

Tonnages for Internal Movement

312/TIV 3

0033

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

movement

312/TIV 3

10000/148/1024
'Jan '45

GO TIRNI PERCI EFFETTUATI, Km. ARCONSI E TONNELLAGGIO (LORDO)
 ORRATO NEL MESE DI MAGGIO 1945 - SULLE LINEE IN ESERCIZIO DEI SOT-
 INDICATI COMPARTIMENTI.--

	Treni effettuati		Treni Km. percorsi		Tonnellate trasportate	
	Civili	Alleati	Civili	Alleati	Civili	Alleati
Compartimento di Firenze - An- cona-Roma-Napoli Bari - Reggio	2929	10.753	191435	950.059	965.582	6.244658
Compartimento di Palermo	1603	I	128370	96	555.260	640
Delegazione Cagliari	352	-	24731	-	90.939	-
TOTALE	4884	10.754	344536	950.155	1.611781	6.245298

TIRRENIA - ADRIATICA - ROMANA - REGGIO C. - NAPOLI - BARI												
P E R T I										T O T A L E		S U M M A
L I N E A	N.°	D I S P A R T I				P A R T I				CIVILI	M.	AUG.
		CIVILI	MILITARI	TOTALI	AUG.	CIVILI	MILITARI	TOTALI	AUG.			
Grosseto-Livorno	129	-	-	216	27864	-	-	234	30186	-	-	49
Foligno-Falconara	121	-	-	220	27346	-	-	246	29766	-	-	47
Foligno - Orte	85	-	-	389	33065	-	-	385	32725	-	-	77
Bastia-Poligno	19	-	-	68	1292	-	-	65	1235	-	-	13
Roma-Fornia	130	-	-	177	23010	31	4030	149	19370	31	4030	32
Casoli-Roma Tib.na	66	5	330	14	924	11	726	19	1254	16	1056	3
Bracciano-Roma Trast.	43	10	430	-	-	7	301	-	-	17	731	-
Roma-Grosseto	189	-	-	170	32130	-	-	194	36666	-	-	30
Roma-Orte	84	-	-	374	31416	-	-	360	30240	-	-	73
Orte - Chiusi	83	-	-	147	12201	-	-	136	11288	-	-	26
Chiusi-Arezzo	63	-	-	101	6363	-	-	109	6867	-	-	21
Roma-Roccasecca	122	-	-	386	47092	-	-	273	33306	-	-	69
Velletri-Colleferro	24	54	1296	-	-	54	1296	-	-	108	2592	-
Roma-Viterbo	24	71	1704	-	-	71	1704	-	-	142	3408	-
Roma-Albano	30	4	120	-	-	4	120	-	-	8	240	-
Roccasecca-Caserta	96	-	-	390	37440	-	-	315	30240	-	-	70
Caserta-Cancello-	35	-	-	133	4655	-	-	85	2975	-	-	21
Napoli												
Fornia-Aversa	68	-	-	135	9180	31	2108	170	11560	31	2108	36
Aversa-Napoli +	20	-	-	127	2540	-	-	77	1540	-	-	20
Napoli-Torre C.	23	31	713	103	2369	62	1426	129	2967	93	2139	23
Torre-Battipaglia	53	31	1643	141	7473	62	3286	293	15529	93	4929	43
Napoli-Aversa-Ca-	35	-	-	33	1155	-	-	112	3920	-	-	14
Sorta +												
Caserta-Benevento	63	16	1008	207	13041	13	819	201	12663	29	1827	40
Benevento-Poggia	102	16	1632	222	22644	15	1530	206	21012	31	3162	42
Avellino-Codola	40	27	1080	14	560	28	1120	14	560	55	2200	2

0006

FOGLIO N° 1

MAGGIO 1945 *15*

ONA - ROMA - REGGIO C. - NAPOLI - BARI

-	234	30186	-	-	450	58050	-	123626	-	143626	-	267252
-	246	23766	-	-	472	57112	-	108520	-	134553	-	243073
-	385	32725	-	-	774	65790	-	187031	-	235866	-	423697
-	65	1235	-	-	133	2527	-	12017	-	9270	-	22095
4030	149	19370	31	4030	326	42380	-	98407	19101	96443	19101	194850
726	19	1254	16	1056	33	2178	716	5192	4227	10215	4943	15407
301	-	-	17	731	-	-	2360	-	1610	-	3970	-
-	194	36666	-	-	364	68796	-	145400	-	169780	-	315180
-	360	30240	-	-	734	61656	-	320284	-	371232	-	691516
-	136	11288	-	-	283	23489	-	108612	-	104120	-	212732
-	109	6867	-	-	210	13230	-	63386	-	50721	-	114107
-	273	33306	-	-	659	80398	-	192596	-	211727	-	404323
1296	-	-	108	2592	-	-	2801	-	2689	-	5490	-
1704	-	-	142	3408	-	-	8267	-	6542	-	14809	-
120	-	-	8	240	-	-	190	-	296	-	486	-
-	315	30240	-	-	705	67680	-	185538	-	237135	-	422673
-	85	2975	-	-	218	7630	-	75581	-	74926	-	150507
2108	170	11560	31	2108	305	20740	-	65210	21700	-	21700	65210
-	77	1540	-	-	204	4080	-	107180	-	68130	-	175310
1426	129	2967	93	2139	232	5336	23880	58855	47750	86675	71630	145530
3286	293	15529	93	4929	434	23002	14328	77128	24872	165181	39200	242309
-	112	3920	-	-	145	5075	-	30495	-	90841	-	121336
819	201	12663	29	1827	408	25704	7187	101620	6505	102602	13692	204222
1530	206	21012	31	3162	428	43656	6505	100835	7877	104749	14362	209584
1120	14	560	55	2200	28	1120	4276	3324	3616	2751	7892	6075

Nocera-Salerno-Caserta	96	-	-	390	37440	-	-	315	30240	-	-	7
Caserta-Cancello-	35	-	-	133	4655	-	-	85	2975	-	-	2
Napoli												
Fornia-Aversa	68	-	-	135	9180	31	2108	170	11568	31	2108	3
Aversa-Napoli +	20	-	-	127	2540	-	-	77	1540	-	-	2
Napoli-Terre C.	23	31	713	103	2369	62	1426	129	2967	93	2139	2
Torre-Battipaglia +	53	31	1643	141	7473	62	3286	293	15529	93	4929	4
Napoli-Aversa-Ca-	35	-	-	33	1155	-	-	112	3920	-	-	1
serda +												
Caserta-Benevento +	63	16	1008	207	13041	13	819	201	12663	29	1827	4
Benevento-Foggia +	102	16	1632	222	22644	15	1530	206	21012	31	3162	4
Avellino-Codola	40	27	1080	14	560	28	1120	14	560	95	2200	
Cancello-Nocera	41	15	615	2	82	15	615	18	738	30	1230	
Sicignano-Lagonero	78	14	1092	37	2886	14	1092	17	1326	28	2184	
Villa Lit.-Via Giug	37	-	-	148	5476	31	1147	89	3293	31	1147	2
taroo +												
Battipaglia-Potenza	93	31	2883	128	11904	31	2883	68	6324	62	5766	1
Napoli C.-Napoli M.	7	-	-	79	553	-	-	135	945	-	-	2
Torre-Cragnano	11	-	-	24	264	-	-	1	11	-	-	

a riportare

325 14546 4191 364925 480 24203 4100 348466 805 38749 82

+ Linea a trazione elettrica.

-	315	30240	-	-	705	67680	-	185538	-	237135	-	422673
-	85	2975	-	-	218	7630	-	75581	-	74926	-	150507
108	170	11560	31	2108	305	20740	-	65210	21700	-	21700	65210
-	77	1540	-	-	204	4080	-	107180	-	68130	-	175310
426	129	2967	93	2139	232	5336	23880	58855	47750	86675	71630	145530
266	293	15529	93	4929	434	23002	14328	77128	24872	165181	35200	242309
-	112	3920	-	-	145	5075	-	30495	-	90841	-	121336
819	201	12663	29	1827	408	25704	7187	101620	6505	102602	13692	204222
530	206	21012	31	3162	428	43656	6905	100835	7877	104749	14382	205584
120	14	560	59	2200	28	1120	4276	3324	3616	2751	7892	6075
615	18	738	30	1230	20	820	2650	1063	2395	8748	5045	9811
092	17	1326	28	2184	54	4212	1497	5201	2505	3039	4002	8240
147	89	3293	31	1147	237	8769	-	111860	21700	59985	21700	171845
883	68	6324	62	5766	196	18228	8585	35173	12886	34983	21471	70156
-	135	945	-	-	214	1498	-	74505	-	118440	-	192945
-	1	11	-	-	25	275	-	10202	-	800	3518	11002

203	4100	348466	805	38749	8291	713391	83242	2410441	186271	2696346	269513	5106987
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		DISPACI								TOTALI		TUTTI	
		CIVILI		MILITARI		CIVILI		MILITARI		CIVILI		MILITARI	
		Quantità	Valore	Quantità	Valore	Quantità	Valore	Quantità	Valore	Quantità	Valore	Quantità	Valore
Riporto		325	14546	4191	364925	480	24203	4100	348466	805	38749	82	
Battipaglia-Sapri	107	33	3531	-	-	26	2782	31	3317	59	6313		
Sapri - Paola	94	30	2820	-	-	26	2444	31	2914	56	5264		
Paola-S. Eufemia	57	26	1482	-	-	26	1482	31	1767	52	2964		
S. Eufemia-Gioia	92	26	2392	-	-	26	2392	-	-	52	4784		
Palmi-Reggio C.	43	31	1333	-	-	31	1333	-	-	62	2666		
Metaponto-Sibari	80	25	2000	49	3920	26	2080	58	4640	51	4080	1	
Sibari-Crotone	113	27	3051	24	2712	29	3277	31	3903	56	6328		
Crotone-Catanzaro	60	27	1620	27	1620	30	1800	32	1920	57	3420		
Catanzaro-Roccella	66	57	3762	-	-	49	3234	14	924	106	6996		
Roccella-Reggio C.	102	57	5814	-	-	45	4590	14	1428	102	10404		
Reggio C.-Reggio C.M.	3	62	186	-	-	57	171	-	-	119	357	-	
Sibari-Cosenza	60	42	2520	-	-	33	1980	-	-	75	4500	-	
S. Eufemia-Catanzaro	47	54	2538	70	3290	57	2679	69	3243	111	5217	1	
Paola-Cosenza	59	140	8260	-	-	144	8496	-	-	284	16756	-	
Cortona-Ternoli	68	-	-	38	2584	-	-	38	2584	-	-		
Ternoli-Foggia	87	-	-	87	7569	-	-	90	7830	-	-	1	
Foggia-Bari	125	22	2750	205	25625	27	3375	243	30375	49	6125	4	
Bari-Brindisi	111	105	11655	67	7437	46	5106	97	10767	151	16761	1	
Brindisi-Lecce	39	-	-	46	1794	-	-	40	1560	-	-		
Potenza-Taranto	152	62	9424	118	17936	102	13504	194	29488	164	24928	3	
Taranto-Brindisi	70	125	8750	81	5670	46	3220	30	2100	171	11970	1	
Bari-Taranto	116	5	580	139	16124	15	1740	132	15312	20	2320	2	
Rocchetta-Spinazzola	56	14	784	8	448	14	784	5	280	28	1568		
Spinazzola-Gioia	84	14	1176	11	924	14	1176	17	1428	28	2352		
Barletta-Spinazzola	66	13	858	31	2046	13	858	33	2178	26	1716		
Foggia-Manfredonia	37	-	-	93	3441	-	-	93	3441	-	-	1	
Foggia-Lucera	20	93	1860	-	-	93	1860	-	-	186	3720	-	
Foggia-Rocchetta	47	14	658	10	470	7	329	17	799	21	987		
Rocchetta-Potenza	70	-	-	9	630	-	-	9	630	-	-		
Margherita-Ofantino	5	17	85	-	-	21	105	-	-	38	190		

FORM IO No 2

MAGGIO 1945

ARMY			NAVY			AIR FORCE			MARINE CORPS			TOTAL		
UNIT	TYPE	VALUE	UNIT	TYPE	VALUE	UNIT	TYPE	VALUE	UNIT	TYPE	VALUE	UNIT	TYPE	VALUE
24203	4100	348466	809	38749	8291	713391	83242	2410441	186271	2696546	269513	5106987		
2782	31	3317	59	6313	31	3317	17317	-	13656	25212	30973	25212		
2444	31	2914	56	5264	31	2914	16502	-	14767	23996	31269	23996		
1482	31	1767	52	2964	31	1767	13812	-	9536	23184	23348	23184		
2392	-	-	52	4784	-	-	11023	-	9639	-	20662	-		
1333	-	-	62	2666	-	-	3139	-	8299	-	11438	-		
2080	58	4640	51	4080	107	8560	10900	17000	13180	29270	24080	46270		
3277	31	3503	56	6328	55	6215	9800	8510	17850	15260	27650	23770		
1800	32	1920	57	3420	59	3540	11983	8507	15220	12113	27203	20620		
3234	14	924	106	6996	14	924	22930	-	29532	8579	52462	8579		
4590	14	1428	102	10404	14	1428	25887	-	24837	8975	50724	8975		
171	-	-	119	397	-	-	20111	-	20354	-	40465	-		
1980	-	-	75	4500	-	-	12540	-	13580	-	26120	-		
2679	69	3243	111	5217	139	6533	12209	16371	15176	15614	27385	31985		
8496	-	-	284	16796	-	-	10280	-	11420	-	21700	-		
-	38	2584	-	-	76	5168	-	9440	-	14360	-	23800		
-	90	7830	-	-	177	15399	-	24540	-	45390	-	69930		
3375	243	30375	49	6125	448	56000	6040	143830	6620	187880	12660	331710		
5106	97	10767	151	16761	164	18204	40430	37420	27000	54670	67430	92090		
-	40	1560	-	-	86	3354	-	28350	-	24650	-	53000		
15504	194	29488	164	24928	312	47424	31120	56450	31380	65720	62500	122170		
3220	30	2100	171	11970	111	7770	36900	27870	21810	15350	58710	43220		
1740	132	15312	20	2320	271	31436	2330	54690	7810	66840	10140	121490		
784	5	280	28	1568	13	728	3630	2070	4060	1310	7690	3380		
1176	17	1428	28	2352	28	2352	3650	2400	4580	5530	8230	7930		
858	33	2178	26	1716	64	4224	3070	5080	3330	9770	6400	14850		
-	93	3441	-	-	186	6882	-	16030	-	15570	-	31600		
1860	-	-	106	3720	-	-	11650	-	17030	-	28680	-		
329	17	799	21	987	27	1269	3980	1870	2850	5440	6430	7310		
-	9	630	-	-	18	1260	-	1390	-	1210	-	2600		
105	-	-	38	190	-	-	6630	-	5090	-	11720	-		

Brindisi-Lecce	39	-	-	46	1794	-	-	40	1560	-	-
Potenza-Taranto	152	62	9424	118	17936	102	15504	194	29488	164	24928
Taranto-Brindisi	70	125	8750	81	5670	46	3220	30	2100	171	11970
Bari-Taranto	116	5	580	139	16124	15	1740	132	15312	20	2320
Rocchetta-Spinassola	56	14	784	8	448	14	784	5	280	28	1568
Spinassola-Gioia	84	14	1176	11	924	14	1176	17	1428	28	2352
Barletta-Spinassola	66	13	858	31	2046	13	858	33	2178	26	1716
Foggia-Manfredonia	37	-	-	93	3441	-	-	93	3441	-	-
Foggia-Lucera	20	93	1860	-	-	93	1860	-	-	186	3720
Foggia-Rocchetta	47	14	658	10	470	7	329	17	799	21	987
Rocchetta-Potenza	70	-	-	9	630	-	-	9	630	-	-
Margherita-Ofantino	5	17	85	-	-	21	105	-	-	38	190
Totale		1446	94435	5304	469165	1483	97000	5449	480894	2929	191435

+ Linea a trazione elettrica.

CIVILI
ARMATI

Totale

Treni effettuati

2.929

10.733

13.682

R I E P I L O G OTreni-Km. percorsi

191.435

950.059

1.141.494

40	1560	-	-	86	3354	-	28350	-	24650	-	53000
15504	194	29488	164	24928	312	47424	31.20	56450	31380	65720	122170
3220	30	2100	171	11970	111	7770	36900	27870	21810	15350	43220
1740	132	15312	20	2320	271	31436	2330	54650	7810	66840	121490
784	5	280	28	1568	13	728	3630	2070	4060	1310	3380
1176	17	1428	28	2352	28	2352	3650	2400	4580	5530	7930
858	33	2178	26	1716	64	4224	3070	5080	3330	9770	14850
-	93	3441	-	-	186	6882	-	16030	-	15570	31600
1860	-	-	186	3720	-	-	11650	-	17030	-	-
329	17	799	21	987	27	1269	3980	1870	2830	5440	7310
-	9	630	-	-	18	1260	-	1390	-	1210	2600
105	-	-	38	190	-	-	6630	-	5090	-	-

97000 5449 480894 2929 191435 10753 950059 431105 287229 534477 3372439 965982 6244658

R I B P I L O G O

Treni-Ka.peroorai

191.435

950.059

1.141.494

Tonnellate trasportate

965.582

6.244.658

7.210.240

3517

R I E P I L O G O
Treni-Km. percorsi

Trend-Km. percorsi

PALERMO

MAGGIO 1945

5664	1	96	108	10368	1	96	24580	-	36330	640	60910	640
126	-	-	13	234	-	-	1020	-	1270	-	2290	-
3480	-	-	91	7917	-	-	25090	-	18460	-	43550	-
2002	-	-	48	4368	-	-	5200	-	4230	-	9430	-
8424	-	-	135	15795	-	-	19520	-	23350	-	42870	-
6097	-	-	112	10192	-	-	20540	-	28660	-	49200	-
8232	-	-	81	15876	-	-	18210	-	16390	-	34600	-
1748	-	-	81	3726	-	-	7220	-	9460	-	16680	-
3276	-	-	56	7056	-	-	4890	-	4760	-	9650	-
2116	-	-	50	4600	-	-	5050	-	4710	-	9760	-
4066	-	-	96	10272	-	-	20470	-	16030	-	36500	-
1869	-	-	50	4450	-	-	16250	-	11980	-	28230	-
3145	-	-	171	6327	-	-	45450	-	42500	-	87950	-
135	-	-	10	270	-	-	1320	-	1360	-	2680	-
1650	-	-	46	3036	-	-	4590	-	7230	-	11820	-
217	-	-	75	525	-	-	10820	-	11520	-	22340	-
210	-	-	18	378	-	-	2120	-	2100	-	4220	-
1456	-	-	64	3584	-	-	7160	-	5010	-	12170	-
385	-	-	88	616	-	-	14240	-	24740	-	38980	-
2034	-	-	54	6102	-	-	12570	-	5980	-	18550	-
2675	-	-	55	5885	-	-	2120	-	1760	-	3880	-
1782	-	-	44	3564	-	-	1740	-	1820	-	3560	-
92	-	-	8	184	-	-	180	-	180	-	360	-
405	-	-	10	810	-	-	360	-	350	-	710	-
798	-	-	15	1710	-	-	600	-	500	-	1100	-
224	-	-	17	476	-	-	680	-	710	-	1390	-
-	-	-	7	49	-	-	1880	-	-	-	1880	-
62308	1	96	1603	128370	1	96	273870	-	281390	640	555260	640

RIEPILOGO

attuati

Treni-Km. percorsi

Tonnellate trasportate

3516

Alcamo-Marsala-Tra-113	36	4068	-	-	22	385	-	-	88	615	-
pani					18	2034	-	-	54	6102	-
Palermo S.E.-S. Carlo	30	3210	-	-	25	2675	-	-	55	5885	-
Dittaino-C. Girone	81	1782	-	-	22	1782	-	-	44	3564	-
Filaga-Palazzo A.	23	92	-	-	4	92	-	-	8	184	-
Burgio-C. Vetrano	81	405	-	-	5	405	-	-	10	810	-
C. Vetrano-P. Emped.	114	912	-	-	7	798	-	-	15	1710	-
Dittaino-Leonforte	28	252	-	-	8	224	-	-	17	476	-
Messina-Camaro	7	49	-	-	-	-	-	-	7	49	-
Totale	822	66062	-	-	781	62308	1	96	1603	128370	1

RIEPILOGO

CIVILI
ALLEATI

Totale

Treni effettuati

1.603

1

1.604

Treni-Km. percorsi

128.370

96

128.466

S A R D E G N A

Olbia-Macomer	134	13	1742	-	-	36	4824	-	-	49	6566	-
Macomer-Oristano	59	41	2419	-	-	56	3304	-	-	97	5723	-
Oristano-Cagliari	94	19	1786	-	-	23	2162	-	-	42	3948	-
Sassari-Chilivani	46	39	1794	-	-	35	1610	-	-	74	3404	-
Iglesias-Cagliari	55	31	1705	-	-	31	1705	-	-	62	3410	-
Chilivani-Macomer	60	28	1680	-	-	-	-	-	-	28	1680	-
Totale	171	11126	-	-	-	181	13605	-	-	352	24731	-

RIEPILOGO

CIVILI
ALLEATI

Totale

Treni effettuati

352

-

352

Treni-Km. percorsi

24.731

-

24.731

355	-	-	55	616	-	-	14240	-	24740	-	38980	-
2034	-	-	54	6102	-	-	12570	-	5980	-	18550	-
2675	-	-	55	5885	-	-	2120	-	1760	-	3880	-
1782	-	-	44	3564	-	-	1740	-	1820	-	3560	-
92	-	-	8	184	-	-	180	-	180	-	360	-
405	-	-	10	810	-	-	360	-	350	-	710	-
798	-	-	15	1710	-	-	600	-	500	-	1100	-
224	-	-	17	476	-	-	680	-	710	-	1390	-
-	-	-	7	49	-	-	1880	-	-	-	1880	-
62308	1	96	1603	128370	1	96	273870	-	281390	640	555260	640

RIEPILOGO

attuati

Treni-Km. percorsi

Tonnellate trasportate

3516

03

128.370

555.260

1

96

640

04

128.466

555.900

S A R D E G N A

4824	-	-	49	6566	-	-	1909	-	8270	-	10179	-
3304	-	-	97	5723	-	-	8303	-	12375	-	20678	-
2162	-	-	42	3948	-	-	10097	-	14551	-	24648	-
1610	-	-	74	3404	-	-	6207	-	6981	-	13188	-
1705	-	-	62	3410	-	-	9811	-	7964	-	17775	-
-	-	-	28	1680	-	-	4471	-	-	-	4471	-

13605	-	-	352	24731	-	-	40798	-	50141	-	90939	-
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RIEPILOGO

attuati

Treni-Km. percorsi

Tonnellate trasportate

24.731

90.939

-

-

24.731

90.939

FL/gfh

HEADQUARTERS ALLIED COMMISSION
APG 394
Transportation Sub-Commission

File

Tele : 178701

8 January 1945

AC Tn/71/14/RM

SUBJECT : Monthly Reports

TO : Rail Section;
Tn. S.C. (Major Ping)

1. The following are figures for inclusion in the December Monthly Report. Do you wish to include any other items of general interest or not. I would suggest fresh start for the January Monthly Report.

(a) Normal Bids

<u>Received</u>	<u>Rejected</u>	<u>Bids</u> <u>Accepted</u>	<u>Tonnage</u>			<u>Misc</u>	<u>Total</u>
			<u>Foodstuffs</u>	<u>Fuel</u> <u>Petrol</u>	<u>Seeds</u> <u>Filer</u>		
2028	115	1913	87268	29050	14303	25301	155922

(b) Emergency Bids

<u>Received</u>	<u>Rejected</u>	<u>Accepted</u>	<u>Tonnage</u>			<u>Misc</u>	<u>Total</u>
			<u>Food-</u> <u>stuffs</u>	<u>Fuel</u> <u>petrol</u>	<u>Seeds</u> <u>Filer</u>		
84	-	84	6810	600	410	3428	11248

3515

Total (a) & (b) 167170 tons.

for MERRITT H. TAYLOR
DIRECTOR.

RAIL TRAFFIC

7/10

MONTH	BIDS			TONNAGES				TOTAL
	REC'D	REJECTED	ACCEPTED	FOOD STUFFS	FUEL & PETROL	SEEDS FERTILISER	MISC	
DEC '43	8	-	8	4420	189	1040	-	5649
JAN '44 NORMAL	80	6	74	17185	7050	6700	324	31259
JAN '44 EMERGENCY	13	-	13	5595	60	-	195	5850
FEB '44 NORMAL	85	10	75	18290	3540	625	630	23085
FEB '44 EMERGENCY	11	-	11	560	-	400	63	1023
MAR '44 NORMAL	126	4	122	16289	4560	3817	1895	26561
MAR '44 EMERGENCY	12	-	12	560	-	8242	13	8815
APR '44 NORMAL	206	16	190	20067	4764	5860	5770	36461
APR '44 EMERGENCY	11	-	11	1010	106	-	373	1489
MAY '44 NORMAL	232	6	226	18410	1346	7160	6053	32969
MAY '44 EMERGENCY	9	-	9	-	-	-	146	146
JUNE '44 NORMAL	588	55	533	31490	5757	3547	6162	44409
JUNE '44 EMERGENCY	85	-	85	3965	310	-	916	5191
JULY '44 NORMAL	920	324	596	65941	8860	404	4795	80000
JULY '44 EMERGENCY	47	-	47	4588	120	-	314	5022
AUG '44 NORMAL	1318	114	1204	56141	8254	368	10359	75122
AUG '44 EMERGENCY	30	-	30	1550	-	3870	980	6400

Line 2367 Total.

81,522

ACP/nf

INTER OFFICE MEMO

ACC/TN/47

TO : All Sections
SUBJECT : Monthly Report.

1 - Material for the monthly report is now due. Please
arrange Submission within next 3 days.

for *Martin W. Adams* *Col Inf*
D.S. ADAMS
Colonel, C.E.
Director Tn.Sub.Comm.

Rail (Moves)

Road.

Shipping

~~Coal~~

3513

BID TRAFFIC

The following are tonnages bid for and accepted for movement during the month of September:

(a) Normal Bids

	BIDS	TONNAGES			
		RECEIVED & PETROL	REJECTED & FERTILISER	ACCEPTED & FERTILISER	TOTAL
2143	375	1768	84,273	21311 6985	11,022 123,591

Included in the above figures are 7442 wine accepted for movement during the period. In addition, 72 Empty wine Cars were authorized to return to Apulia.

(b) Emergency Bids

	BIDS	TONNAGES			
		RECEIVED & PETROL	REJECTED & FERTILISER	ACCEPTED & FERTILISER	TOTAL
56	• •	56	3515	15 •	1119 4649

Total (a) + (b) 128,240 Tons

Tonnage as above

Local Civilian Traffic within Bari Division	76,070	Tons
" " Reggio "	50,712	"
" " Total	255,122	"

2519

Ing. General,
Congo Government
L.S.P.

Transportation Sub-Commission
Allied Control Commission
C/O Movement P. TRAN.
Ref AGC/TH/II/X.
Date 9/9/1944

Dear Sir,

Control of Civilian Rail Traffic

In order that your staff may become fully familiar with the A.C.C. procedure of allocating the weekly tonnage available for Civilian Traffic, and compiling the weekly programme, it is considered advisable that the work be taken over by them under the guidance of this Office.

Briefly the work entailed is as follows:

- (1) Receiving and collating bids for movement within RAIL COMMISSIONERS received from:
 - (a) A.C.C. and A.M.C.
 - (b) Comptroller General's Office
 - (c) L.S.P. and S.P.R. Station Masters.
- (2) Screening of the bids, and deciding which shall be accepted or rejected, according to the tonnage available. This is done on a priority basis according to the nature of the load i.e. Grain and essential foodstuffs have 1st priority.
- (3) Scheduling, printing and distribution of weekly programme of the accepted bids.
- (4) Issuing out A.C.C. Labels for the bids on the programme and having them stamped by this Office.
- (5) Sending the labels to the Station Masters at the loading stations.
- (6) Compilation of list of bids for movement from RAIL COMMISSIONERS to other COMMISSIONERS, for submission to HQ A.C.C. Transportation Sub-Commission ROME.

I shall be glad if you will make the necessary arrangements for your staff to commence on the programme for period 18 - 24 September 44, the bids of which have already been received and collated in readiness.

Yours

Copy to

A.C.C. TH (Admin)

J.G. Hall
Capt. T.C.
Dir. Supt. acc
Bari.

B B/gm

HEAD QUARTERS
ARMED CONTROL COMMISSION
Transportation Sub Commission
APO 394

Our Reference : ACC Tn/82/5
Date : 27 Aug 44

TO : Transportation Officer,
ACC Region 3.

SUBJECT : ACC Rail Tonnage for Week 4 to 10 Sept

1. Following daily tonnages remain at our disposal :

(a) West to East

Naples-Torre Annunziata	360
Torre Annunziata-Salerno	40
Nocera-Avellino	NIL
Salerno-Potenza	20

(b) East to West

Torre Annunziata-Naples	116
Salerno-Torre Annunziata	NIL
Avellino-Nocera	134
Potenza-Salerno	NIL

3510

Captain
for D.S. ADAMS,
Colonel, C.E.,
Transportation Sub Comm.

U.S. SECRET EQUALS BRITISH SECRET

118

ALLIED FORCE HEADQUARTERS
APO 512

SECRET
Auth: CINC, AF
Initials: J. J. 2
3 January 1944

AG 400-1 (AMGOT) MCS-AGM

SUBJECT: Civilian Supplies.

TO : Acting Deputy President, Allied Control Commission.
Chief, Allied Military Government.
Allied Regional Commissioner, (Sardinia)

1. In order that regions may plan the distribution of goods in accordance with requests which have been made on United States or United Kingdom, Schedule "A" attached is submitted for guidance.

2. Schedule "B" attached, "The population Scheduled, etc.", has been used as a basis for requisitions phased in "A".

3. In most instances, January, February figures give effect to probable receipts on account of requisitions placed prior to date of schedule "B". March, receipts from United States and United Kingdom should coincide with indicated requests in "A".

4. Schedule "B" calls for providing a substantial part of the daily diet for 50% of Italian Mainland, Rome and South, Sicily and Sardinia and 70% of the population North of Rome. In the Northern Area the scorched earth policy of the enemy has been taken into consideration. Progressive monthly requirements assume an operational advance that will include all of Italy in June 1944. If this schedule is not met, tonnage requirements on "A" will be adjusted accordingly.

5. Requisitions from the Regions from 1 January to 30 June 1944 have been studied by this headquarters. Giving effect to considered audit and revised by Coordinating Staff Sections at this headquarters, the requests in "A" will be used as the basis for planning tonnage bids and food distribution by ACC/AMG.

6. It is realized that tonnages for the Mainland exceed Port Accommodations. Therefore, the overflow will have to be off-loaded from United States or United Kingdom convoys in Sicily and Sardinia for subsequent transshipment to the Mainland. Reference is made to memorandum Military Government Section, this headquarters, "Shipment of Civilian Supplies in Italy (Mainland)" dated 27 December to HQ ACC with copies to Central Economic Committee, D/CAO AFHQ Adv. Adm. Ech., D.C.C.A.O. AMG 15th Army Group, HGS, Adv.

U.S. SECRET EQUALS BRITISH SECRET

U.S. SECRET EQUALS BRITISH SECRET

AG 400-1 (ANGOT) HGS-AGM, 3 January 1944 (cont'd)

7. The proposed basis of rations is as follows:

	<u>Grams</u>	<u>Calories</u>
Flour*	200	707
Soup, dehydrated	23	88
Vegetables, dried	28	98
Sugar	8.3	33
Cheese and/or meat	23	80
	<u>292.3</u>	<u>1006</u>

*Additional for heavy workers	200	707
-------------------------------	-----	-----

8. The Calorific value of this ration is about one half that contained in the estimated requirements of 20 August. This ration has been reduced to the barest essential sustaining needs of the population indicated. Local resources must produce at least another 500 calories in order to provide minimum sustenance. Local resources in varying quantities will provide.

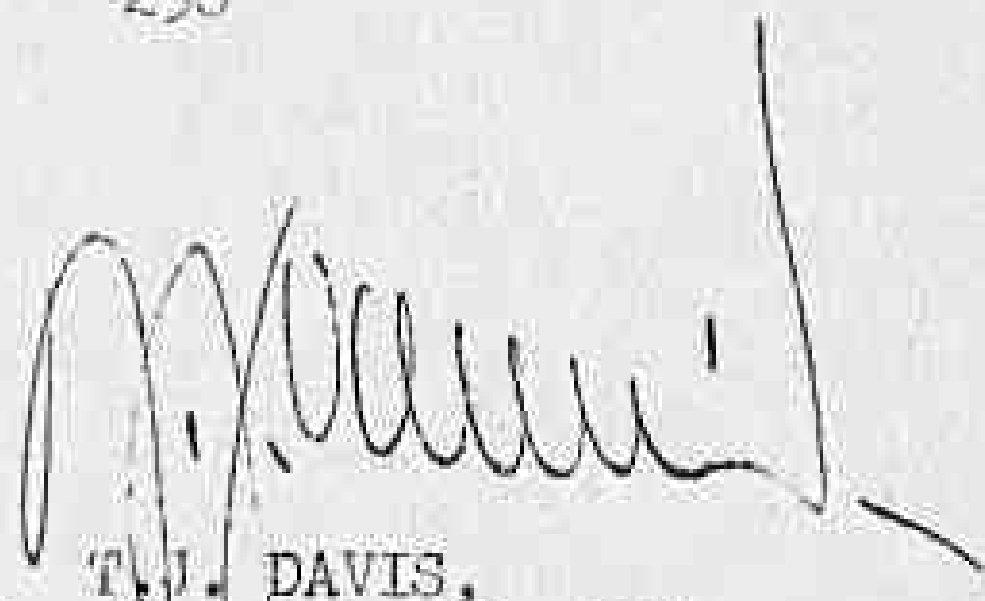
	<u>Grams</u>	<u>Calories</u>
Olive Oil	10	90
Wine	100	93
Fresh Vegetables	100	25
Fresh Fruit	100	50
Nuts	100	250

By command of General EISENHOWER:

2 Incls:
Incl - 1 Schedule "A"
Incl - 2 Schedule "B"

DISTRIBUTION:

6 - Ea. Addressee
100 - HGS
2 - AG Records


T.J. DAVIS,
Brigadier General, USA,
Adjutant General.

SCHEDULE "A"

	JANUARY & FEBRUARY			MARCH 1958			APRIL			MAY	
	Mainland	Sicily	Sardinia	Mainland	Sicily	Sardinia	Mainland	Sicily	Sardinia	Mainland	Sicily
Flour/Wheat	110,000	30,000	10,000	72,000 67,000	15,000	5,000	100,000	15,000	5,000	127,000	15,000
Salt, Dehydrated	5,500			9,095	1,625	545	12,000	1,625	545	15,640	1,625
Vegetables, Dried	3,000			9,095	1,625	545	12,000	1,625	545	15,640	1,625
Sugar	7,874			3,315			4,190			5,240	
Milk	1,930			1,820	325	110	2,415	325	110	3,130	
Meat & or Cheese	3,288			9,640	1,625		12,625	1,625		16,185	1,625
Soup	4,064			1,080	230	60	1,360	230	60	1,700	
Matches	90			30			50			60	
Austic Soda	300										

SECRET
U.S. SECRET

0026

JANUARY & FEBRUARY			MARCH 1958			APRIL			MAY			JUNE		
Mainland	Sicily	Sardinia	Mainland	Sicily	Sardinia	Mainland	Sicily	Sardinia	Mainland	Sicily	Sardinia	Mainland	Sicily	Sardinia
10,000	30,000	10,000	73,000 67,000	15,000	5,000	100,000	15,000	5,000	127,000	15,000	5,000	170,000	15,000	5,000
5,500			9,095	1,625	545	12,000	1,625	545	15,640	1,625	545	20,995	1,625	545
3,000			9,095	1,625	545	12,000	1,625	545	15,640	1,625	545	20,995	1,625	545
7,874			3,315			4,190			5,240			6,815		
1,930			1,820	325	110	2,415	325	110	3,130	325	110	4,200	325	110
3,288			9,640	1,625		12,625	1,625		16,185	1,625		21,540	1,625	
4,064			1,080	230	60	1,360	230	60	1,700	230	60	2,210	230	60
90			30			50			60			90		
300														

U.S. SECRET
EQUALS
BRITISH
SECRET

SCHEDULE "B"

3507

Population Scheduled to Require Basic Ration
(in millions)

		Mainland only	Mainland Sicily & Sardinia	50% North & S. Italy	70% North of Rome	50% Si & Sard
Jan.	From Calabria to incl Lazio and Abruzzi	14	19	6.5	.7	2.55
Feb.	Umbria and Marches	16	21	6.5	2.1	2.55
Mar.	Tuscany	19	24	6.5	4.2	2.55
Apr.	Emilia, Liguria	24	29	6.5	7.7	2.55
May	Piedmont Lombardy	30	35	6.5	11.9	2.55
June	Veneto, Venezia, Thedentina, Venezia Giulia Zara	39	44	6.5	18.2	2.55

U.S. SECRET EQUALS BRITISH SECRET

0028

2307

Population Scheduled to Require Basic Ration (in millions)						Number to Receive
Mainland only	Mainland Sicily & Sardinia	50% North & S. Italy	70% North of Rome	50% Sicily & Sardinia	Total	Extra Ration of 200 gms. (flour) Daily
14	19	6.5	.7	2.55	9.75	1.9
16	21	6.5	2.1	2.55	11.15	2.1
19	24	6.5	4.2	2.55	13.25	2.4
24	29	6.5	7.7	2.55	16.75	2.9
30	35	6.5	11.9	2.55	20.95	3.5
39	44	6.5	18.2	2.55	27.25	4.4

U.S. SECRET EQUALS BRITISH SECRET

COPY.

US SECRET IMPORTANT CIPHER MESSAGE INMSG NO 7199*Gpant*

TO ACTION FLAMBO

FROM CINC CITE PHODM

30201

18

FOR FELLOWS FROM PHILIPPE. PARTY OF OFFICERS FROM G-4 AND MSGS UNDER LT COL LIBBY
 VISITING FLAMBO ABOUT 20 JAN TO DISCUSS DISCHARGE AND DISTRIBUTION OF CIVIL SUPPLIES.
 ITALY. PLEASE GIVE ALL ASSISTANCE IN MOVEMENT FACTORS TO INSURE SHIPPING COORDINATION
 WITH MILITARY IMPORTS. IN THIS CONNECTION REFER YOUR 1420 OF 14 JAN.

SMC DISTRIBUTION

ACTION
INFOMOV
C-4
MSG (ADV)

SMC/TOR/181355A/CRE

IMPORTANT

*Marked off to
 Lt Col Brown 20/1
 to look up until
 C&C estimate sent
 under communication*

2018

Internal Transportation Sub-Commission, ACC.

C/O Mr. F. Z.

AMHQ Advanced Administrative Echelon,

3...

Our reference : ACC PM/52/2

Date : 11 Jan 44

TO : Brigadier G. L. Pe Lowes, M. H. S. (ACC).

Comments:

AMHQ Adv. Adm. Ech.

SUBJECT : Essential Civilian Traffic.

1. Reference your Nov 1/115 dated 14 Jan 44.
2. Survey and plans forwarded by Central Economic Committee under CEC/30 dated 8 Jan 44, and accompanying your letter were given detailed study and were subject of conferences with Nov 3 and Nov 5 as well as M. H. S. representatives. Details were worked out whereby major tonnages could be handled on basic trains with occasional help of extras which M. H. S. was prepared to furnish.
3. Regarding your para 2(a). Certain tonnages were programmed away from Bari. As regards para 2(b), apparent "cross haul" was found to involve local product rather than imported foodstuffs.
4. A revised and increased estimate of imports of civil supplies is now being examined by the Supply Department of the Economic Section ACC, and this will be studied from the transportation angle as soon as received.
5. In conversation with Lt. Col. Henderson, formerly of ACC, it transpired that their papers have not been handed over to ACC and at his request the estimate which accompanied your letter of 14 Jan 44 have been handed to Lt. Col. Legge of the Economic Section, ACC, to assist him in the examination referred to in para 4 above.
6. We are keeping in close touch with those responsible for preparation of estimates and will advise you of developments.

TO

: Brigadier A.A.H. Fernandes, D.O. (P.O.),
Movements;
AMB, Gov. Adv. Sec.

SUBJECT: Essential Civilian Traffic.

1. Reference your Nov 1/115 dated 14 Jan 44.
2. Survey and plans forwarded by Central Economic Committee under 353/30 dated 6 Jan 44, and accompanying your letter were given detailed study and were subject of conferences with Nov 3 and Nov 5 as well as E.R.S. representatives. Details were worked out whereby major tonnages could be handled on basic trains with occasional help of extras which E.R.S. was prepared to furnish.
3. Regarding your para 2(a). Certain tonnages were programmed away from Bari. As regards para 2(b), apparent "gross haul" was found to involve local product rather than imported foodstuffs.
4. A revised and increased estimate of imports of civil supplies is now being examined by the Supply Department of the Economic Section ACC, and this will be studied from the transport-
3503
ation angle as soon as received.
5. In conversation with Lt. Col. Henderson, formerly of 340, it transpired that their papers have not been handed over to ACC and at his request the estimate which accompanied your letter of 14 Jan 44 have been handed to Lt. Col. Leage of the Economic Section, ACC, to assist him in the examination referred to in para 4 above.
6. We are keeping in close touch with those responsible for preparation of estimates and will advise you of developments.

Colonel,
Chief of Internal Transportation Sub-Commission, ACC.

00321

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

COPY.

8871

US SECRET IMPORTANT CIPHER MESSAGE IN

SIGS NO 7199

TO ACTION FLAMBO

FROM CINC CITE FHEM

30201

18

FOR FELLOWES FROM PHILIPE. PARTY OF OFFICERS FROM G-4 AND MGS UNDER LT COL LIBBY
VISITING FLAMBO ABOUT 20 JAN TO DISCUSS DISCHARGE AND DISTRIBUTION OF CIVIL SUPPLIES.
ITALY. PLEASE GIVE ALL ASSISTANCE IN MOVEMENT FACTORS TO ENSURE SHIPPING COORDINATION
WITH MILITARY IMPORTS. IN THIS CONNECTION REFER YOUR 1420 OF 14 JAN.

SMC DISTRIBUTION

ACTION
INFO

MOV
G-4
MGS (ADV)

SMC/TOR/181355A/CRE

IMPORTANT

*Received from "Hawcords"
for information*

3504

//

Road Transport.

Page 1 Crotone - Catanzaro

Main Road between these two points,
and number of roadworthy trucks at this are
not known.

Page 2 Naples - Benevento by road from
Avellino to Benevento.

Two main roads available, but
number of roadworthy trucks available not
known.

Page 2 Naples - Frosinone

Completely problematical at the
moment.

Page 3 Naples - Littoria

Completely problematical at the
moment.

Page 4 Naples - Rieti

Completely problematical at the
moment.

Page 4 Naples - Rome

Completely problematical at the
moment.

21-22

3503

Col Fitch.

Ref attached.

1/ It is the job of your dept to study this & say what tonnage can be handled by the Civil Basic Train services as provided by the Transportation Committee.

2/ Then your staff should discuss with me how traffic, which cannot be handled by the Civil Services, should be moved.

From my study of this paper, there is little which falls under the latter heading.

18/1

18/1

0.815
16/11/44
Movements,
AMHQ Adv. Adm. Ech.
C.M.F.
MOV.3/115.
14th January, 1944.

SUBJECT:- Essential Civilian Traffic.

TO :- Colonel S.A. Fitch.,
Chief of Internal Tr. Sub-Commission, A.C.C.

1. The attached survey and plan for the distribution of imported civilian supplies and the redistribution of commodities amongst the provinces, forwarded by Central Economic Committee under CEO/230 dated 8th January are forwarded. They should give a useful guide to the Transportation problem. Will you please study the plan and, after consultation with Mov.3 and Mov.5, let me have your comments and proposed amendments.

2. At first sight, it would appear that -

(a) Bari cannot handle the tonnage proposed on page 4 of the plan in addition to its other commitments.

(b) It is proposed to distribute a considerable tonnage of wheat from Foggia to places where wheat or flour is already being imported. The 9,000 tons available goes to Reggio and Cosenza amongst other places, whereas same commodity is being imported through Reggio and Crotona. This appears to be a misuse of the Transportation system.

*It is to be noted
Please to be early in conjunction
with the last meeting, Sup. Richardson (Chairman)
Sup. Macmillan (Vice-Chairman) and Sup. Gordon (Hon. Secy).
When we have got the measure of
the proposals, have a meeting on 15th
Nov 3 & 4 Nov 5.*

W. J. Feller

Brigadier,
D.C.M.C. (Mov).

3504

PROCEDURES FOR ESTIMATING INTERNAL MOVEMENTS

OF FREIGHT

1. Imported food, soap and medical supplies:— the imports estimated by Maj. Todd 2/11/43 for Jan.-April were taken as the starting point. The same monthly imports were assumed to enter the ports most convenient for distribution and were allotted to the various regions in proportion to the requisitions of the regions. Within the regions they were allotted among the provinces according to population, 1936 census. The only exceptions were for the provinces of Potenza, Matera and Foggia to which nothing was allotted because of their relative self-sufficiency.
2. Petroleum products:— The Civilian Supply Committee's estimates for consumption Jan.-March were converted roughly into metric tons and were taken as the starting point. Figures for April-June were arrived at by arbitrarily assuming an increase of 12 percent a month. The ports of importation were again assumed to be those most convenient and the distribution among provinces was determined as follows. For Apulia, Reg. 2 and Reg. 3 the same proportions were used as in the estimates of the C.S.C. for December. For Reg. 4 the distribution was determined from the C.S.C.'s original work sheet.
3. Coal:— the figures for Jan.-March were taken from the allotments of the Coal Committee for the various regions. Coal for hospitals was cut down to 50 percent for April-June and was divided among the provinces on a population basis. Coal for gas plants was assumed to remain the same for April-June as for the previous three months. No coal was assumed for heating hospitals in Reg. 4.
4. Coke:— Determined from the allotments of the coal committee and was assumed to come from the nearest gas plant in operation. Within regions, it was divided along the provinces on a per capita basis.
5. Domestic Wheat:— the starting point was a figure secured from Sig. Mizzi of the Fed. di Consorzio Agrario of 9000 tons of wheat in Foggia available for export. It was assumed that this wheat would be distributed in the period of Jan.-March and that it would go to Napoli, Reggio, Catanzaro, Cosenza, Bari, Brindisi, Taranto and Lecce in proportion to their populations.
6. Olive Oil:— It was assumed that the only large importers would be Napoli and Roma. A figure was taken of 1500 tons of imported oil a month for Napoli, which is a figure secured from the Supply Sec., Reg. 3. A figure of 1100 tons for Roma was determined on the basis of its relative population. On Sig.

to the various regions in proportion to the requisitions of the regions. Within the regions they were allotted among the provinces according to population, 1930 census. The only exceptions were for the provinces of Potenza, Matera and Foggia to which nothing was allotted because of their relative self-sufficiency.

2. Petroleum products:- The Civilian Supply Committee's estimates for consumption Jan.-March were converted roughly into metric tons and were taken as the starting point. Figures for April-June were arrived at by arbitrarily assuming an increase of 14 percent a month. The ports of importation were again assumed to be those most convenient and the distribution among provinces was determined as follows. For Apulia, Reg. 2 and Reg. 3 the same proportions were used as in the estimates of the C.S.C. for December. For Reg. 4 the distribution was determined from the C.S.C.'s original work sheet.

3. Coal:- The figures for Jan.-March were taken from the allotments of the Coal Committee for the various regions. Coal for hospitals was cut down to 50 percent for April-June and was divided among the provinces on a population basis. Coal for gas plants was assumed to remain the same for April-June as for the previous three months. No coal was assumed for heating hospitals in Reg. 4.

4. Coke:- Determined from the allotments of the coal committee and was assumed to come from the nearest gas plant in operation. Within regions, it was divided along the provinces on a per capita basis.

5. Domestic Wheat:- The starting point was a figure secured from Sig. Mizzi of the Fed. di Consorzio Agrario of 9000 tons of wheat in Foggia available for export. It was assumed that this wheat would be distributed in the period of Jan.-March and that it would go to Napoli, Reggio, Catanzaro, Cosenza, Bari, Brindisi, Taranto and Lecce in proportion to their populations.

6. Olive Oil:- It was assumed that the only large importers would be Napoli and Roma. A figure was taken of 1500 tons of imported oil a month for Napoli, which is a figure secured from the Supply Sec., Reg. 3. A figure of 1100 tons for Roma was determined on the basis of the Napoli figure and Roma's relative population. On Sig. Mizzi's advice, the source of the oil was taken as Reggio, Cosenza, Catanzaro, Bari and Brindisi ~~in proportion to their relative production~~ in 1938.

7. Charcoal:- Determined from figures secured from Sig. Mizzi for the period Nov. '42 to May '43.

8. Firewood:- Determined from figures secured from Sig. Mizzi for the period Nov '42 to May '43.

9. Fertilizers:- The distribution set forth in Col. Gerry's letter of 2/12/43 was taken. It was revised according to one telegram subsequently received. It was assumed that the distribution would occur Jan.-March.
10. Salt:- Determined on the basis of 230 grams of salt per person per month and on the assumption that all of occupied Italy would be supplied from Margherita, Foggia Province.

3499

ESTIMATE MOVEMENT OF COMMODITIES AMONG PROVINCES

Per Month Jan.- June 1944

(in metric tons)

From	To	Imp. Food etc.	Pet.	Coal	Coke	Domes. Wheat	Olive Oil	Char coal	Fire wood	Ferti lizer	Salt
Bari	Matera		100	20							
	L'Aquila	2700	120								
	Pescara	1700	120								
	Teramo	2100	120							260	
	Foggia		205								
	Campo- basso	3100	180								
	Chieti	3100	90							400	
	Brindisi						800				
	Napoli						250				
	Roma										
Brindisi	Lecce	2600	75				250				
	Napoli						200				
	Roma										
Taranto	Cosenza	2400	95	80							
	Matera				15					3498	
	Potenza				25					80	
	Brindisi										
Reggio	Catanzaro				60						
	Cosenza				60						
	Napoli						180				
	Roma						130				

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P.2

From	To	Ir. Food etc.	Pet.	Coal	Coke	Domes. Wheat	Olive Oil	Char coal	Fire wood	Ferti lizer	Salt
Matera	Bari							180			
	Brindisi							110			
	Lecce							120			
	Taranto							250			
Potenza	Napoli							725			
Napoli	Bari							140			
	Lecce							120			
	Potenza		115	50						200	
	Salerno	6500	225	140						600	
Napoli	Avellino	4100	140	90						200	
	Benevento	2100	155	70						200	
	Frosinone	3400	120								
	Littoria	1700	180								
	Rieti	1400	90								
	Roma	15000	1625	4650							
	Viterbo	2000	120								
	Campo- basso									500	
	Matera									400	
	Taranto									400	
	Cosenza									100	
Salerno	Napoli							1005			
Avellino	Napoli							90		85	
Benevento	Napoli							250		332	

Potenza	Napoli					725	
	Bari					140	
	Lecce					120	
Napoli	Potenza	115	50				200
	Salerno	6500	225	140			600
	Avellino	4100	140	90			200
	Benevento	2100	155	70			200
	Frosinone	3400	120				
	Littoria	1700	180				
	Rieti	1400	90				
	Roma	15000	1025	4630			
	Viterbo	2000	120				
	Campo-basso						500
	Matera						400
	Taranto						400
	Cosenza						100
						1005	202
Salerno	Napoli						
Avellino	Napoli					90	85
Benevento	Napoli					230	332
Foggia	Bari			480		90	330
	Napoli			500			720
	Reggio			500			185
	Catanzaro			500			195
	Cosenza			500			190
	Avellino						142
	Brindisi			150			80

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From	To	Imp. Food etc.	Pet.	Coal	Coke	Domes. Meat	ive Oil	Char coal	Fire wood	reerti lizer	salt
Foggia (cont'd)	Taranto					150					110
	Lecce					250					170
	Watera										25
	Potenza										120
	Benevento										110
	Salerno										250
	Frosinone										140
	Littoria										75
	Rieti										55
	Roma										22
	Viterbo										75
	Campo- basso										120
	Chieti										120
	L'Aquila										115
	Pescara										70
Campo- basso	Terano										80
	Napoli							220	85		

2798

A. - Assumed for Apr., May, June only.

B. - For Jan., Feb., Mar. only.

PLAN FOR THE DISTRIBUTION OF IMPORTED CIVILIAN SUPPLIES

Distributing Point	Commodity	Preferable Port of Importation	ESTIMATED TONNAGE						Remarks
			Jan	Feb	Mar	Apr	May	June	
Bari	Imported								
	Food, etc.	Bari	1,300	6,300	6,300	6,300	6,300	6,300	
	Petroleum	Bari	300	230	250	290	225	360	
	Coal	Bari	-	-	-	-	-	-	
Brindisi	Imported								
	Food, etc.	Brindisi	900	1,700	1,700	1,700	1,700	1,700	
	Petroleum	Brindisi	60	70	80	90	100	110	
	Coal	Brindisi	-	-	-	-	-	-	
Taranto	Imported								
	Food, etc.	Taranto	1,200	2,300	2,300	2,300	2,300	2,300	
	Petroleum	Taranto	95	105	120	130	145	170	
	Coal	Taranto	990	990	990	990	990	990	
Lecce	Imported								
	Food, etc.	Brindisi	1,300	2,600	2,600	2,600	2,600	2,600	
	Petroleum	Brindisi	55	60	70	75	85	100	
	Coal	Brindisi	-	-	-	-	-	-	
Catanzaro	Imported								
	Food, etc.	Catanzaro	1,500	2,400	2,400	2,400	2,400	2,400	
	Petroleum	Catanzaro	75	85	95	110	120	130	
	Coal	Catanzaro	110	110	110	50	55	55	

Alternative - Bari or Taranto
By RailNote - The RR service is
Bari-Brindisi-Taranto-Lecce
important area in Italy.Alternative - Bari or Brindisi
By Rail

Brindisi-Lecce

By Rail

Alternative - Taranto-Lecce
By RailAlternative - Bari-Lecce
By RailLecce may also be reached
Otranto about 30 miles
usable. RR service Otranto-
Catanzaro-Catanzaro

By Rail

Alternative - Reggio Calabria-Catanzaro
By RailAlternative - Taranto-Catanzaro
By RailAlternative - Bari or Brindisi
By RailThe RR is also operating
Bari-Catanzaro. Catanzaro
by schooner from the sea
and by rail or highway
(miles). There is also a
Marina di Catanzaro, open
with rail and highway
However, it has not been
developed as a port facility.

PLAN FOR THE DISTRIBUTION OF IMPORTED CIVILIAN SUPPLIES

Commodity	Preferable Port of Importation	ESTIMATED TONNAGE						ROUTE
		Jan	Feb	Mar	Apr	May	June	
Wheat, etc.	Bari	6,000	6,500	6,500	6,800	6,800	6,800	By Rail
Petroleum	Bari	300	250	250	220	325	165	
	Bari	-	-	-	-	-	-	
Wheat, etc.	Brindisi	900	1,700	1,700	1,700	1,700	1,700	Alternative - Bari or Taranto to Brindisi By Rail
Petroleum	Brindisi	60	70	80	90	100	110	
	Brindisi	-	-	-	-	-	-	
Wheat, etc.	Taranto	1,200	2,200	2,200	2,300	2,300	2,300	Alternative - Bari or Brindisi to Taranto By Rail
Petroleum	Taranto	90	100	120	130	150	170	
	Taranto	780	900	990	900	990	990	
Wheat, etc.	Brindisi	1,800	3,600	3,600	3,600	3,600	3,600	Brindisi-Lecce By Rail
Petroleum	Brindisi	50	60	70	75	85	100	
	Brindisi	-	-	-	-	-	-	
Wheat, etc.	Crotone	1,800	2,400	2,400	2,400	2,400	2,400	Alternative - Taranto-Lecce By Rail
Petroleum	Crotone	70	85	95	110	120	130	
	Crotone	110	110	110	110	110	110	
Wheat, etc.	Catanzaro	1,800	2,400	2,400	2,400	2,400	2,400	Alternative - Bari-Lecce By Rail
Petroleum	Catanzaro	70	85	95	110	120	130	
	Catanzaro	110	110	110	110	110	110	

Alternative - Bari or Taranto to Brindisi
By Rail

Note - The RR service is more adequate in the Bari-Brindisi-Taranto-Lecce area than any other important area in Italy at the present time.

Alternative - Bari or Brindisi to Taranto
By Rail

Brindisi-Lecce

By Rail

Alternative - Taranto-Lecce

By Rail

Alternative - Bari-Lecce

By Rail

Lecce may also be reached through the port of Otranto about 3 miles south if the port is now usable. RR service Otranto to Lecce exists.

Crotone-Catanzaro

By Rail

Alternative - Reggio-Catanzaro

By Rail

Alternative - Taranto-Catanzaro

By Rail

Alternative - Bari or Brindisi-Catanzaro

By Rail

The RR is also operating Naples-Potenza-Matera-Potenza-Catanzaro. Catanzaro could be reached by schooner from the eastern ports to Crotone and by rail or highway from there (about 15 miles). There is also a very small coastal town, Marina di Catanzaro, only 9 miles from Catanzaro with rail and highway connections to Catanzaro. However, it has not been determined if this town has port facilities for small boats.

[illegible]

Page 2.

City	Preferable Port of Importation	ESTIMATED TONNAGE						ROUTE
		Jan	Feb	Mar	Apr	May	June	
Crotone	Crotone or Taranto	1,300	2,400	2,400	2,400	2,400	2,400	Crotone to Cosenza By Rail
Taranto		70	20	20	100	115	130	Taranto to Cosenza By Rail (about same distance as above)
		110	110	110	55	55	55	Alternative - Brindisi or Bari to Cosenza By Rail
								Alternative - Reggio-Cosenza Cosenza can be reached by rail along the east coast. The rail route along the west- era coast from Reggio is not now open. When this is opened, Reggio will be a better port for Cosenza than either Brindisi or Bari. The railroad is operating Naples-Potenza-Meta- ponto-Libari-Cosenza. This route is much longer than the above routes.
Reggio	Reggio	1,300	2,400	2,400	2,400	2,400	2,400	Alternative - Crotone-Reggio By Rail
Reggio	Reggio	125	155	175	195	220	235	Alternative - Tarant-Reggio By Rail
Reggio	Reggio	105	2,105	2,105	2,055	2,055	2,055	Alternative - Brindisi or Bari to Reggio By Rail
								The railroad is operating Naples-Potenza- Meta-ponto-Reggio but is very long. Route along west coast not open. Reggio may be reached by schooner from any of the points mentioned above. Schooner transportation from Naples is practicable.
Bari	Bari	-	-	-	-	-	-	Bari-Matera By Rail Bari-Altamura-Matera. This whole section is narrow gauge.
Bari	Bari	75	55	55	110	120	135	
Bari	Bari	20	30	30	15	15	15	
Naples	Naples	-	-	-	-	-	-	Naples-Potenza By Rail
Naples	Naples	35	55	105	120	135	150	Alternative - Taranto-Potenza By Rail
Naples	Naples	65	65	65	5	35	25	Alternative - Bari or Brindisi to Potenza By Rail

Distribution Point	Commodity	Preferable Port of Importation	ESTIMATED TONNAGE						ROUTE
			Jan	Feb	Mar	Apr	May	June	
Salerno	Imported								2676
	Food, etc.	Naples	1,500	6,500	6,500	6,500	6,500	6,500	
	Petroleum	Naples	150	20	210	230	265	225	
	Coal	Naples	100	100	100	95	75	25	
Avellino	Imported								
	Food, etc.	Naples	2,300	4,100	4,100	4,100	4,100	4,100	
	Petroleum	Naples	100	120	100	105	165	195	
	Coal	Naples	100	120	120	50	60	60	
Benevento	Imported								
	Food, etc.	Naples	2,100	3,100	3,100	3,100	3,100	3,100	
	Petroleum	Naples	110	130	145	160	155	205	
	Coal	Naples	50	90	90	45	45	45	
Naples	Imported								
	Food, etc.	Naples	14,000	20,500	20,500	20,500	20,500	20,500	
	Petroleum	Naples	540	745	830	925	1,040	1,150	
	Coal	Naples	600	2,500	2,500	2,200	2,200	2,300	
Frosinone	Imported								
	Food, etc.	Naples	2,400	3,400	3,400	3,400	3,400	3,400	
	Petroleum	Naples	55	80	120	135	150	165	
	Coal	Naples	-	-	-	80	25	25	
Littoria*	Imported								
	Food, etc.	Naples	1,200	1,700	1,700	1,700	1,700	1,700	
	Petroleum	Naples	50	135	180	200	225	250	
	Coal	Naples	-	-	-	20	20	20	

Naples-Salerno

By Rail

By Schooner

Alternatives - any of the ports of Terra Annunziata Salerno may be used as Salerno. RR open.

Naples-Avellino

By Rail Naples-Motrone

Alternatives - any of the ports may be used as Avellino. The RR is open to Avellino.

Naples-Benevento

By Rail

It is difficult to get to Benevento. Consider rail to Avellino and by lorry (about 25 mi). Alternatives - the Naples could be used as port

Naples-Frosinone

By Schooner or Coast and by highway to Frosinone is on one of the main roads going north out of Naples. It will be a long time after Frosinone will be available for

Naples-Littoria

By Schooner or Coast and by highway to Littoria. The highway approach rendered useless by the choice of another route such as Velletri.

Page 3.

City of Importation	ESTIMATED TONNAGE						ROUTE
	Jan	Feb	Mar	Apr	May	June	
Imported By, etc. Naples	4,500	4,500	4,500	4,500	4,500	4,500	Naples-Salerno By Rail By Schooner Alternatives - any of the Naples satellite ports of Torre Annunziata, Castellammare or Salerno may be used as ports of ^{importation} for Salerno. RR open.
Salerno	165	160	215	225	265	325	
Naples	190	190	190	90	90	95	
Imported By, etc. Naples	2,800	2,100	4,100	4,100	4,100	4,100	Naples-Avellino By Rail Naples-Nocera-Avellino. Alternatives - any of the Naples satellite ports may be used as ports of ^{importation} for Avellino. The RR is operating from these ports to Avellino.
Avellino	150	125	135	145	165	165	
Naples	120	120	120	60	60	60	
Imported By, etc. Naples	2,100	2,100	2,100	2,100	2,100	2,100	Naples-Benevento By Rail It is difficult to get through rail service to Benevento. Consignments may be sent by rail to Avellino and from there to Benevento by lorry (about 25 miles). Alternatives - the Naples satellite ports could be used as ports of importation.
Benevento	110	130	145	160	180	235	
Naples	20	90	90	45	45	45	
Imported By, etc. Naples	14,500	20,500	20,500	20,500	21,500	21,500	Naples-Frosinone By Schooner or Coaster to Gaeta and by highway to Frosinone (about 50 miles). Frosinone is on one of the main RR lines running north out of Naples, but it will undoubtedly be a long time after Frosinone falls before it will be available for use.
Porto Cervo	40	745	800	925	1,140	1,160	
Naples	2,600	2,600	2,600	2,600	2,600	2,600	
Imported By, etc. Naples	2,400	2,400	2,400	2,400	2,400	2,400	Naples-Littoria By Schooner or Coaster to Anzio (Nettuno) and by highway to Littoria (about 25 miles). The highway approaches to Littoria may be rendered useless by flooding, necessitating the choice of another distribution point, such as Velletri.
Porto Cervo	85	90	120	135	150	165	
Naples	-	-	-	30	30	30	
Imported By, etc. Naples	1,200	1,700	1,700	1,700	1,700	1,700	
Porto Cervo	50	135	130	200	225	250	
Naples	-	-	-	30	20	20	

Distribution Point	Commodity	Preferable Port of Exportation	ESTIMATED TONNAGE						
			Jan	Feb	Mar	Apr	May	June	
Naples	Imported Food, etc.	Naples	1,000	1,000	1,000	1,000	1,000	1,000	6673
	Petroleum	Naples	40	65	90	100	110	125	
	Coal	Naples	-	-	-	15	15	15	
Naples	Imported Food, etc.	Naples	8,100	14,000	14,000	13,000	13,000	17,000	Naples-Rieti
	Petroleum	Naples	750	1,125	1,530	1,825	2,310	2,200	
	Coal	Naples	-	-	-	4,630	4,630	4,630	
Viterbo	Imported Food, etc.	Naples	1,000	2,000	2,000	2,000	2,000	2,000	Naples-Rome
	Petroleum	Naples	55	90	120	125	150	165	
	Coal	Naples	-	-	-	20	20	20	
Campobasso	Imported Food, etc.	Bari	2,200	2,100	2,100	2,100	2,100	2,100	Bari-Campobasso
	Petroleum	Bari	30	135	180	200	225	250	
	Coal	Bari	-	-	-	30	30	30	
Grietti	Imported Food, etc.	Bari	2,200	2,100	2,100	2,100	2,100	2,100	Bari-Grietti
	Petroleum	Bari	40	60	90	100	110	125	
	Coal	Bari	-	-	-	30	30	30	
L'Aquila	Imported Food, etc.	Bari	1,030	2,700	2,700	2,700	2,700	2,700	Bari-L'Aquila
	Petroleum	Bari	55	90	120	135	150	165	
	Coal	Bari	-	-	-	25	25	25	
Frosinone	Imported Food, etc.	Bari	1,200	1,700	1,700	1,700	1,700	1,700	Bari-Frosinone
	Petroleum	Bari	50	90	120	135	150	165	
	Coal	Bari	-	-	-	15	15	15	
Teramo	Imported Food, etc.	Bari	1,400	2,100	2,100	2,100	2,100	2,100	Bari-Teramo
	Petroleum	Bari	55	90	120	135	150	165	
	Coal	Bari	-	-	-	30	30	30	

Commodity	Preferable Port of Importation	ESTIMATED TONNAGE						ROUTE
		Jan	Feb	Mar	Apr	May	June	
Ported								
Oil, etc.	Naples	1,300	1,400	1,400	1,435	1,400	1,400	6673
Grain	Naples	40	65	90	100	110	135	
Oil	Naples	-	-	-	15	15	15	
Ported								
Oil, etc.	Naples	2,100	13,000	13,000	12,000	12,000	13,000	Naples-Rieti
Grain	Naples	700	1,215	1,330	1,235	2,330	2,335	
Oil	Naples	-	-	-	4,600	4,600	4,600	
Ported								
Oil, etc.	Naples	1,100	2,000	2,000	2,000	2,000	2,000	Naples-Rome
Grain	Naples	35	20	135	125	130	145	
Oil	Naples	-	-	-	20	20	20	
Ported								
Oil, etc.	Naples	1,100	2,000	2,000	2,000	2,000	2,000	Naples-Viterbo
Grain	Naples	35	20	135	125	130	145	
Oil	Naples	-	-	-	20	20	20	
Ported								
Oil, etc.	Bari	2,200	2,100	2,100	2,100	2,100	2,100	Bari-Campobasso
Grain	Bari	50	135	135	200	225	250	
Oil	Bari	-	-	-	20	30	20	
Ported								
Oil, etc.	Bari	2,200	2,100	2,100	2,100	2,100	2,100	Bari-Chieti
Grain	Bari	50	65	70	100	110	135	
Oil	Bari	-	-	-	30	30	30	
Ported								
Oil, etc.	Bari	1,900	2,700	2,700	2,700	2,700	2,700	Bari-L'Aquila
Grain	Bari	25	30	130	125	150	165	
Oil	Bari	-	-	-	25	25	25	
Ported								
Oil, etc.	Bari	1,200	1,700	1,700	1,700	1,700	1,700	Bari-Fasce
Grain	Bari	50	90	120	135	150	165	
Oil	Bari	-	-	-	15	15	15	
Ported								
Oil, etc.	Bari	1,400	2,100	2,100	2,100	2,100	2,100	Bari-Teramo
Grain	Bari	55	90	120	135	150	165	
Oil	Bari	-	-	-	20	20	20	

Distributing Point	Commodity	Preferable Port of Importation	ESTIMATED TONNAGE						Remarks
			Jan	Feb	Mar	Apr	May	June	
Foggia	Imported								
	Food, etc.	Bari	-	-	-	-	-	-	
	Petroleum	Bari	95	195	205	200	260	290	
	Coal	Bari	-	-	-	40	40	40	

Bari-Foggia
The railroad Bari-Foggia at present it is difficult transportation. However, an effort to establish with some chance of success.
Alternative - by rail and from there to Foggia (60 miles)
Alternative - If the port is usable by small ships instead of Barietta, about 30 miles. The port is not now operating.

F.O.C.M.V.C.T.E.E

- A - The distributing points are the cities that it is considered feasible to use for the storage of civilian supplies in the provinces and from which distribution of the supplies among the communes would be made.
- B - Port of importation refers to the port through which it is recommended to import the required supplies.
- C - The estimated tonnage is in metric tons and is an exceedingly rough estimate of probable movements. It is based on the method by which the tonnage was arrived at is explained in the sheet attached to "Estimated movement of goods."
- * - Plans for these distributing points are tentative since the damage that will be done to harbors, roads, etc.,

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City	Preferable Port of Importation	ESTIMATED TONNAGE						ROUTE
		Jan	Feb	Mar	Apr	May	June	
etc.	Bari	-	-	-	-	-	-	Bari-Foggia
etc.	Bari	25	155	295	230	260	290	
etc.	Bari	-	-	-	40	40	40	

Bari-Foggia

The railroad Bari-Foggia is operating, but at present it is difficult to secure civilian transportation north of Barietta. However, an effort to secure it may be made with some chance of success.

Alternative - by rail or schooner to Barietta and from there to Foggia by highway (about 60 miles)

Alternative - If the port of Manfredonia is usable by small schooner, it could be used instead of Barietta. The road haul is only about 30 miles. The RR Manfredonia-Foggia not now operating.

E.O. 12356 Section 3.3

outing points are the cities that it is considered feasible to use for the storage of civilian supplies for the various and from which distribution of the supplies among the communes would be made.

portation refers to the port through which it is recommended to import the required supplies.

ed tonnage is in metric tons and is an exceedingly rough estimate of probable movements. It is based on many assumptions. by which the tonnage was arrived at is explained in the sheet attached to "Estimated movement of goods among provinces".

these distributing points are tentative since the damage that will be done to harbors, roads, etc., is unknown.

--00000--

Meeting held at 1545 hours
on 24 January 1944

PRESENT :

Major Gascell - Movements- Shipping, West Italy.

Internal Transportation Sub-Commission.

Major Glanville
Lt. Col. Vining

1. Major Gascell stated that he was prepared to accept a tonnage of approximately 38000 tons at Naples. The total tonnage for the towns which are in Allied is as shown:

Potenza	150 tons
Salerno	6880 "
Avellino	4340 "
Benevento	2300 "
Naples	23845 "
	37515 "

2. Movements west cannot make provisions for the tonnage amounting to 23095 tons which represents the freight destined for places which are still in enemy hands, as detailed below:

Frosinone	3490 tons
Littoria	1835 "
Viterbo	2090 "
Pieti	1465 "
Rome	14215 "
	23095 "

3799

3. With regards to the tonnage for Rome itself, there is a fleet of schooners standing by loaded at Naples ready to proceed to Rome when it is captured. Movements-West stated that with regards to the figures for March and subsequent months he could not give any information about what could be dealt with at Naples or at other parts until later on, as a great deal depended on what the port facilities of the captured ports were and other factors controlling imports.

4. It was agreed that a meeting would be held in due course to deal with the import tonnage for the month of March.

1/12/44

Meeting held at the office of D.G.M. S.
on 23rd. Jan 44.

PRESENT :

Lt.Col. Scheuble MCS

Lt.Col. Vining) Internal Transportation
Major Yoder) Sub-Commission, ACC.
Major Richardson)

SUBJECT : The way and means of transportation of freight from Ports of disembarkation to the distribution points.

1. The undernoted arrangements were agreed.
(a) Brindisi Lecce Section.

One daily mixed train to be run. This would clear the required average of 16 wagons per day should there be any accumulation of civilian traffic. special trains would be run.

- (b) Crotone - Catanzaro Section.

The existing schedule of tri-weekly mixed trains will be increased to a daily mixed train running from Reggio to Taranto.

The estimated traffic of 9 wagons per day will be cleared by these trains.

- (c) Crotone - Cosenza Section.

The daily mixed train from Reggio to Taranto will clear the estimated traffic from Crotone to Sibiri.

From Sibiri to Castiglione the tri-weekly basic mixed train, together with a special to be run as required, will clear the estimated traffic of 63 wagons per week.

From Castiglione to Cosenza, the empty lumber trains running to Cosenza will clear the estimated traffic.

- (d) Naples to Salerno Section.

Sufficient additional freight trains will be arranged to clear the daily estimated 45 wagons, comprising 26 wagons for Salerno and 17 for Avellino.

- (e) Nocera - Avellino.

Present bi-weekly trains together with additional trains will clear the estimated 17 wagons offering per day.

3789

- (f) Naples - Benevento.

The estimated number of wagons to be cleared daily is 9.

There is sufficient room on military trains running on this section daily to clear the traffic offering.

DM 24/1

JANUARY 1964.

Port of Importation.	Distribution Point.	Tonnage	Rail Transport.	No. of Wagons Required.	No. of Cars.
Bari	Bari	1500	No	-	-
Brindisi	Brindisi	700	No	-	-
Taranto	Taranto	2235	No	-	-
Brindisi	Lecce	1050	Yes	185	-
Crotone	Catanzaro	1985	Yes	198	-
Crotone or Taranto	Cosimo	1980	Yes	198	-
Reggio	Reggio di Calabria	3042	Yes	304	-
Belluno	Verona	195	Yes	13	-
Genoa	Genoa	150	Yes	13	-
"	Salerno	1055	Yes	105	-
"	Avellino	1022	Yes	102	-
"	Benevento	2300	Yes	230	-
"	Bari	17240	No	-	-

1.

JANUARY 1984.

Station	Tonnage	Full Transport.	No. of Wagons Required.	No. of Trains (10 wagons).
	3500	No	-	-
si	960	No	-	-
	2235	No	-	-
	1055	Yes	105	4 Alternative Taranto Lecce (Basic Train) Bari Lecce.
aro	1945	Yes	195	14 Average 6 Wagons per day. Alternative Reggio-Catanzaro Basic Train.
e	1980	Yes	198	14 Average 6 Wagons per day. Alternative Brindisi or Bari to Cassano.
di Calabria	6040	Yes	604	6 average 13 Wagons per day. Alternative, Crotone, Taranto, Brindisi to Reggio.
	105	Yes	10	- Narrow Gauge Bari-Aliphan-Matera.
	150	Yes	15	- Basic Train.
	4555	Yes	455	11 Average 16 Wagons per day. Basic Train.
	3000	Yes	300	7 Average 10 Wagons per day. Basic Train.
ento	2300	Yes	230	15 Average 8 Wagons per day. Basic Train.
	17240	No	-	-

JANUARY 1944.

Port of Importation.	Distribution Point.	Tonnage	Rail Transport.	No. of Wagons Required.	No. of Trains. (45 Wagons).
Naples	Porti	1850	No	104	2 Schooner to Civitavecchia (50 miles).
	Rome	9250	No	985	22 By schooner to Terracina and to
	Viterbo	2455	No	145	3 By schooner to
	Littoria	1280	No	125	3 By schooner to
	Frosinone	2455	No	245	5 By schooner or to Frosinone. H. time - Road Dis
		16030		1603	35
Bari	Casapianese	2280	Yes	228	5 Casapianese sail have to be trans
	Chieti	2280	Yes	228	5
	L' Aquila	1955	Yes	195	4) Damage to be
	Pescara	1255	Yes	125	3) Pescara is
	Teramo	1455	Yes	145	3) Road transp
	Pesche	95	Yes	10	only practi
		9280			Total for t

Gren

II.

JANUARY 1944.

Distribution Point.	Tonnage	Rail Transport.	No. of Wagons Required.	No. of Trains. (45 Wagons).
	1010	No	104	2 Schooner to Civitavecchia or Ostia and thence by road (50 miles).
	2850	No	985	22 By schooner to Anzio, Ostia, Civitavecchia and Terracina and thence by road.
to	1455	No	145	3 By schooner to Civitavecchia, 45 miles by road.
to	1200	No	125	3 By schooner to Anzio and thence by road about 25 miles.
to	2455	No	245	5 1/2 By schooner or coaster to Ostia and then by road to Frosinone S.M. out of the question for a long time - Road Distance about 50 miles.
	16010		1603	25
to	2250	Yes	228	5 Campobasso self supporting. Unlikely staff will have to be transported.
	2240	Yes	224	5
to	1955	Yes	195	4) Damage to harbours roads etc. unknown. If
to	1205	Yes	125	2) Pescara is unable that would be the Port.-
to	1455	Yes	145	3) Road transport most doubtful. Rail service the
	95	Yes	10	-) only practical possibility.
	9250			Tons. Total for the Port of Bari 9250 for Rail 105 " " 300 for Bari.
				Grand Total. - 12035

FEBRUARY 1944.

Port of Importation.	Destination Point.	Tonnage.	Rail or Not.	No. of Wagons Required.	No. of Trains of 45 Wagons.
Aeri	Barl	7060	No		
Brindisi	Brindisi	1770		177	4 Alternative Bar Average 6 wago
Taranto	Taranto	3325	No		
Brindisi	Lecce	3660	Yes	366	8 Alternative Tar by rail to Lec
Crotone	Catanzaro	2595	Yes	259	7 Average 8 wago
Crotone or Taranto	Cassino	2590	Yes	259	7 " 8 "
Reggio	Reggio di Calabria	4660	Yes	466	10 " 15 "
Bari	Matera	115	Yes	11	-
Naples	Potenza	150	Yes	15	-
"	Salerno	6880		688	15 " 23 "
"	Avellino	4340		434	10 " 14 "
"	Benevento	2300		230	5 " 8 "
"	Naples	23845	No	-	

Practically the
places for the
June.

III.

FEBRUARY 1944.

Location	Tonnage.	Rail or Not.	No. of Wagons Required.	No. of Trains of 15 Wagons.
	2060	No		
	1770		177	4 Alternative Bari or Taranto to Brindisi by rail Average 6 wagons per day.
	3725	No		
	3660	Yes	366	8 Alternative Taranto-Lecce or port of Otranto and by rail to Lecce. Average 12 wagons per day.
	2595	Yes	259	7 Average 8 wagons per day.
	2590	Yes	259	7 " 8 " " "
	4660	Yes	466	10 " 15 " " "
	115	Yes	11	-
	150	Yes	15	-
	6880		688	15 " 23 " " "
	4340		434	10 " 14 " " "
	2300		230	5 " 8 " " "
	23845	No	-	

Practically the same tonnage from all ports to
places for the months of March, April, May and
June.

PROCEDURE FOR ESTIMATING INTERNAL MOVEMENTS

OF FREIGHT

1. Imported food, soap and medical supplies:— The imports estimated by Maj. Todd 25/11/43 for Jan.-April were taken as the starting point. The same monthly imports were assumed for May and June as for Feb.-April. The imports were assumed to enter the ports at a most convenient for distribution and were allotted to the various regions in proportion to the requisitions of the regions. Within the regions they were allotted among the provinces according to population, 1936 census. The only exceptions were for provinces of Potenza, Matera and "oggia" to which nothing was allotted because of their relative self-sufficiency.
2. Petroleum products:— The Civilian Supply Committee's estimates for consumption Jan.-March were converted roughly into metric tons and were taken as the starting point. Figures for April-June were arrived at by arbitrarily assuming an increase of 12 per-cent a month. The ports of importation were again assumed to be those most convenient and the distribution among provinces were determined as follows. For Apulia, Reg. 2 and Reg. 3 the same proportions were used as in the estimates of the C.S.C. for December. For Reg. 4, the distribution was determined from the C.S.C.'s original work sheet.
3. Coal:— The figures for Jan.-March were taken from the allotments of the Coal Committee for the various regions. Coal for hospitals was cut down to 50 per-cent for April-June and was divided among the provinces on a population basis. Coal for gas plants was assumed to remain the same for April-June as for the previous three months. No coal was assumed for heating hospitals in Reg. 4.
4. Coke:— Determined from the allotments of the coal committee and was assumed to come from the nearest gas plant in operation. Within regions, it was divided along the provinces on a per capita basis.
5. Domestic Wheat:— The starting point was a figure secured from Sig. Mizzi of Fed. di Consorzio Agrario of 9000 tons of wheat in "oggia" available for export. It was assumed that this wheat would be distributed in the period of Jan.-March and that it would go to Napoli, Reggio, Catanzaro, Cosenza, Bari, Brindisi, Taranto and Lecce in proportion to their populations. ^{2/85}
6. Olive Oil:— It was assumed that the only large importers would be Napoli and Roma. A figure was taken of 1500 tons of imported oil a month for Napoli, which is a figure secured from the Supply Sec., Reg. 3. A figure of 1100 tons for Roma was determined on the basis of the Napoli figure and Roma's relative population. On Sig. Mizzi's advice, the source of the oil was taken as Reggio, Cosenza, Catanzaro, Bari and Brindisi in proportion to their relative productions in 1938.
7. Charcoal:— Determined from figures secured from Sig. Mizzi for the period Nov. '42 to May '43.

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7. Charcoal: Determined from figures secured from Sig. Mizzi for the period Nov. '42 to May '43.
8. Firewood: Determined from figures secured from Sig. Mizzi for the period Nov. '42 to May '43.
9. Fertilizers: The distribution set forth in Col. Gerry's letter of 3/12/43 was taken. It was revised according to one telegram subsequently received. It was assumed that the distribution would occur Jan.-March.
10. Salt: Determined on the basis of 330 grams of salt per person per month and on the assumption that all of occupied Italy would be supplied from Margherita, Foggia Province.

ESTIMATED MOVEMENT OF COMMODITIES AMONG PROVINCES

Per Month Jan: - June 1944
(in metric tons)

From	To	Imp'd Food etc.	Pet.	Coal	Coke	Domes. Wheat	Olive oil	Char coal	Pire wood	Fertis lizers
Bari	Matera		100	20						
	L'Aquila	2700	120							
	Pescara	1700	120							
	Peramo	2100	120							260
	Foggia		205							
	Campo- Basso	3100	180							
	Chieti	3100	90							400
	Brindisi						800			
	Napoli						550			
	Roma									
Brindisi	Lecce	3600	75				250			
	Napoli						200			
	Roma									
Taranto	Cosenza	2400	95	80						
	Matera				15					
	Potenza				35				80	
	Brindisi									
Reggio	Catanzaro				60				348	
	Cosenza				60					
	Napoli						180			
	Roma						130			
Catanzaro	Taranto						30			
	Napoli						100			700
	Roma						50			
Cosenza	Napoli						150			
							110			

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From	To	Imp. Food etc.	Ret.	Coal	Coke	Wheat flour	Olives oil	Char coal	Fire wood	Ferti lizer	Salt
Naples	Bari							180			
	Brindisi							110			
	Lecce							120			
	Taranto							250			
Potenza	Napoli							725			
	Bari							140			
	Lecce							120			
Napoli	Potenza		115	50						200	
	Salerno	6500	225	140						600	
	Avellino	1100	140	50						700	
	Benevento	2100	155	70						200	
	Frosinone	2400	220								
	Littoria	1700	180								
	Netti	1400	50								
	Roma	13000	1625	4630							
	Viterbo	2000	120								
	Caserta									500	
	Benevento									400	
	Napoli									400	
	Taranto									100	
	Caserta										
Salerno	Napoli							1065	585		
Avellino	Napoli							90	85		
Benevento	Napoli							250	375		
Potenza	Bari							90			330

2782

Potenza Napoli			725	
Bari			110	
Lecce			120	
Napoli		125		200
Salerno	6500	225		600
Avellino	4100	140		200
Benevento	2100	155		200
Frosinone	2400	220		
Littoria	1700	180		
Neti	1400	50		
Roma	13000	1625		4610
Viterbo	2000	120		
Campobasso				500
Salerno				400
Avellino				100
Corona				120
Salerno Napoli			1065	585
Avellino Napoli			90	85
Benevento Napoli			250	375
Foggia Bari			90	
Avellino				230
Avellino				720
Avellino				185
Avellino				195
Avellino				190
Avellino				145
Avellino				80

From	To	Imp. Food etc.	Ret.	Coal	Coke	Domes. Plant	Olives Oil	Char Coal	Fire Wood	Fertil izer	Ad.
Pozzani (cont.)	Verona					150					110
	Lecce					250					170
	Palera										55
	Antenna										120
	Lombardia										110
	Salerno										230
	Provincia										140
	Attonia										75
	Monte										55
	Monte										525
	Monte										75
	Viterbo Camp.										150
	Impero										130
	Chiotti										115
	L'Aquila										70
	Perugia										80
	Torino										
Campo- Basso	Monte							250	85		

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A. - Account for 1950. May, June only.

B. - For Jan., Feb., Mar. only.

PLAN FOR THE DISTRIBUTION OF IMPORTED CIVILIAN SUPPLIES.

Distribution Point	Commodity	Preferable Port of Importation	ESTIMATED TONNAGE						
			Jan	Feb	Mar	Apr	May	June	
Bari	Imported Food etc.	Bari	3300	6800	6800	6800	6800	6800	3681
	Petroleum	Bari	200	230	260	290	325	365	
	Coal	Bari	-	-	-	-	-	-	
Brindisi	Imported Food etc.	Brindisi	900	1700	1700	1700	1700	1700	Alternative - Bari or Taranto By Rail Note - The RR service is in the Taranto-Lecce area than at the present time.
	Petroleum	Brindisi	60	70	80	90	100	110	
	Coal	Brindisi	-	-	-	-	-	-	
Taranto	Imported Food etc.	Taranto	1200	2300	2300	2300	2300	2300	Alternative - Bari or Brindisi By Rail
	Petroleum	Taranto	95	105	120	135	155	170	
	Coal	Taranto	990	990	990	990	990	990	
Lecce	Imported Food etc.	Brindisi	1800	3600	3600	3600	3600	3600	Brindisi - Lecce By Rail Alternative - Taranto - Lecce By Rail Alternative - Bari - Lecce By Rail Lecce may also be reached about 30 miles south if the Otranto to Lecce exists.
	Petroleum	Brindisi	55	60	70	75	85	100	
	Coal	Brindisi	-	-	-	-	-	-	
Catanzaro	Imported Food etc.	Crotone	1800	2400	2400	2400	2400	2400	Crotone - Catanzaro By Rail Alternative - Reggio - Catanzaro By Rail Alternative - Taranto - Catanzaro By Rail Alternative - Bari or Brindisi By Rail The RR is also operating from Catanzaro to Crotone and by sea (about 30 miles). There is also a road from Catanzaro, only 9 miles from Crotone to Catanzaro. However, this town has port facilities.
	Petroleum	Crotone	75	85	95	110	120	135	
	Coal	Crotone	110	110	110	55	55	55	
				12400	18615	18615	18630	18725	

①

Table B Port of Destination		ESTIMATED TONNAGE						ROUTE
		Jan	Feb	Mar	Apr	May	June	
		3300	6800	6800	6800	6800	6800	3784
		200	230	260	290	325	365	
		-	-	-	-	-	-	
Brindisi		900	1700	1700	1700	1700	1700	<u>Alternative - Bari or Taranto to Brindisi</u> By Rail Note - The RR service is more adequate in the Bari-Brindisi-Taranto-Lecce area than any other important area in Italy at the present time.
Brindisi		60	70	80	90	100	110	
Brindisi		-	-	-	-	-	-	
Taranto		1200	2300	2300	2300	2300	2300	<u>Alternative - Bari or Brindisi to Taranto</u> By Rail
Taranto		95	105	120	135	155	170	
Taranto		990	990	990	990	990	990	
Brindisi		1800	3600	3600	3600	3600	3600	<u>Brindisi - Lecce</u> By Rail <u>Alternative - Taranto - Lecce</u> By Rail <u>Alternative - Bari - Lecce</u> By Rail Lecce may also be reached through the port of XXXXX Otranto about 30 miles south if the port is now usable. RR service Otranto to Lecce exists.
Brindisi		55	60	70	75	85	100	
Brindisi		-	-	-	-	-	-	
Crotone		1800	2400	2400	2400	2400	2400	<u>Crotone - Catanzaro</u> By Rail <u>Alternative - Reggio - Catanzaro</u> By Rail <u>Alternative - Taranto - Catanzaro</u> By Rail <u>Alternative - Bari or Brindisi - Catanzaro</u> By Rail The RR is also operating Naples - Potenza - Metaponto - Catanzaro. Catanzaro could be reached by schooner from the eastern ports to Crotone and by rail or highway from there (about 45 miles). There is also a very small coastal town, Marina Di Catanzaro, only 9 miles from Catanzaro with rail and highway connections to Catanzaro. However, it has not been determined if this town has port facilities for small boats.
Crotone		75	85	95	110	120	135	
Crotone		110	110	110	55	55	55	
			12400	12500	12500	12500	12725	

Distributing Point.	Commodity	Preferable Port of Importation	ESTIMATED TONNAGE.						
			Jan	Feb	Mar	Apr	May	June	
Cosenza	Imported	Crotone or							2440
	Food etc.	Taranto	1800	2400	2400	2400	2400	2400	
	Petroleum	"	70	80	90	100	115	130	
	Coal	"	110	110	110	55	55	55	
Reggio Di Calabria	Imported	Reggio	1800	2400	2400	2400	2400	2400	
	Food etc.	Reggio	135	155	175	195	220	245	
	Petroleum	Reggio	2105	2105	2105	2065	2065	2065	
	Coal	Reggio							
Matera	Imported	Bari	-	-	-	-	-	-	
	Food etc.	Bari	75	85	95	110	120	135	
	Petroleum	Bari	30	30	30	15	15	15	
	Coal	Bari							
Potenza	Imported	Naples	-	-	-	-	-	-	
	Food etc.	Naples	85	95	105	120	135	150	
	Petroleum	Naples	65	65	65	35	35	35	
	Coal	Naples							
			25975	26100	27030	26190	26345		

Crotone to Cosenza
 By Rail
Taranto to Cosenza
 By Rail (about same)
Alternative - Brindisi or
 By Rail
Alternative - Reggio - C
 Cosenza can be reached
 The rail route along the
 now open. When this is open
 for Cosenza than either
 operating Naples-Potenza
 route is much longer than

Alternative - Crotone -
 By Rail
Alternative - Taranto -
 By Rail
Alternative - Brindisi or
 By Rail
 The railroad is operating
 But is very long. Route
 be reached by schooner
 above. Schooner transport
Bari - Matera
 By Rail Bari - Al
 This whole section is n

Naples - Potenza
 By Rail
Alternative - Taranto -
 By Rail
Alternative - Bari or
 By Rail

Type of Transportation	ESTIMATED TONNAGE.						
	Jan	Feb	Mar	Apr	May	June	
Crotone or Taranto	1800	2400	2400	2400	2400	2400	3200
	70	80	90	100	115	130	
	110	110	110	55	55	55	
Reggio	1800	2400	2400	2400	2400	2400	
Reggio	175	175	175	195	220	245	
Reggio	2105	2105	2105	2055	2055	2055	
Bari	-	-	-	-	-	-	
Bari	75	35	35	110	120	135	
Bari	30	30	30	15	15	15	
Naples	-	-	-	-	-	-	
Naples	55	95	105	120	135	150	
Naples	65	65	65	35	35	35	
	25975	26100	27030	26180	26180	26345	

ROUTE

Crotone to Cosenza

By Rail

Taranto to Cosenza

By Rail (about same distance as above)

Alternative - Brindisi or Bari to Cosenza

By Rail

Alternative - Reggio - Cosenza

Cosenza can be reached by rail along the east coast. The rail route along the western coast from Reggio is not now open. When this is opened, Reggio will be a better port for Cosenza than either Brindisi or Bari. The railroad is operating Naples-Potenza-Metaponto-Sibari-Cosenza. This route is much longer than the above routes.

Alternative - Crotone - Reggio

By Rail

Alternative - Taranto - Reggio

By Rail

Alternative - Brindisi or Bari to Reggio

By Rail

The railroad is operating Naples-Potenza-Metaponto-Reggio But is very long. Route along west coast not open. Reggio may be reached by schooner from any of the points mentioned above. Schooner transportation from Naples is practicable.

Bari - Matera

By Rail Bari - Altamura - Matera

This whole section is narrow gauge.

Naples - Potenza

By Rail

Alternative - Taranto - Potenza

By Rail

Alternative - Bari or Brindisi to Potenza

By Rail

Distributing Point	Commodity	Preferable Port of Importation	ESTIMATED TONNAGE						6279	RO
			Jan	Feb	Mar	Apr	May	June		
Salerno	Imported Food	Naples	4500	6500	6500	6500	6500	6500		Naples - Salerno By Rail By Schooner Alternatives - any of Annunziata, Castellamare of importation for Salerno
	Petroleum	Naples	165	190	210	235	265	295		
	Coal	Naples	190	190	190	95	95	95		
Avellino	Imported Food etc.	Naples	2800	4100	4100	4100	4100	4100		Naples - Avellino By Rail Naples - N Alternatives - any of used as ports of importing from these ports
	Petroleum	Naples	100	120	130	145	165	185		
	Coal	Naples	120	120	120	60	60	60		
Benevento	Imported Food etc.	Naples	2100	3100	3100	3100	3100	3100		Naples - Benevento By Rail It is difficult to get Consignments may be sent there to Benevento by Alternatives - The Naples as ports of importation
	Petroleum	Naples	110	130	145	160	180	205		
	Coal		90	90	90	45	45	45		
Naples	Imported Food etc.	Naples	17000	20500	20500	20500	20500	20500		Naples - Frosinone By Schooner or Coaster and by highway to Frosinone on one of the main RR but it will undoubtedly fall before it will
	Petroleum	Naples	640	745	830	925	1040	1160		
	Coal	Naples	2600	2600	2600	2300	2300	2300		
Frosinone*	Imported Food etc.	Naples	2400	3400	3400	3400	3400	3400		Naples - Littoria By Schooner or coaster way to Littoria (about 100 miles) to Littoria may be reducing the choice of as Velletri.
	Petroleum	Naples	55	90	120	135	150	165		
	Coal	Naples	-	-	-	35	35	35		
Littoria*	Imported Food etc.	Naples	1200	1700	1700	1700	1700	1700		
	Petroleum	Naples	80	135	180	200	225	250		
	Coal	Naples	-	-	-	20	20	20		
				62160	62440	62200	62510	62840		

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Possible Port of Importation	ESTIMATED TONNAGE						ROUTE
	Jan	Feb	Mar	Apr	May	June	
Naples	4500	6500	6500	6500	6500	6500	<u>Naples - Salerno</u> By Rail By Schooner Alternatives - any of the Naples satellite ports of Torre Annunziata, Castellammare or Salerno may be used as ports of importation for Salerno. RR open.
Naples	165	190	210	235	265	295	
Naples	190	190	190	95	95	95	
Naples	2800	4100	4100	4100	4100	4100	<u>Naples - Avellino</u> By Rail Naples - Nocera - Avellino Alternatives - any of the Naples satellite ports may be used as ports of importation for Avellino. The RR is operating from these ports to Avellino.
Naples	100	120	130	145	165	185	
Naples	120	120	120	60	60	60	
Naples	2100	3100	3100	3100	3100	3100	<u>Naples - Benevento</u> By Rail It is difficult to get through rail service to Benevento. Consignments may be sent by rail to Avellino and from there to Benevento by lorry (about 25 miles) Alternatives - The Naples satellite ports could be used as ports of importation.
Naples	110	130	145	160	180	205	
Naples	90	90	90	45	45	45	
Naples	14000	20500	20500	20500	20500	20500	
Naples	640	745	890	925	1040	1160	
Naples	2600	2600	2600	2300	2300	2300	
Naples	2400	3400	3400	3400	3400	3400	<u>Naples - Frosinone</u> By Schooner or Coaster to Gaeta and by highway to Frosinone (about 50 miles) Frosinone is on one of the main RR lines running north out of Naples, but it will undoubtedly be a long time after Frosinone falls before it will be available for use.
Naples	55	90	120	135	150	165	
Naples	-	-	-	35	35	35	
Naples	1200	1700	1700	1700	1700	1700	<u>Naples - Littoria</u> By Schooner or coaster to Anzio (Nettunia) and by highway to Littoria (about 25 miles). The highway approaches to Littoria may be rendered useless by flooding, necessitating the choice of another distribution point, such as Velletri.
Naples	20	135	180	200	225	250	
Naples	-	-	-	20	20	20	
		62160	62000	63205	63510	62840	

Distributing Point	Commodity	Preferable Port of Importation	ESTIMATED TONNAGE						ROUTE
			Jan	Feb	Mar	Apr	May	June	
Rieti*	Imported Food etc.	Naples	1000	1400	1400	1400	1400	1400	Naples - Rieti By schooner or coaster to there by highway (about 8 used although it is a lit
	Petroleum	Naples	40	65	90	100	110	125	
	Coal	Naples	-	-	-	-15	-15	-15	
Rome*	Imported Food etc.	Naples	9100	13000	13000	13000	13000	13000	Naples - Rome By schooner or coaster to Terracina and from there available Ostia to Rome.
	Petroleum	Naples	750	1215	1630	1825	2040	2285	
	Coal	Naples	-	-	-	4630	4630	4630	
Viterbo*	Imported Food etc.	Naples	1400	2000	2000	2000	2000	2000	Naples - Viterbo By schooner or coaster to Highway about (45 miles).
	Petroleum	Naples	55	90	120	135	150	165	
	Coal	Naples	-	-	-	20	20	20	
Campobasso*	Imported Food etc.	Bari	2200	3100	3100	3100	3100	3100	Bari - Campobasso By small schooner Bari to (about 50 miles) Note-It shown for Campobasso will Basso is a normally self
	Petroleum	Bari	80	135	180	200	225	250	
	Coal	Bari	-	-	-	30	30	30	
Chieti*	Imported Food etc.	Bari	2200	3100	3100	3100	3100	3100	Bari - Chieti By small schooner Bari to Chieti (about 10 miles).
	Petroleum	Bari	40	65	90	100	110	125	
	Coal	Bari	-	-	-	30	30	30	
L'Aquila*	Imported Food etc.	Bari	1900	2700	2700	2700	2700	2700	Bari - L'Aquila By small schooner Bari to (about 70 miles).
	Petroleum	Bari	55	90	120	135	150	165	
	Coal	Bari	-	-	-	25	25	25	
Pescara*	Imported Food etc.	Bari	1200	1700	1700	1700	1700	1700	Bari-Pescara By small schooner
	Petroleum	Bari	55	90	120	135	150	165	
	Coal	Bari	-	-	-	15	15	15	
Teramo*	Imported Food etc.	Bari	1400	2100	2100	2100	2100	2100	Bari - Teramo By small schooner Bari Teramo (about 50 miles).
	Petroleum	Bari	55	90	120	135	150	165	
	Coal	Bari	-	-	-	20	20	20	

93100 94010 98250 99420 100170

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Location	ESTIMATED TONNAGE						ROUTE
	Jan	Feb	Mar	Apr	May	June	
	1000	1400	1400	1400	1400	1400	<u>Naples - Rieti</u>
	40	65	90	100	110	125	By schooner or coaster to Civitavecchia or Ostia and from there by highway (about 80 miles). Anzio could also be used although it is a little further.
	-	-	-	-15	-15	-15	
	9100	13000	13000	13000	13000	13000	<u>Naples - Rome</u>
	750	1215	1630	1825	2040	2285	By schooner or coaster to Anzio, Ostia, Civitavecchia and Terracina and from there by highway. Barges may also be available Ostia to Rome.
	-	-	-	4630	4630	4630	
	1400	2000	2000	2000	2000	2000	<u>Naples - Viterbo</u>
	55	90	120	135	150	165	By schooner or coaster to Civitavecchia and from there by Highway about (45 miles).
	-	-	-	20	20	20	
	2200	3100	3100	3100	3100	3100	<u>Bari - Campobasso</u>
	80	135	180	200	225	250	By small schooner Bari-Termini and from there by road (about 50 miles) Note-It is unlikely that the food tonnage shown for Campobasso will have to be transported as Campobasso is a normally self-sufficient area.
	-	-	-	30	30	30	
	2200	3100	3100	3100	3100	3100	<u>Bari - Chieti</u>
	40	65	90	100	110	125	By small schooner Bari to Pescara and by highway to Chieti (about 10 miles).
	-	-	-	30	30	30	
	1900	2700	2700	2700	2700	2700	<u>Bari - L'Aquila</u>
	55	90	120	135	150	165	By small schooner Bari to Pescara and by highway to L'Aquila (about 70 miles).
	-	-	-	25	25	25	
	1200	1700	1700	1700	1700	1700	<u>Bari-Pescara</u>
	55	90	120	135	150	165	By small schooner
	-	-	-	15	15	15	
	1400	2100	2100	2100	2100	2100	<u>Bari - Teramo</u>
	55	90	120	135	150	165	By small schooner Bari to Pescara and by highway to Teramo (about 50 miles).
	-	-	-	20	20	20	

93100 94310 98250 99480 100170

Distributing Point	Commodity	Preferable Point of Importation	ESTIMATED TONNAGE						ROUTE
			Jan	Feb	Mar	Apr	May	June	
Foggia*	Imported Food etc.	Bari	-	93120	94510	98550	99450	100170	Bari - Foggia The railroad Bari - Foggia present it is difficult transportation no effort to secure of success. Alternative. - (and from there to miles). Alternative. - is usable by small instead of Bari 30 miles. The RR operating.
	Petroleum	Bari	95	255	205	230	260	290	
	Coal	Bari	-	-	-	40	40	40	
			95	93255	94215	99120	99750	100500	

FOOTNOTES.

- A * The distributing points are the cities that it is considered feasible to use for the storage of civil provinces and from which distribution of the supplies among the communes would be made.
- B - Port of importation refers to the port through which it is recommended to import the required supplies.
- C - The estimated tonnage is in metric tons and is an exceedingly rough estimate of probable movements. The method by which the tonnage was arrived at is explained in the sheet attached to "Estimated movements".
- * - Plans for these distributing points are tentative since the damage that will be done to harbours, roads, etc.

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Preferable Point of Importation	ESTIMATED TONNAGE						ROUTE.
	Jan	Feb	Mar	Apr	May	June	
Bari	-	93170	944010	95550	97430	100170	<u>Bari - Foggia</u> The railroad Bari-Foggia is operating, but at present it is difficult to secure civilian transportation north of Barletta. However, an effort to secure it may be made with some chance of success. <u>Alternative.</u> * by rail or schooner to Barletta and from there to Foggia by highway (about 60 miles). <u>Alternative.</u> - If the Port of Manfredonia is usable by small schooner, it could be used instead of Barletta. The road haul is only about 30 miles. The RR Manfredonia - Foggia not now operating.
Bari	95	155	205	230	260	290	
Bari	-	-	-	40	40	40	
	95	93255	94215	99120	99750	100500	

FOOTNOTES.

Distributing points are the cities that it is considered feasible to use for the storage of civilian supplies for the various and from which distribution of the supplies among the communes would be made.

Importation refers to the port through which it is recommended to import the required supplies.

Estimated tonnage is in metric tons and is an exceedingly rough estimate of probable movements. It is based on many assumptions, by which the tonnage was arrived at is explained in the sheet attached to "Estimated movements of goods among provinces".

These distributing points are tentative since the damage that will be done to harbours, roads, etc., is unknown.

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