCCA	SA 53870
" " "	15.000	"	" "	SA 43742
" " "	4.500	"	" FLORENCE	FI 31188
20 " "	5.000	"	" "	FI 30874

It is presumed that the owners of the above vehicles will collect charges direct from consignees.



Stanley P. France.

(Stanley P. France)

P.L.O., PIOMBINO

3207

Tel: 478303

HEADQUARTERS ALLIED COMMISSION
APO 394

File
AAG/gah

Transportation Sub-Commission

136/6
Ref : AC/27/38/Tn3.

17 July 45 *(6)*

SUBJECT : Road Transport for Docks Clearance.

TO : Mr France.
Port Liaison Officer, PIOMBINO.

1. As it is most difficult to reach you on the telephone from here would you please be good enough to supply the undermentioned particulars to this Branch by return.
2. (a) Total number of Truck Pool Vehicles loaded each day with Weight, Commodity and Destination for each Truck.
(b) Total number of ENAC Vehicles loaded each day with Weight, Commodity, Destination and particulars showing from where the Vehicles have come.
(c) Who pays carriage in every instance.
3. It is understood you; will be telephoning Rail Branch each day and they have undertaken to call a member of this branch who will require the above information daily.
4. Your confirmation in writing giving details of what has happened up to date would be appreciated.

For the Director.

CR
C.F. CONSTABLE.
Major.

3206

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INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: RVIII/35/INT/35

Message Centre No: E/9031

Date/Time of Origin: JUL 101746E

Date Time Rec'd: JUL 101915E

Precedence: ROUTINE

FROM: SENIOR TRANSPORTATION OFFICER, FLORENCE

TO : TRANSPORTATION SUB COMMISSION ALCOM HQ ROME

RESTRICTED.

Your 1495 subject lemons from PIOMBINO.

80 tons will be lifted Wednesday and balance Thursday. Suggest in future consignees make their own arrangements. This office cannot continue to do their work for them.

DIST

ACTION: Tn S/C 2 - 1 Roots Div

INFO: Chief Commissioner

Econ Sec

File 2

Float

ACTION



RESTRICTED

3205

HEADQUARTERS ALLIED COMMISSION

APO 394

Tel. 478303 Transportation Sub-Commission

CFC/tp

Our Ref. : AC/63/39/TN3 27 June 1945

TO : Chief, Movements Division.

Reconnaissance of Port of PIOMBINO-25 June-I. Introduction.

Party consisting of:-

Mr. BAZZANELLA - Ports & Warehouse Division.
 Major G.B. GODFREY - Shipping Branch.
 Capt. A. TOSI - "
 Major C.F. CONSTABLE - Roads Branch
 Capt. J. CLINGING - Rail Branch

arrived PIOMBINO 1130 hrs. 25 June. The party was met at the Port Liaison Officer's Office by Mr. France Port Liaison Officer and Mr. Macfarlane representative of MWT/WSA.

The whole party then inspected the port and conferred with the object of ascertaining the possibility of increasing the tonnage discharge with a quicker turn round of vessels.

The following information is submitted as a result of the port inspection and the subsequent conference.

2. Port Capacity.

Based on one Liberty ship and two coasters the present maximum discharge capacity is approximately 1500 tons daily, this is almost entirely cleared by rail owing to the limited facilities for clearance. direct from ship to road transport. In addition to the above figure, schooners discharge from shallow water berths direct to road vehicles for stockpile and rail wagons about 4000 tons per month; mostly wine and citrus

Recommence
-25 June-

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3. Warehouse Accommodation.

At the moment the only satisfactory accommodation consists of a large building (not entirely weatherproof but secure from pilferage) having a direct rail siding from PONTILE ILVA. This holds approximately 1000 tons. Endeavours are being made to increase the accommodation by installing six Romney huts adjacent to

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BANCHINA DI TERRA. These have been requested from P.B.S. and would increase warehouse capacity by 3000 tons.

4. Rail facilities.

These consist of four rail sidings on PONTILE ILVA and one siding on BANCHINA DI TERRA. 64 wagons can be placed at one time on the former and 16 on the latter, in addition there is the direct siding running from Berth to the Warehouse. A shunting engine is available.

5. Road facilities.

Apart from the schooner berths, road facilities are negligible, the odd vehicle can load from ships side on BANCHINA DI TERRA provided there are no rail wagons in the way, but it is quite impossible to load road transport on PONTILE ILVA owing to the presence of railway lines and the uneven terrain.

6. Possibilities of increasing capacity.

It is estimated that discharge from ship can be increased by approximately 700 tons daily by erecting four ramps over the wreck alongside PONTILE ILVA; this would enable a vessel to moor alongside the wreck and discharge over the ramps on the quayside. To meet the increased commitment of quay clearance which would normally follow it would be necessary to have direct road access to ship's side. This could only be done by levelling the present terrain on this Berth to railway line level to allow the passage of road vehicles; four vehicles could thus load from ship side at one time. The area requiring thus to be levelled is roughly 10000 square feet, in addition the approach to the Berth would have to be cleared of debris by bulldozer or similar means.

It should be noted that there is no hard standing in this port, it being an earth surface which deteriorates rapidly in wet weather.

Given the necessary materials, equipment and labour, it is estimated that the work involved in the construction of the ramps and levelling of terrain would take about three weeks.

It is estimated that at least 60 load carrying vehicles would be required for the additional quay clearance commitment of 700 tons daily and it should be noted that such vehicles could not be employed on long hauls but only to warehouse, local delivery or to rail wagon; if road

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It should be noted that there is no hard standing in this port, it being an earth surface which deteriorates rapidly in wet weather.

Given the necessary materials, equipment and labour, it is estimated that the work involved in the construction of the ramps and levelling of terrain would take about three weeks.

It is estimated that at least 60 load carrying vehicles would be required for the additional quay clearance commitment of 700 tons daily and it should be noted that such vehicles could not be employed on long hauls but only to warehouse, local delivery or to rail wagon; if road vehicles were used for the usual destinations such as Florence, Pisa, Leghorn etc., then a second echelon of vehicles would be necessary, and given 60 vehicles would lift only about 150 tons for a turn round of about 30 hours.

7. Conclusion.

It is not considered it would be an economical proposition to supplement clearance by road. The whole

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- 3 -

lay-out of the Port is essentially for rail clearance. 1500 tons daily discharge of General Supplies would necessitate 100 wagons. If coal for ROSIGNANO forms part of daily discharge, clearance by rail should be 1200 tons (80 wagons) and 300 tons by barge to VADA for Solvay Plant.

8. Attached at Appendix "A" is a complete sketch plan of the Port and at Appendix "B" a sketch plan showing Berth "PONTILE ILVA".



C.F. CONSTABLE,
Major.

Copies to:-

(except Appendices "A" and "B").
Ports & Warehouse Division.
Rail Division.
Roads Division.
Rail Branch.
Roads Branch.
Shipping Branch.

3342

