

Trans. Officers Conf

10000/148/1152
June '45

21 Sept. 45

TO : Agriculture
Commerce
Fuel Office
Industry
Pub Works
Supply
Welfare
Allied Milit

Allied Military Government.		Region XII TN.
"	"	Pola Area
"	"	Gorizia Area
"	"	Trieste Area
"	"	AC. HQ. TN.
"	"	TN Milan.

COPY : File.
C.C. for Float

1. Sea Maintenance Period has been altered to one of 30 days.

2. Rail Maintenance Period outside 13 Corps Area has been altered to one of 7 days.

3. Please substitute following date chart for that at present in use.

Sea Period 30 Days	Rail Period inside Area 10 Days	Rail Period Outside Area 7 Days	Pom Meeting Date
2 Nov - 1 Dec	13 Oct - 22 Oct 23 Oct - 1 Nov	15 Oct - 21 Oct 22 Oct - 28 Oct 29 " - 4 Nov	1 Oct 11 Oct
2 Dec - 31 Dec	2 Nov - 11 Nov 12 Nov - 21 Nov	5 Nov - 11 Nov 12 Nov - 18 Nov	22 Oct 31 Oct
	22 Nov - 1 Dec 2 Dec - 11 Dec	26 Nov - 2 Dec 3 Dec - 9 Dec 10 Dec - 16 Dec	10 Nov 20 Nov
1 Jan - 30 Jan	12 Dec - 21 Dec 22 Dec - 31 Dec	17 Dec - 23 Dec 24 Dec - 30 Dec	30 Nov 10 Dec

Supply
Welfare
Allied Military Government. Region XII TN.
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31 Jan - 1 Mar	12 Dec - 21 Dec 22 Dec - 31 Dec 1 Jan - 10 Jan 11 Jan - 21 Jan	17 Dec - 23 Dec 24 Dec - 30 Dec 31 Dec - 6 Jan 7 Jan - 13 Jan 14 Jan - 20 Jan	30 Nov 10 Dec 20 Dec 29 Dec

W.T. MARTIN
Major R. Signals.

CRW/elc

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

7 September 1945

Tel : 478704

480/11/Tn 3

SUBJECT : Transportation Officers Conference

TO : See Distribution

Introduction

In view of the fact that the meeting of the Transportation Officers scheduled for 4 Sept '45 has been cancelled, the points that would have been discussed at the meeting are set out in the following paragraphs, for information and action where necessary.

Subjects

- (a) Rail Bidding Procedure in the North
Several instances have recently come to the notice of this HQ, suggesting that Movements Division Rail - Memorandum No 5, Movement of Civilian Traffic by Rail in North West and North East Italy, has not been properly understood. Any points set out in Memorandum No 5, which are still not clear will be referred immediately to the office of the Representative of the Chief Commissioner AC Milan for attention and if necessary for submission to this HQ for a final ruling. A proper understanding of Memorandum No 5 is essential, if significant correspondence are to be kept to a minimum, and movement by Rail in the North is to be carried out smoothly and correctly.

- (b) Revised Rail Capacities
At the last meeting of Transportation Officers Minute 3 set out the revised procedure for movement of stores, on a wagon allocation, instead of line capacity basis. For the month of August, 800 wagons per day were allocated for civilian use including Refugee Trains. The storage of 800 wagons per day was increased to 1035

2148

TO : See Distribution

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Introduction

In view of the fact that the meeting of the Transportation Officers scheduled for 4 Sept '45 has been cancelled, the points that would have been discussed at the meeting are set out in the following Paragraphs, for information and action where necessary.

2.

Subjects(a) Rail Bidding Procedure in the North

Several instances have recently come to the notice of this HQ, suggesting that Movements Division Rail - Memorandum No 5, Movement of Civilian Traffic by Rail in North West and North East Italy, has not been properly understood. Any points set out in Memorandum No 5, which are still not clear will be referred immediately to the office of the Representative of the Chief Commissioner AC Milan for attention of Transportation Sub-Commission for clarification and if necessary for submission to this HQ for a final ruling. A proper understanding of Memorandum No 5 is essential, if significant and correspondence are to be kept to a minimum, and movement by Rail in the North is to be carried out smoothly and correctly.

2148

(b)Revised Rail Capacities

At the last meeting of Transportation Officers Minute 3 set out the revised procedure for movement of stores, on a wagon allocation, instead of line capacity basis. For the month of August, 800 wagons per day were allocated for civilian use including Refugee Trains. The figure of 800 wagons per day was increased to 1035 wagons per day for month of September '45 exclusive of Refugee Trains. From figures already to hand the new system is working well and with few exceptions wagon supply in the various Compartimenti has been sufficient to meet programmed needs. The Target figure for movement of civilian stores during the month of October '45 on the Mainland of Italy, in Italian Government Territory is set at half a million tons nett, and all Transportation Officers are asked to assist where possible to see that the figure is reached.

- 2 -

The civilian wagon allocation for the month of October is not yet known, but an increase over to September '45 allocation of 1035 wagons per day can be expected.

(c) Rail Bid Forms and Forms XB

- (i) Rail bid forms are being received incorrectly completed, as these forms have to be returned for correct completion much unnecessary delay is caused thereby. The main fault is that the bidding form is rarely completed. Transportation Officers will ensure when checking Rail bid forms that they are complete.

(ii) Forms XB

In Italian Government Territory where Forms XB are in operation, considerable difficulty has recently been experienced by Statistical Branch at this HQ in preparing the monthly returns for tonnage moved, due to the late arrival of Forms XB from the Comptenti. In order to try and speed up the system it has been agreed with the ISR that one copy of each Form XB will be handed to the local AC Transportation Officer, who will be responsible for seeing that they are despatched to this HQ by the quickest possible means. Transportation Officers are requested to give this matter special attention.

(d) Movement of Refugees

- (i) As at 21 August '45 the number of Italian Refugees awaiting movement to Italy from U.S.F.E.T. was 150,000. In addition to this figure approximately 60,000 are awaiting movement from Soviet Area North of Czechoslovakia and 15,000 from Soviet Area of Austria, making a total to be moved into Italy by Northern routes 225,000.
- (ii) During the month of August 144,011 Refugees were moved into Italy through the various Northern routes.
- (iii) The number of Refugee Trains Southbound from Bologna has been increased from 11 to 18 per week, giving an additional lift of approx 10,000 Refugees per week. In addition to the increased Rail lift, Shipping on a small scale is being set up from Genoa for Naples and Messina.
- (iv) Transportation Officers in the North are requested to make certain that no available lift is wasted, and to ensure that the programme for the movement of

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(iv) Transportation Officers in the North are requested to make certain that no available lift is wasted, as already the programme for the movement of Refugees is well behind schedule.

(e) Movement of wine by Rail and Road

(i) During the past month strong representations have been made by the Italian Ministry of Food to revise the instructions laid down for movement of wine from Southern to Northern Italy. It has been agreed, in accordance with this HQ letter "Movement of wine by rail", reference 271/160/Tn 3 dated 20 August '45, that a daily wine train will run from Puglia Area to the North.

- 3 -

The train will consist of maximum 28 cistern cars representing nett lift of approx 560 tons. Following much delay caused by the repairing and cleaning of the cistern wagons, the first train did not leave the Bari Area until 1 Sept. In addition to the cistern car trains, free movement of wine in barrels by rail to destinations Bologna and South is authorised, providing such movement comes within Septral tonnages.

Transportation Officers concerned will watch this movement and report immediately to the HQ any difficulties that may arise, e.g. inability to load, insufficient wine, etc.

(f) Roads Memorandum No 4

This instruction was issued on 20 Aug and should now be in possession of all Transportation Officers. It is felt that the instruction covers all points of procedure necessary, but comments or suggestions are invited. Several instances of improper issue of trip tickets have come to light, these have mostly originated in AMG Territory; Transportation Officers are requested to check the issues of trip tickets from time to time at local AUTOTRASPORTI Offices in order to ensure that the correct procedure is being carried out.

(g) Liaison with Local Military Movements

Whilst in most instances the liaison between Transportation Officers and the local Military Movements HQs is good, it is still apparent that in some instances the liaison is not what it should be, resulting in misunderstandings and the loss of valuable rail space for movement of civilian stores. If not already done, all Transportation Officers will immediately contact their local Military Movements HQs, giving them their location and telephone numbers and at the same time making certain that the procedure for the movement of civilian stores and Refugees is fully understood.

3. Shipping

(a) Advance information to P.L.O.'s

The present procedure is to advise all forward programmes of vessels arriving by means of a weekly schedule. This list, which is issued by Movements Division, gives brief

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- 4 -

- (b) Handing over of ports to Italian control
There will be a speed up of arrangements to hand over ports to Italian control in the immediate future. Every effort should be made to ensure preparations are complete in all ports and there should be co-operation with the Allied Military and Italian civil authorities concerned to bring this about as soon as possible. It is anticipated the military will retain control only in Trieste, Leghorn and Naples. Elsewhere reclassification will take place where ports are not Category 'A' and operated wholly by the Italian authorities. It is important that clearance of cargoes from ship's side to warehouses and depots by civilian and Truck Pool transport should not be overlooked when the military withdraw, as it will no longer be a military commitment to take care of docks clearance. A report upon progress made in ports about to be handed over to Italian authorities should be sent to this HQ at least 10 days before the port passes to civilian control.
- (c) Information concerning delays to ships
PLO's should report immediately by phone or priority signal if vessels are held up waiting cargo, and give reasons for delay. Similarly explanations should be sent when ships are held up waiting to discharge, due to berths not being available or for other reasons.
- (d) Port Sitreps
When ports are reclassified this should be reported by signal when it becomes effective. PLO's should also advise any additional facilities or berths becoming available due to port reconstruction, mine-sweeping or dredging.
- (e) Statistics
The figures given on delay sitreps frequently do not balance. Every care must be taken in compiling these figures, so that the report is as accurate as possible.
- (f) Port Control Committee
An AC representative should attend local Port Control Committees, and if this has not been done in the past it should be the custom in the future.

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Frank Upkan Jr.
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Director

DISTRIBUTION

Transportation Sub-Commission -	Director
"	Deputy Director
"	Executive Officer
"	Administrative Division
"	Accounts and Statistics
Office of Representative of the	Chief Commissioner, AC Milan
	(for Lt.Col. M. Harris)
Office of Representative of the	Chief Commissioner, AC Milan
	(for Major P. Symons)
Regional Transportation Officer,	Lombardia Region
"	Liguria Region
"	Piemonte Region
"	Venezia Region
Senior Transportation Officer,	Naples
"	Reggio
"	Bari
"	Florence
"	Rome
"	Leghorn
"	Ancona
"	Bologna

1019

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

785021

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin: SEP 011648B

Message Centre No: F/6199

Date Time Rec'd: SEP 012135B

Precedence: IMMEDIATE

FROM FRY VERONA

TO ALCOM FOR TN ROME

480/10A

RESTRICTED

RESTRICTED

Reporting ROME 3 September for Tn Conference.

Dist

Action - Tn SC 2

Info - Chief Commissioner

Econ Sec 2

File 2

Float



ACTION

RESTRICTED

Forward message to
AC Bologna to
relay message 2145
telling him this
Conference was cancelled
02/20/45

CFC/elc

Agenda for Transportation Officers Conference

1. Rail bidding procedure AMG Territory.
2. Revised rail capacities.
3. Forms XB and Rail Bid Forms.
4. Refugees and Displaced Persons.
5. Movement of wine (a) Rail
(b) Road
(c) Shipping.
6. Comments on Roads Memorandum No 4.
7. Liaison with local Movements and local Areas and Sub-Areas.
8. Full utilisation of carrying power in AMG Territory.

CFC/etc

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HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB-COMMISSION

Tel: : 376

FICB/hl

A 202/22/Tn 1

15 August 1945

MINUTES OF TRANSPORTATION OFFICERS CONFERENCE
AT HQ. ALLIED COMMISSION - 7 August 1945.

1. Present -

Transportation Sub-Commission

Mr. Frank Upman
Col. P.D.G. Buchanan
Mr. W.J. Gallo

- Director
- ~~Asst. Dir.~~ Dep. Director
- ~~Admin. Asst. to Director.~~
Executive Officer

Movements Division

Lt. Col. J.W. Baker
Major C.R. Worthington
Capt. G. Sweet

- A/Chief
- Rail Branch
- Shipping Branch

Rail Division

Mr. R.P. Moss
Lt. Col. O.H. Lindberg
Major A.C. Ping
Lt. E.A. Jeffreys

- Chief
- Operation Branch
- Operation Branch

Road Division

Mr. G.G. Gross
Lt. Col. G. Fernyhough
Mr. G.S. Franklin
Capt. J.S. Billinghamurst
Capt. W.G. Peterson

- Chief
- Operations Branch
- Operations Branch
- Operations Branch
- Supply Branch

Port & Warehouse Division

Mr. U.A. Chilardi
Mr. A.C. Allman
Major R.H. Klein

- Operations Branch
- Port Branch
- Warehouse Branch

Administrative Division

Lt. Col. W.F. Scoggins
Major C.S. Wyatt

- Chief
- A/C's and Statistics

Adv. Liaison Tn Sub-Commission

Lt. Col. M. Harris
Major H.C. Talbot

- Milan
- Milan

Senior Transportation Officers

Major V.R. Bowers
Major R.W. Reddy

- Naples
- Reggio

2142

Reg. to Officer

1. Present -

Transportation Sub-Commission

Mr. Frank Upman
Col. F.D.G. Buchanan
Mr. N.J. Gallo

- Director
- Dep. Director
- ~~Admin. Asst. to Director.~~
- *Executive Officer*

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Capt. G. Sweet

- A/Chief
- Rail Branch
- Shipping Branch

Rail Division

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Major A.C. Ping
Lt. E.A. Jeffreys

- Chief
- Operation Branch
- Operation Branch

Road Division

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Lt. Col. G. Farnyough
Mr. G.S. Franklin
Capt. J.S. Billinghamst
Capt. W.G. Peterson

- Chief
- Operations Branch
- Operations Branch
- Operations Branch
- Supply Branch

Port & Warehouse Division

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Mr. A.C. Allman
Major R.H. Klein

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- Port Branch
- Warehouse Branch

Administrative Division

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Major G.S. Wyatt

- Chief
- A/C's and Statistics

Adv. Research & In Sub-Commission

Lt. Col. M. Harris
Major H.C. Talbot

- Milan
- Milan

Senior Transportation Officers

Major V.R. Bowers
Major B.W. Boddy
Capt. M.P.M. Greany
Major C.W.G. Taylor
Major W.F. Blair
Capt. S.C. Hall
Capt. A.C. Ramsey
Capt. R.L. Bent
Capt. J.O. Dods

- Naples
- Reggio
- Reggio
- Bari
- Florence
- Rome
- Leghorn
- Ancona
- Bologna

Port Liaison Officer

Mr. S.P. France

- Piombino

2142

De lafferi

hankaria

liquor

Pidante

Denegia

- 2 -

1. Mr. Frank Upman opened the meeting, and then turned it over to the direction of Colonel Buchanan, acting for Colonel Thomas, Deputy Director, in the absence of the latter.
2. LIAISON WITH G-4 (Mov & Trn)
Lt.Col. Baker announced that since the last meeting of Transportation Officers, at which the importance was stressed of maintaining close liaison with G-4 (Mov & Trn) at Area and Sub-Area HQ, there had been a vast improvement in that liaison. However, there have been one or two instances where Regional Transportation Officers have not informed Movements of their location nor have they provided Movements with their telephone numbers. This has resulted in difficulties which would otherwise have been avoided. An even closer liaison was urged.
3. REVISED RAIL CAPACITIES:
Lt.Col. Baker stated that during the month of July there had been various meetings between representatives of AFHQ, Allied Commission and MAS for the purpose of discussing rail capacities. MAS told AFHQ it was apparent that too much traffic had been programmed for movement by rail, with the result that military traffic was moving to the detriment of civilian traffic. MAS stated that the capacities of all railway lines south of Bologna must in the future be based on the loading of a maximum of 3,500 wagons per day, which could only mean the military program must be reduced. The army, have, in fact, reduced their overall loading programs. Of the 2,500 wagons per day, 800 wagons per day will be allocated during the month of August to civilian traffic for all loadings south of Bologna, and it is expected that the disease and unrest program will be covered by the loading of that number of wagons per day. Lt.Col. Baker asked that emergency bids be cut to a minimum since the ISR does not have the signal facilities which are available to the Army. It is of the utmost importance that Transportation Officers in the field give Rail Division immediate advice of any breakdown of loading programs due to the lack of wagons. An order will shortly be issued covering the movement of civilian traffic by rail in North Italy. Bologna will be regarded as the central exchange point between the North and the South.

Capt. Doids stated that the new basis of rail capacities was not clearly understood in the Bologna Compartimento, as instructions had not been received from the Central Office of the ISR in Rome. Lt.Col. Baker undertook to see that instructions were issued immediately.
4. RETURNS AND FORMS Lt.
When the ISR were made responsible for the reception and registration of bids and the programming of civilian freight movements, a letter dated 25 June 1945 was sent to all Transportation Officers setting out their future responsibilities and requesting a short report of the weekly meetings at which bids were screened and priorities given. These weekly reports are not being received from all Transportation Officers and it was requested that this omission be corrected by those concerned.

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Since the new Minister of Transport took office, the Italian Government has been taking a greater interest in the movement of civilian traffic. It is becoming increasingly important that as soon as Forms XB reach the Compartimento HQ, they be scrutinized and appropriate action taken against those who fail to load wagons which have been made available. Two examples of the attitude of the Italian Government were given:

- 3 -

- a) In the Compartment of Reggio Calabria the local representative of the Minister of Food has notified the Chamber of Commerce that he will refuse to accept bids from those who have failed to use available rail transportation until satisfactory explanations of previous failures are received.
- b) The Minister of Transport has stated that a decree will be published ordering that traders, when making demands for rail transportation, will make a deposit of 4,000 lire with their bid. This deposit will be forfeited to the ISR if wagons loaded are not loaded. The Ministry of Transport has notified other Ministries that no traffic whatsoever, including State traffic, will be excluded from this arrangement. It was emphasized that the issue of this decree was decided upon by the Minister of Transport and that Allied Commission had no responsibility in the matter.

Major Wyatt stated that Forms XB are improving; docks clearances should be shown separately from program tonnages. Major Wyatt also said it was of the utmost importance that Forms XB be submitted with accurate information and all Compartmental heads should be advised of the necessity of clerical accuracy. Also, in order that figures can be of practical use, it is important that Forms XB reach his office as early as possible. Transportation Sub-Commission requires all figures in their finished statistical form two weeks after the movement period. This means that all Forms XB should reach HQ not later than 2 days after the loading period.

5. REFUGEES AND DISPLACED PERSONS:

Major Worthington stated that the controlled movement of refugees from SHAEF (New known as UFBET) was continuing according to program, and that 241,000 refugees had been moved, following the cessation of hostilities up to 31 July 1945. Included in the figures of refugees cleared are those from Switzerland, which movement is now complete. The movement from SHAEF (UFBET) via Brenner has in the past been limited to 1,000 daily; this figure will be increased to 2,000 dailyw.e.f. 9 August 1945. The Brenner route acceptance rate was increased at the last meeting of SHAEF (UFBET)/AFH4 from 3,000 to 4,500 per day, conditional on acceptance and clearance being possible at Verona. The sea lift of the "SS Garibaldi" will be replaced by other craft, when the SS "Garibaldi" goes in for repairs on about 14 August 45. The replacement lifts are not expected to be as great as that of the SS "Garibaldi". The question of sea lift from Genoa is being examined, with a view to clearing southbound refugees arriving via Brindisi. In future, the main port for clearance of refugees for Sardinia will be Civitavecchia by the "SS Koonig", and not thru Naples, except for isolated parties. The number of trains for movement of refugees southbound (11 trains weekly) cannot at present be increased. The target date for completion of movement from SHAEF (UFBET) to Italy is the end of September 45. With regard to "Train Dispatch advices", it was suggested that these should be telephoned, as signals are often of

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Major Wyatt stated that Forms XB are improving; docks clearances should be shown separately from program tonnage. Major Wyatt also said it was of the utmost importance that Forms XB be submitted with accurate information and all Compartmental heads should be advised of the necessity of clerical accuracy. Also, in order that figures can be of practical use, it is important that Forms XB reach his office as early as possible. Transportation Sub-Commission requires all figures in their finished statistical form two weeks after the movement period. This means that all Forms XB should reach HQ not later than 9 days after the loading period.

5. REFUGEES AND DISPLACED PERSONS:

Major Worthington stated that the controlled movement of refugees from SHAEP (Now known as UFSST) was continuing according to program, and that 241,000 refugees had been moved, following the cessation of hostilities up to 31 July 1945. Included in the figures of refugees cleared are those from Switzerland, which movement is now complete. The movement from SHAEP (UFSST) via Brenner has in the past been limited to 1,000 daily; this figure will be increased to 2,000 dailyw.e.f. 9 August 1945. The Brenner route acceptance rate was increased at the last meeting of SHAEP (UFSST)/AFHQ from 3,000 to 4,500 per day, conditional on acceptance and clearance being possible at Verona. The sea lift of the "SS Garibaldi" will be replaced by other craft, when the SS "Garibaldi" goes in for repairs on about 14 August 45. The replacement lifts are not expected to be as great as that of the SS "Garibaldi". The question of sea lift from Genoa is being examined, with a view to clearing southbound refugees arriving via Brindisi. In future, the main port for clearance of refugees for Sardinia will be Civitavecchia by the "SS Macanico", and not thru Naples, except for isolated parties. The number of trains for movement of refugees southbound (11 trains weekly) cannot at present be increased. The target date for completion of movement from SHAEP (UFSST) to Italy is the end of September 45. With regard to "Train Dispatch advices", it was suggested that, when possible, these should be telephoned, as signals are often of little use as they arrived following the train to which they referred. Capt. Bent (Transportation Officer, Ancona) made the point that the responsibility for feeding refugees, other than Italians, was not clear and that it had been claimed that the feeding of other Nationals was not the responsibility of D.P.R. S/C. Major Worthington replied that the feeding of all refugees, irrespective of nationality, was a D.P.R. S/C responsibility and that this would be confirmed with D.P.R. S/C.

- 4 -

6. MOVEMENTS OF WINE:

Lt. Col. Baker stated that on 6 August 1945 there had been a conference on this subject between the Ministers of Food and Transport and at which Transportation Sub-Commission was represented. The Minister of Food made a demand for the movement of approximately 150,000 tons of wine from Southern Italy during the months of August and September. The Minister of Food was told it was unlikely that such a figure could be reached. All Transportation Officers were told they could expect increased pressure on this subject from their local S.F.R.A.L. Existing orders regarding the transport of wine by road could not be modified. Rail, in existing circumstances, is doing all that could be expected, but Rail Division is examining the possibility of additional facilities. Efforts will be made to obtain additional shipping. All concerned will be advised of any additional rail facilities or increased shipping. Transportation Officers must insure that all cargoes are ready for ships on due dates.

7. ROAD MEMORANDUM NO. 4.1

Lt. Col. Ferynhough explained that Road Memorandum No. 4, just about to be issued, is a rewrite of Memorandum No. 1 and Amendments 1 and 2 thereto, emphasizing the responsibilities of the various authorities in AMG territory and in Italian Government territory. Bids arising in Italian Government Territory are handled by ENAC, and those in AMG territory by AMG representatives. The system of return loads, however, is still being contravened; no authorities in the South may issue trip tickets to bring back foodstuffs from the north, and vice versa. The Memorandum also brings up to date the existing transportation facilities and truck organizations. The use of POL was discussed, and it was decided that petrol for return journeys should continue to be issued at destination of outward trip.

8. SHIPS' DOCUMENTS:

Capt. Sweet stated that the non-receipt of Ships' Documents should be reported to this HQ immediately. Complaints have recently been received from both British and U.S. Army sources that ships from Sardinia seldom carry papers to denote what type of cargo is being carried. With regard to Extra-Mediterranean shipping, since AC is taking over more responsibility from AFHQ for the movement of civil supplies and reception thereof, particular attention must be given to ships' documents and their distribution. It was suggested that manifests should go thru Port & Warehouse Division to the Port Liaison Officers, in order that the latter may have correct information for the making of reception arrangements.

9. SHIPS' OUT-TURN REPORTS:

It was explained by Major Wyatt that at present Category "A" supplies are being received and the Allied Treasuries have issued instructions that these cargoes must be checked. After discussions with the shipping people concerned, a system of checking operations has been worked out, which procedure will be followed by the checkers and tally clerks of MMT and WSA. I.C.I., and Federazione. Tally slips will be consolidated into ships' out-turn reports by shipping agents within three days from the termination of discharge, who will hand them over to Port Liaison Officers or Italian Port Captains, 1 copy to be kept by them, and the remainder of the 4 copies

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It is expected that the military commitment for disease and unrest will terminate with August loadings, after which the FEA allocations will commence; the Category "B" program which will follow, is not, so far as is

known at the present time, expected to be handled by AC.

10. PRIOR ADVICE OF SHIPS' ARRIVALS AND IMMEDIATE NOTIFICATION OF DIFFICULTIES AT PORTS.

In response to Capt. Sweet's inquiry as to whether or not the advance information at present received with regard to ships' arrivals is sufficient, it was reported by Senior Transportation Officer at Reggio and Crotone that they were not usually given sufficient warning. At other ports, apparently, sufficient advance information is received. Capt. Sweet promised to insure more adequate advance information in the future whenever possible and emphasized that any difficulties at ports should be promptly reported to AC 12.

11. ACCEPTANCE OF BIDS FOR "MERCE VARIE".

Major Boddy (Transportation Officer, Reggio) stated that consignors were having difficulty in getting bids accepted for "Merce Varie" (small consignments). The Capo Compartimento at Reggio had apparently been instructed by the ISR Central Office that such bids could not be accepted unless the consignor stated the exact weight of each commodity he proposed to load. This places the consignor in a difficult position, and it should suffice if the exact weight of each commodity is declared on completion of loading, providing the total gross weight does not exceed the original bid. Lt. Col. Baker promised to take this question up with the Central Office, ISR.

12. PENALTY FOR UNDERLOADING OF WAGONS.

Major Boddy also reported that difficulty was being experienced in the Reggio Compartimento due to the local system now in force of levying on the consignee a fine if a wagon is insufficiently loaded. Lt. Col. Baker said he would take this point up also with the Director-General's office, I.S.R. with a view to insuring that such fines, if levied, are payable by the consignor.

13. WAGON SUPPLY AND DISTRIBUTION.

Major Ping stated that in the middle of August the question of line capacity would almost disappear South of Bologna, for by that time we should be working on a total of 800 freight cars a day allocated for civilian movement. This total would exclude tankers, refrigerator cars used for traffic from Piombino, hopper wagons used for lignite, flats, and others we could possibly get excluded. The allotment of 800 cars is subject to monthly review. Reggio has a problem at Cosenza where wagons are spotted for civilian traffic, but they are taken by local military organizations for timber movement. Now that we have a specific wagon allotment, any failure of military sources to supply their own wagons will be taken up strongly if details are given.

ISR has now the responsibility for distribution of wagons to the Compartimenti, and within the Compartimenti. They have been requested to ensure that Capi send to their headquarters immediate notice of future requirements of wagons for inter-compartimental and internal needs. Field Officers were asked to ensure that such information was despatched as soon as loading programmes had been prepared. Freight stock was also used in refugee trains to supplement passenger rolling stock. The quicker the turn-round of the latter, the more freight cars would be available for

2140

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Lt.Col. Baker asked that Transportation Officers should take note not to ring Movements Rail on wagon problems in future, but should 'phone direct to the new wagon control officer (Lt. Jeffroy, Firebox Rome ex 9582).

Mr. Moss raised the question of allocating certain priorities to military and civil traffic so that in certain cases civilian traffic might take priority over a low-category military need. This matter would be discussed with Movements (Rail).

14. SPECIAL TRAINS FOR FREIGHT TRAFFIC.

The successful experiment of operating freight trains to set time tables, whereby considerable spoilage between Reggio and Rome Markets had been eliminated, prompted the suggestion that similar arrangements could well be established where there was an obvious demand for traffic between given points, and it had the added advantage of ensuring regular arrival of empties at known points.

Requests have also been received from ISR for box cars to be attached to freight trains for the conveyance of passengers. We could not achieve this unless the freight trains were running to a recognized schedule, and if sufficient freight traffic can be developed over branch lines to justify a service once or twice a week, we have better prospects of obtaining Military Railway Service agreement to the attachment of cars for passengers. Such methods also allow a full working of locomotive power to be planned. These conditions mainly offer in Southern territory, for conditions in the North offer better prospects of passenger movement.

A census of wagons is in hand in the north, and it is hoped as a result some transfer to the south may be possible. In the meantime, freight traffic for the north must be bid for, as it passes over the bottle-neck section between Bologna and Verona.

15. SALE OF TRUCKS TO THE ITALIAN GOVERNMENT, AND VEHICLE MARKINGS.

Lt.Col. Fernyhough stated that, by the end of August, AC will have turned over to the Italian Government approximately 5,000 trucks, comprised of the following 4 categories:

- (1) 670 trucks from old AC truck pools in Italian Government territory;
- (2) 820 trucks from ex-AC military transport units to civilian truck pools in Italian Government territory;
- (3) 1,689 trucks from ex-AC military transport units to civilian truck pools in AMG territory;
- (4) 1,860 trucks to ISR;
- (5) 158 trucks to Ministry of Public Works.

This turn-over of trucks raised three points:

- (a) Insurance. For insurance purposes, the value of a truck might be taken as 400 pounds.
- (b) Vehicle markings. Instructions have been sent out to all transportation officers about the removal of vehicle markings from the transferred trucks. AFHQ has ruled that all WD markings be taken off the trucks immediately, leaving only the registration numbers. This will be replaced by Italian Government registration numbers without delay. With regard to ex-AC truck pool vehicles at Bari, Naples and Ancona, Transportation Officers should visit the truck pools to see that all markings are taken off the vehicles. In the north, the Truck Operating Group has been asked to remove

1033

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(c) Distribution of Trucks. Trucks have been put into truck pools on a plan based on established commitments. These commitments may change in the future from time to time. Transportation officers should look into the question of surplus or deficiency of trucks in truck pools in their areas and report results to the Roads Division so that transfers can be made to meet altered conditions. Lt.Col. Baker stated that the suspected surplus in Ancona may not exist when Ancona becomes a "C" Port.

- 7 -

16. ENAC TARIFF RATES.

Lt.Col. Fernyhough reported that a letter was received from a Prefect who complained that the ENAC tariff rate for the movement of grain in his area was so high that it affected the cost of living there. There appears also to be some doubt as to what directors of truck pools can do with respect to these rates. It was brought to the attention of all concerned that the ENAC and G.O. 42 Tariffs provided for maximum charges. Special reduced rates may be instituted for transportation in bulk, particularly for the haulage of food and refugees, and in those provinces where the lower cost of living justifies a reduction.

Transportation Officers were directed to ensure that all ENAC Directors, and Directors of Truck Pools & Uffici Autotransporti were fully acquainted with this fact, and advised to act accordingly.

17. DOCUMENTATION.

Major Watt stated that the issue of military freight warrants for the movement of civil supplies had decreased considerably, but that there were still instances where this is being done unnecessarily, resulting in extra work. There was only one case where military freight warrants might now be used, that is where civil traffic moves from areas in which ISR have not yet reinstalled its own organization. Similar complications arise where organizations and firms are producing goods for civil supply and the movement of these goods is sponsored by various Sub-Commissions at this Headquarters. Many cases come in from the ISR where firms refuse to pay freight charges for goods "ordered" by AC. It was pointed out that, because such an order is sponsored by this HQ., the obligation on the consignor or consignee to pay freight charges is not thereby removed. Lt.Col. Baker pointed out that the term AC traffic was misleading; all traffic in which AC was interested should be termed "civilian traffic".

18. MODIFICATIONS OF BIDS.

Transportation Office, Naples, stated that, once bids have been made and accepted, the local Capo Compartimento refused to permit any change in dispatching or destination stations, or in the nature of the load, the traffic controlled by SE.PR.AL being that most affected. It was suggested that the ISR be asked to instruct the Capo Compartimento that any reasonable request for amendment should be met provided such requests are made in good time and do not involve the carriage of goods North of Bologna. In this way, rail capacity once allotted would not be wasted. Lt.Col. Baker agreed to make the necessary approach to ISR.

19. ADMINISTRATION.

Lt.Col. Harris asked, and it was agreed, that his office should be sent copies of any policy or other letters affecting movement or transportation matters in the North. He also asked that someone with knowledge of waterways should be added to his staff. This request was not made.

20. NEXT MEETING.

To be held at HQ. AC on 4 September 1945.

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To be held at HQ. AC on 4 September 1945.

JHE/ab

4898

SEVENTH ARMY ALLIED COMMISSION
APO 994
Transportation Sub-Commission

13 August 1945

Tele : Ext. 215

468/42/Tn.2.

SUBJECT : Movement of Civilian Traffic by Rail

TO : Director General, Italian State Railways, Rome.

1. A Conference of Allied Commission Transportation Officers was held in Rome on 7th August '45, at which the following items were raised :-

(a) - Naples Compartimento

It was stated that once bids have been placed and accepted the Capo Compartimento does not permit any change in despatching or destination stations nor in the nature of the load. Transportation officer reported that the traffic controlled by S.M.A.L. was the traffic mainly effected.

It is recommended that the Capo Compartimento should be instructed to agree to any reasonable request to alterations in loading and/or destination stations, provided such requests are made sufficiently in advance of loading date and do not involve the carriage of goods to a point North of Bologna. This recommendation is made with a view to ensuring that rail capacity once programmed is not wasted and maximum use is obtained from wagons allocated to Civilian traffic.

(b) - Naples Compartimento

(1) It was stated that Capo Compartimento reports instructions have been received from the Central Office in Rome that bids for "Moree varie" must not be accepted unless the consignor can state the exact weight of each commodity that he proposes to load. This places the consignor in a difficult position and it is considered that it should be sufficient if the exact weight of each commodity be declared on the completion of loading providing the total gross weight does not exceed the original bid. Will you please instruct the Capo Compartimento accordingly.

(ii) It was also reported that in the Naples Compartimento delay was being caused in the off-loading of wagons due to the fact that Station Masters were imposing fines for under-loading wagons.

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This, of course, is very unfortunate for the consignee who has no control over the quantity of goods loaded in the wagon at despatching point. If it is the intention to impose fines for under-loading or short-loading wagons such fines should be

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1.

A Conference of Allied Commission Transportation Officers was held in Rome on 7th August '45, at which the following items were raised:-

(a) - Merles Compartimento

It was stated that once bids have been placed and accepted the Capo Compartimento does not permit any change in despatching or destination stations nor in the nature of the load. Transportation Officer reported that the traffic controlled by S.F.M. was the traffic mainly affected.

It is recommended that the Capo Compartimento should be instructed to agree to any reasonable request to alterations in loading and/or destination stations, provided such requests are made sufficiently in advance of loading date and do not involve the carriage of goods to a point North of Bologna. This recommendation is made with a view to ensuring that rail capacity once programmed is not wasted and maximum use is obtained from wagons allocated to civilian traffic.

(b) - Reggio Compartimento

(i) It was stated that Capo Compartimento reports instructions have been received from the Central Office in Rome that bids for "Mercato varia" must not be accepted unless the consignor can state the exact weight of each commodity that he proposes to load. This places the consignor in a difficult position and it is considered that it should be sufficient if the exact weight of each commodity be declared on the completion of loading providing the total gross weight does not exceed the original bid. Will you please instruct the Capo Compartimento accordingly.

(ii) It was also reported that in the Reggio Compartimento delay was being caused in the off-loading of wagons due to the fact that Station Masters were imposing fines for under-loading wagons.

2138

This, of course, is very unfortunate for the consignee who has no control over the quantity of goods loaded in the wagon at despatching point. If it is the intention to impose fines for under-loading or short-loading wagons such fines should be levied on the ~~consignor~~ before the wagons are despatched from the loading stations.

For the Chief Commissioner

J. S. Baker
J. S. BAKER, Lt. Col.

Copy to: Rail Division (En.4.)

Senior Transportation Officer, AG. Naples

Senior Transportation Officer, AG. Reggio Calabria

File 480/En.3.

WPS/ml

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 482

4 August 1945

202/14/Tn.1

Conference of Transportation Officers to be held
at HQ Allied Commission, Main Conference Room 3rd
Floor 0930 hours 7 August 1945

AGENDA

- | | <u>Item</u> | <u>Subject</u> |
|------------------------------|-------------|---|
| Movements Division
(Tn.3) | 1. | Liaison with G-4 (Mov & Tn) |
| | 2. | Revised Rail Capacities |
| | 3. | Returns and Forms XB |
| | 4. | Refugees and Displaced Persons |
| | 5. | Movement of Wine |
| | 6. | Roads Memorandum No.4 |
| | 7. | Ships' Documents |
| | 8. | Ships' Out-turn Report |
| | 9. | Prior Advice of Ships' Arrivals |
| | 10. | Immediate Notification of difficulties at Ports |
| Rail Division
(Tn.4) | 11. | Acceptance of Bids for conveyance by Rail of "Merce Varie" (Submitted by Trans. Officer - Reggio) |
| | 12. | Penalty for underloading of Wagons (Submitted by Trans. Officer - Reggio) |
| Roads Division
(Tn.5) | 13. | Wagon Supply and Distribution |
| | 14. | Special Trains for Freight Traffic |
| | 15. | Sale of Trucks to the Italian Government and Vehicle Markings |
| | 16. | E.N.A.C. Tariff Rate |
| | 17. | Other Business |

2137

JWB/m5

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

File : Art. 318

3 August 1945

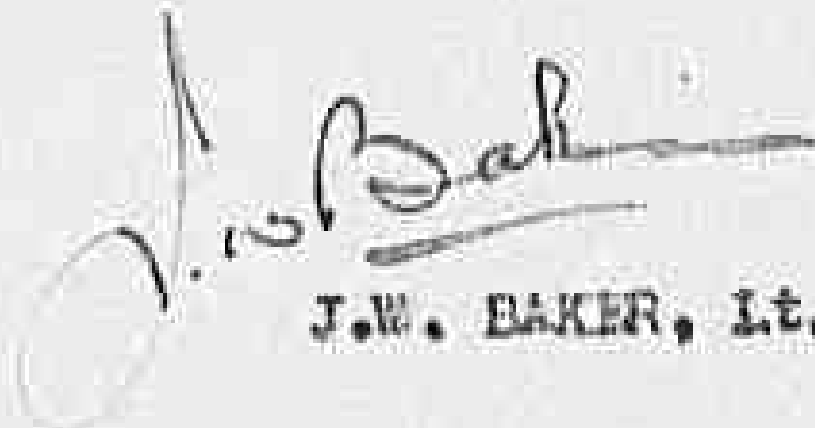
423/6/Tn.3.

SUBJECT : Transportation Officers' Conference 7 August '45TO : Administration Division (Tn.1)

1. The following are Movements Division items for the Agenda for above Conference :-

Liaison with G-4 (Mov & Tn)
Revised Rail capacities
Returns and Forwards
Refugees and Displaced Persons
Movement of Wine
Roads Memorandum No.4.
Ships' documents
Ships' out-turn report
Prior advice of ships' arrivals
Immediate notification of difficulties at ports.

For Chief, Movements Division


J.W. BAKER, Lt. Col.

Tel. 482

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

MPL/gS

Our Ref :- AC/511/40/Tn.3.

2 Aug. 1945

SUBJECT :- Transportation Officers' Conference.
TO :- A/Chief, Movements Division.

Points for discussion :-

- i. Ships' documents.
- ii. Ships' out-turn report.
- iii. Prior advice of ships' arrivals.
- iv. Immediate notification of difficulties at ports.

For the Director :-

M.P. Laraman
M.P. LARAMAN
Major R.E.

2135

CRM/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

1 August 1945

Tele : 478704

480/4/Tn.3.

SUBJECT : Transportation Officers ConferencesTO : Lt. Col. J.W. BAKER, M.B.E.POINTS FOR DISCUSSION - BRIEF DETAILS

- (a) - Liaison with G-4 (Mov & Tn)
To clarify the position regarding relations between Movements and A.C. Transportation Officers e.g. difficulty experienced at Bologna.
- (b) - Revised Rail Capacities South of Bologna
(i) Explanation of reasons for change from Basic Schedules to a given daily wagon allocation.
(ii) Procedure to be adopted in the North.
- (c) - Returns and XBs
(i) Continued check on XBs in order that immediate action can be taken for non loading.
(ii) When Docks Clearance is shown on XBs entry must be kept clear from all other programmed bids.
- (d) - Refugees
(i) A general review of the movement to date outlining increased acceptance through the Brenner and from USSR to Italy via Switzerland.
(ii) Method of control at Verona and Milan.
(iii) Illegitimate travel.
(iv) Expected date for completion of movement of Italians from USSR to Italy.
(v) Possibility of Sea lifts from Genoa and Venice to the Toe and Heel Ports and Sicily by Italian Naval Craft.
- (e) - Movement of wine
(i) General review of the wine movement.
(ii) Difficulties regarding increasing movement by Rail.
(iii) Policy of Sea movement.
(iv) Illegal movement by Road.
- (f) - Roads Memorandum No. 4.
A brief statement on the revised Memorandum.

2134

- (e) - Liaison with G-4 (Mov & Tr)
To clarify the position regarding relations between Movements and A.C. Transportation Officers e.g. difficulty experienced at Bologna.
- (b) - Revised Rail Capacities South of Bologna
 - (i) Explanation of reasons for change from Basic Schedules to a given daily wagon allocation.
 - (ii) Procedure to be adopted in the North.
- (c) - Returns and XBs
 - (i) Continued check on XBs in order that immediate action can be taken for non loading.
 - (ii) When Loads Clearance is shown on XBs entry must be kept clear from all other programmed bids.
- (d) - Refugees
 - (i) A general review of the movement to date outlining increased acceptance through the Brenner and from USFET to Italy via Switzerland.
 - (ii) Method of control at Verona and Milan.
 - (iii) Illegitimate travel.
 - (iv) Expected date for completion of movement of Italians from USFET to Italy.
 - (v) Possibility of Sea lifts from Genoa and Venice to the Toe and Heel Ports and Sicily by Italian Naval Craft.
- (e) - Movement of wine
 - (i) General review of the wine movement.
 - (ii) Difficulties regarding increasing movement by Rail.
 - (iii) Policy of Sea movement
 - (iv) Illegal movement by Road.
- (f) - Roads Memorandum No. 4.
A brief statement on the revised Memorandum.

2134

C. D. Worthington
C.D. WORTHINGTON
Major.

CHS/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : 478704

1 August 1945

480/4/Tn.3.

SUBJECT : Transportation Officers ConferencesTO : Lt. Col. J.W. BAKER, M.B.E.POINTS FOR DISCUSSION - BRIEF DETAILS

- (a) - Liaison with G-4 (Mov & Tr)
To clarify the position regarding relations between Movements and A.C. Transportation Officers e.g. difficulty experienced at Bologna.
- (b) - Revised Rail Capacities South of Bologna
 - (i) Explanation of reasons for change from Basic Schedules to a given daily wagon allocation.
 - (ii) Procedure to be adopted in the North.
- (c) - Returns and XBs
 - (i) Continued check on XBs in order that immediate action can be taken for non loading.
 - (ii) When Locks Clearance is shown on XBs entry must be kept clear from all other programmed bids.
- (d) - Refugees
 - (i) A general review of the movement to date outlining increased acceptance through the Brenner and from USFET to Italy via Switzerland.
 - (ii) Method of control at Verona and Milan.
 - (iii) Illegitimate travel.
 - (iv) Expected date for completion of movement of Italians from USFET to Italy.
 - (v) Possibility of sea lifts from Genoa and Venice to the Toe and Heel Ports and Sicily by Italian Naval Craft.
- (e) - Movement of wine
 - (i) General review of the wine movement.
 - (ii) Difficulties regarding increasing movement by Rail.
 - (iii) Policy of Sea movement
 - (iv) Illegal movement by Road.
- (f) - Roads Memorandum No. 4.
A brief statement on the revised Memorandum.

2133

C.K. Woolthorpe

- (a) - Liaison with G-4 (Moy & Tn)
To clarify the position regarding relations between Movements and A.C. Transportation Officers e.g. difficulty experienced at Bologna.
- (b) - Revised Rail Capacities South of Bologna
(i) Explanation of reasons for change from Basic Schedules to a given daily wagon allocation.
(ii) Procedure to be adopted in the North.
- (c) - Returns and XBs
(i) Continued check on XBs in order that immediate action can be taken for non loading.
(ii) When Docks Clearance is shown on XBs entry must be kept clear from all other programmed bids.
- (d) - Refugees
(i) A general review of the movement to date outlining increased acceptance through the Brenner and from USFET to Italy via Switzerland.
(ii) Method of control at Verona and Milan.
(iii) Illegitimate travel.
(iv) Expected date for completion of movement of Italians from USFET to Italy.
(v) Possibility of Sea lifts from Genoa and Venice to the Toe and Heel Ports and Sicily by Italian Naval Craft.
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(i) General review of the wine movement.
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2137

C.R. Worthington
C.R. WORTHINGTON,
Major.

Tm. 482

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

WPS/lr

AC/202/9/Tn.1

24 July 1945

INTER OFFICE MEMORANDUM

SUBJECT : Transportation Officers' Conference.

TO : Administration Division
Accounts and Statistics Branch
Planning Staff
Movements Division (S)
Rail Division
Road Division
Port and Warehouse Division

1. A Transportation Sub-Commission conference with representatives of the Transportation Sub-Commission in Italian Government Territory has been called for 0930 hours at HQ. AC. Rome on Tuesday 7 August 1945 in the First Floor Conference Room 31.

2. Senior Transportation Officers at Naples, Reggio, Bari, Ancona, Rome, Florence, Leghorn, Piombino, Bologna, Verona and Milan Headquarters, AC, have been requested to attend.

3. Will addressees please submit by Thursday 2 August 1945 any points they would like incorporated in the Agenda and to arrange for suitable representation at the Conference. Matters for inclusion in the Agenda should be of general importance. Detailed discussions can be arranged with Transportation Officers concerned after the conference.

For the Director :

Walter P. Scoggins
WALTER P. SCOGGINS
Lt. Colonel, OMC
Chief, Admin. Div.

2132

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel. 478303
AC/770/15/Tn.3
10 July 1945

MINUTES OF TRANSPORTATION OFFICERS
CONFERENCE HELD AT H.Q. ALLIED COMMISSION
at 1000 hrs 2 July 1945

1. Present -

- | | |
|--|-----------------------|
| <u>Transportation Sub-Commission</u> | |
| Mr. Morritt H. Taylor | - Director |
| Col M.B. Thomas | - Deputy Director |
| <u>Movements Division</u> | |
| Col M.J. Staff O.E.F. | - Chief |
| Lt. Col. J.W. Baker | - Mov. Rail |
| Major J.F.M. Duthie | - Mov Rail |
| Lt. Col. Christiansen | - Mov Roads |
| Major G. Stait-Gardner | - Mov Roads |
| Major C.F. Constable | - Mov Roads |
| Major A.M. McClure | - Mov Shipping |
| Capt. R. Hoyle | - Mov Shipping |
| <u>Rail Division</u> | |
| Major A.C. Ping | |
| <u>Roads Division</u> | |
| Lt. Col. G. Farnykhough | |
| <u>Forts & Warehouses Division</u> | |
| Mr. R.M. Bazzanella | - Chief |
| Mr. C.C. Crooks | - Operations Branch |
| Mr. A.C. Allman | - Port Branch |
| <u>Administrative Division</u> | |
| Lt. Col. C.F. Scoggins | - Chief |
| Lt. M. Steinberg | - A/Cs and Statistics |
| <u>Planning Staff</u> | |
| Mr. C. Ryan | - Chief |
| <u>Senior Transportation Officers</u> | |
| Lt. Col. J.A.M. Giles | - Florence |
| Major V.R. Bowers | - Naples |
| Major C.M.G. Taylor | - Bari |
| Capt. R.L. Bent | - Ancona |
| Capt. B.W. Boddy | - Reggio (Calabria) |
| Capt. S.C. Hall | - Rome |
| Capt. A.C. Ramsay | - Loughorn |
| <u>Port Liaison Officer</u> | |
| Mr. S.F. Franco | - Piacenza |

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1. Present -

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Col M.B. Thomas	- Deputy Director
<u>Movements Division</u>	
Col M.J. Sioff	O.E.V. - Chief
Lt. Col. J.W. Baker	- Mov. Rail
Major J.F.M. Duthie	- Mov Rail
Lt. Col. Christianson	- Mov Roads
Major C. Stait-Gardner	- Mov Roads
Major C.F. Constable	- Mov Roads
Major A.M. McClure	- Mov Shipping
Capt. R. Hoyle	- Mov Shipping
<u>Rail Division</u>	
Major A.C. Ping	
<u>Roads Division</u>	
Lt. Col. G. Fornyhough	
<u>Ports & Warehouses Division</u>	
Mr. R.M. Bazzanella	- Chief
Mr. C.C. Crooks	- Operations Branch
Mr. A.C. Allman	- Port Branch
<u>Administrative Division</u>	
Lt. Col. W.F. Scoggins	- Chief
Lt. M. Steinberg	- A/Cs and Statistics
<u>Planning Staff</u>	
Mr. C. Ryan	- Chief
<u>Senior Transportation Officers</u>	
Lt. Col. J.A.W. Giles	- Florence
Major V.R. Bowers	- Naples
Major C.W.G. Taylor	- Bari
Capt. R.L. Bent	- Ancona
Capt. B.W. Boddy	- Reggio (Calabria)
Capt. S.C. Hall	- Rome
Capt. A.C. Ramsay	- Leghorn
<u>Port Liaison Officer</u>	
Mr. S.F. Franco	- Piombino

2131

2. (a) The meeting was opened by the Director. Subsequently Colonel M.J. Sioff took the chair.

(b) Colonel Sioff stated that in view of the A.F.H.Q. directive on handing over responsibility whenever possible to the Italian Government, this is a very opportune time for this Conference. He added that the Chiefs of Staff had directed that as much territory as possible be handed back to the Italian Government, and that a number of Liaison Officers

would remain/

2

would remain in an advisory capacity. This had not proved satisfactory as far as transportation was concerned. A plan for the gradual withdrawal of officers was worked out and submitted to A.F.H.Q. Under this plan transportation officers would have been withdrawn from Italian Government territory by 31st July. However, in view of recent experiences, A.F.H.Q. stated that so long as there was a shortage of transport to meet the disease and unrest prevention programs, and so long as the Supreme Allied Commander remains responsible for this, transportation officers must be retained in Italian Government territory, and must have some executive authority. The present position is that no transportation officers can be withdrawn without the agreement of A.F.H.Q. However, Colonel Sieff added, A.F.H.Q. have said that they will give all assistance in their power to replace officers due for demobilization, if these cannot be replaced from A.C. resources.

Information

3. Responsibilities of Transportation Officers
 (a) Responsibilities of transportation officers were defined by Colonel Sieff as follows -

They are responsible for all A.C./civilian movement in their areas. They must make as much use as possible of existing Italian facilities and delegate the maximum responsibility. They must make every effort to eliminate wastage of transportation available. This is best achieved by coordination of port working, warehousing and rail, road and sea movement. In certain areas wastage of shipping is constantly occurring. If any of the transportation officers in the field consider that they are unable, or have inadequate staff, to cope with their duties as defined above, they should notify Transportation Sub-commission immediately.

(b) Shipping. Except in certain ports where a large capacity is required for redeployment, the capacity for the movement of civilian goods will increase; at the same time shipping will remain in short supply, so it is essential that the maximum possible efficient operation of ships is obtained.

(c) Rail. Tonnage allocations are increasing but the worldwide shortage of coal may result in Italy receiving no more than 70% of her total demands. It is essential, therefore, that there should be no unnecessary movement. Coal used on unnecessary railway movement will delay activation of textile industries.

(d) Road. Trucks available for civilian use are in-

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(c) Rail. Tonnage allocations are increasing but the worldwide shortage of coal may result in Italy receiving no more than 30% of her total demands. It is essential, therefore, that there should be no unnecessary movement. Coal used on unnecessary railway movement will delay activation of textile industries.

(d) Road. Trucks available for civilian use are increasing but it is unlikely that any increase in POL allocations will be made. The high demand for tankers in the Pacific render it impossible to bring to Europe more POL than the absolute minimum. Useless movement of A.T. must be avoided.

(e) To sum up, it is anticipated that there will be an increase in port capacity, rolling stock, and motor transport available for movement of civil traffic, but shortage of

shipping/

3

shipping, POL and coal, will necessitate the most careful screening of traffic programmed to move.

(f) In answer to the questions about the ability of Italians to carry on without military assistance the following replies were given -

- (i) Piombino - Mr. France expressed the opinion that Italians are NOT yet able to assume full responsibility.
- (ii) Ancona - Capt. Bont expects to see a considerable improvement following hand over of trucks. Too early to say at this stage when Italians will be ready to carry on unaided.
- (iii) Naples - Maj. Bowers, referring to rail and road, said Italian take over has been good. Mr. Crooke, referring to port clearing, said that difficulties have been experienced over provision of trucks and he considers it essential for someone to remain for liaison with the Army, so long as it is necessary to obtain trucks from the Army. The Italians are not able to achieve the same results.
- (iv) Reggio Calabria - Capt. Boddy said Italians are doing a "good job" but have great difficulty in obtaining wagons, were it not for this, Reggio could work without a transportation officer. Port working would be quite satisfactory if wagons were available. Capt. Boddy stated he had NO road movement problems. In reply to a question re road lift in that area, Lt. Col. Fernyhough stated that it was covered by ENAC but that many ENAC trucks are still employed hauling timber for the Army. AFHQ have been asked for the third time if these vehicles may now be released. An answer is awaited.
- (v) Bari - Major Taylor said Bari is working well but military assistance is required to obtain wagons. The ENAC organisation is NOT efficient. Col 2130 Stoeff directed that Major Taylor should watch the movement of wine out of the Pool. An examination of the shipping position over the past few months has revealed great wastage at Gallipoli. Major Taylor

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 - (vi) Florence
- Lt. Col. Giles stated Italians are competent but dual control is not satisfactory. He quoted the case of the difficulty which arose when he wanted to cancel a train recently. It was stated by Colonel Sieff that the final authority for ordering and

cancelling/

4

cancelling trains scheduled to lift personnel or stores. On civil account is the Transportation Officer in the region concerned. It is his responsibility to see that the military and state railway officers concerned are given as long a warning as possible of any change of programme. In connection with road transportation, Lt.Col. Giles said to date no member of the Ministry of Communications has visited the area. Truck pools are working well under local direction. Lt.Col. Fernyhough said a letter has been addressed to TMAO on the question of taking some action in Florence.

- (vii) Loghorn - Capt. Ramsay stated he had no difficulties which he wished to bring up at the meeting.
- (viii) Rome - Capt. Hall stated he felt Italians would be able to cope if they could get wagons more easily.

Information

4. Livorno
Col. Siff drew attention to the fact that in nearly all areas with which transportation officers are concerned, there is a British or American military movements or Transportation Organisation of which those at Bari, Naples and Loghorn are likely to remain for some considerable time. All have been instructed to assist A.C. transportation officers, and to help in the movement of civilian traffic. As, however, the military staffs are decreasing, while at the same time their areas of responsibility are increasing, it is necessary for A.C. Transportation officers to ask for any assistance required. It is necessary for transportation officers to get to know movements officers in their areas and to work with them closely. Capt. Bent said that movement officers at Livorno have been most helpful. Major McClure said some difficulty is experienced in getting shipping strips from Brindisi and Bari. Major Taylor replied that there should be no difficulty, but he will investigate and rectify. action - Major Taylor, Shipping Branch

5. Block tonnages
Colonel Siff outlined the new scheme and explained that tonnage allocations are based on rolling stock availability and not on line capacity. Lt.Col. Baker then said that an instruction dealing with the new procedure has been sent out. A.F.H.Q. is keen to ensure the success of the scheme. Transportation officers are required to send to Transportation Sub-

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Information

(vii) Loughorn

(viii) Roma

4. Liaison

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Action - Major Taylor, Shipping Branch

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Action - Transportation officers
Rail Division

Returns and XB forms/

5

6. Returns and XB Forms

Colonel Sieff said these had proved most useful. It had been revealed that prior to the reorganization of the Transportation Sub-commission last December, approximately a quarter of a million tons of transportation were wasted each month. The returns which transportation officers render make it possible for accounts and Statistics Branch to prepare extremely instructive analyses. Transportation officers were invited to visit the Branch in order that they might see how their returns are processed. Lt. Col. Giles said his returns come from nearly 800 sources. Returns asked for require information in miles. He asked if such returns could be rendered in kilometres. Capt. Haddy seconded the request. Lieut. Steinberg (accounts and Statistics Branch) had no objection. Col. Thomas stated that returns in kilometres would be accepted.

Action - Accounts & Statistics Branch

7. Tonnage allocations to Compartimenti

Tonnage allocations on P.O.M. lines will be done by head office of I.S.P. which will be responsible for collating bids from Compartimenti. Internal movement will be arranged between transportation officers and local movement offices.

Information

8. Refugees

(a) For simplicity at this conference, the term "refugees" would cover refugees, displaced persons and stateless persons.

(b) Colonel Sieff said that at present it is estimated that there are between 350,000 and 400,000 in SHATF area awaiting movement to Italy, of which a fair proportion would be moved to destinations south of the Appennines. In addition there is a large number of Italians in North Italy requiring movement to South Italy; there is also the problem of the large number of stateless persons in Italy awaiting return to their own countries.

(c) The intention is to move the maximum number before the winter begins. So far movement has been better than it was at first anticipated. In the period 14th May to 24th June, 140,843 persons had been moved in 118 trains and 12 sea lifts. Existing plans provided for the following movements -

2500 to 3000 per day through Brenner (Munich to Verona)
2500 per day through Switzerland (to Como). Both controlled.

In addition it is estimated that some 2000 per day will infiltrate by other means (uncontrolled). It is considered that 7500 per day is the absolute maximum which can be accepted. **2129**

(d) Onward movement will be mainly by road to Bologna and Ancona on the east side, and to Lucca and Leghorn on the west side. Wof 9th July trains will run from Verona.

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(d) Onward movement will be mainly by road to Bologna and Ancona on the east side, and to Lucca and Leghorn on the west side. Wof 9th July trains will run from Verona. Florence will be a holding centre for Sicilians to be shipped out of Piombino.

(e) Major Fry is responsible for coordinating the movement of refugees coming into Italy on the north east side, and passing through Verona, and Major Talbot for refugees coming in through the north west area, and passing through Como and Milan. Major Fry is stationed with V Army

Transportation/

Transportation near Verona, and Major Talbot with H.Q. Lombardia Region at Milan.

(f) Capt. Boddy asked if refugees could travel to Reggio in through trains. Major Ping stated that the box car situation at Reggio makes it desirable that refugees should continue changing into box cars at Caserta.

(g) Mr. Franco asked if arrangements could be made for the use of another ship at Piombino when the "Garibaldi" is undergoing repairs. Colonel Sieff said this is not likely as all available shipping is required for redeployment of troops.

Information

9. Movement of wine

(a) Colonel Sieff outlined the situation, and drew attention to the Wine Movement Instruction issued under ref AC/24/22/Tn.3 dated 26 June 1945. He directed that transportation officers should do everything possible to ensure that the procedure laid down is followed and that they should support the Italian Government in its effort to prevent illegal movement. The threat of famine in the coming winter makes it imperative that the maximum transport be available for the movement of food.

(b) Lt. Col. Fornyheugh asked transportation officers to refuse the issue of "authorities" for the movement of wine by road or by any means other than those permitted by the instruction.

Action - Transportation officers in the field

10. Piombino

The capacity is to be increased to 1500 tons per day. Ports and Warehouse Division are instructed to see that the necessary work is put in hand, and help in mechanical equipment etc. is requested from A.F.H.Q. if this is necessary to bring the port to the desired capacity.

Action - Port and Warehouse Division

11. Bidding procedure for movement of stores by sea.

Colonel Sieff described the new method of working on a monthly programme basis. The Italian Government is under an obligation to move 30,000 tons per month by schooner. The balance is to be moved by coasters. For any balance which cannot be lifted Transportation Sub-commission will ask A.F.H.Q. for assistance. The main object of the new procedure is to eliminate the delays which must occur if Transportation Sub-commission is to receive individual bids. This procedure will continue until 6 months after the cessation of the war against Japan. Transportation Officers to watch for any misuse.

Action - ~~Sub-commission~~ Shipping

12. Wagon Distribution

(a) Major Ping stated that a firm effort is being made

this is not likely as all available shipping is required for redeployment of troops.

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Action - ~~Transportation~~ Shipping.

12. Wagon Distribution

(a) Major Ping stated that a firm effort is being made to hand back to Italian operation the handling of rolling stock. Examples of difficulties such as quoted by Lt. Col. Giles are very useful (para 3 (f) vi) above refers) and this matter would be investigated further.

(b) A.F.H.Q. tonnage allocation is dependant on allocation of wagons. Capi dei Compartimenti must watch tonnages in Toscana. Stock situation in Reggio Calabria is always in the minds of the Rail Division and action is being taken to improve the situation.

Major Bowers/

7

(c) Major Bowers said that in Naples wagons allocated to civilian requirements are frequently taken by the Military authorities.

(d) Capt. Boddy stated that tonnages appeared to bear no relation to wagon availability.

(e) In reply to (c) and (d) Lt. Col. Baker stated at a recent conference Brig. Philips (D.Q.A.G.(M) A.F.H.Q.) has directed that movements officers must help. Good liaison with movements officers would be to everyone's advantage. Tonnage allocations are based on wagon distribution. Difficulties must be notified to Rail Division.
Action - Rail Division

13. Civilian Passenger Services (Rail)

(a) There must be kept to the absolute minimum because of the coal shortage. Reports rendered by transportation officers of any increasing movement of civilians on freight trains will be examined with a view to determining the necessity or otherwise of providing passenger services between such places as may be reported on. The whole question is a national one and must be constantly reviewed here in relation to other movement commitments.

(b) The use of Litterins is costly, and sometimes results in as much as a loss of 400 tons over the line. Their use must be discouraged.

Action - Transportation Officers

14. Movement between A.M.G. and Italian Government territory

(a) Lt. Col. Fornyhough referred to Road Movement Memorandum nr 2 and stated that ENAC is the sole authority for issuing trip tickets from Italian Government territory to A.M.G. territory. ENAC may not arrange for return loads. A.M.G. is the only authority for issuing trip tickets for movement into Italian Government territory, but Transportation Officers in A.M.G. territory may not arrange return loads.

(b) A list of commodities the movement of which is controlled or prohibited by A.G. is being prepared and will be issued to all concerned including ENAC.

(c) Transportation officers should see ENAC directors and clarify above points.

Action - Transportation officers 2128

15. Allotment of FOL in Italian Government Territory

(a) The Italian Government is responsible for the allotment of FOL to all transport in Italian Government territory.

(b) When, due to shortage of FOL, Transportation

at a recent conference Brig. Phillips (D.2.M.G.(M) A.F.H.Q.) has directed that movements officers must help. Good liaison with movements officers would be to everyone's advantage. Tonnage allocations are based on wagon distribution. Difficulties must be notified to Rail Division.

Action - Rail Division

13. Civilian Passenger Services (rail)

(a) There must be kept to the absolute minimum because of the coal shortage. Reports rendered by transportation officers of any increasing movement of civilians on freight trains will be examined with a view to determining the necessity of otherwise of providing passenger services between such places as may be reported on. The whole question is a national one and must be constantly reviewed here in relation to other movement commitments.

(b) The use of Litteries is costly, and sometimes results in as much as a loss of 400 tons over the line. Their use must be discouraged.

Action - Transportation Officers

14. Movement between A.M.G. and Italian Government territory

(a) Lt. Col. Farnyhaugh referred to Road Movement Memorandum nr 2 and stated that ENAC is the sole authority for issuing trip tickets from Italian Government territory to A.M.G. territory. ENAC may not arrange for return loads. A.M.G. is the only authority for issuing trip tickets for movement into Italian Government territory, but Transportation Officers in A.M.G. territory may not arrange return loads.

(b) A list of commodities the movement of which is controlled or prohibited by A.G. is being prepared and will be issued to all concerned including ENAC.

(c) Transportation officers should see ENAC directors and clarify above points.

Action - Transportation officers 2128

15. Allotment of POL in Italian Government Territory

(a) The Italian Government is responsible for the allotment of POL to all transport in Italian Government territory.

(b) When, due to shortage of POL, Transportation officers find that priority programmes are likely to be interfered with, they must notify Transportation Sub-commission immediately, but notification of shortage of POL is not required otherwise.

(c) An additional allocation of POL will be made by A.F.H.Q. Patrol Section to meet requirements of M.T. new

drawing/

Drawing W.D. POL after such vehicles have been handed over to Italian Government.

(d) Colonel Stoff gave details of misuse of POL, inasmuch as considerable allocations were being made to provide cars etc. Transportation officers should follow up these points with the local ENAC and Government authorities in their region to ensure that POL was not being wasted.

Action - Transportation Officers

16. Transfer of M.T. to Italian Government

(a) Lt. Col. Farnyheugh gave an outline of the process of handing over truck pools. When handed over, the Minister of Communications will be responsible for the operation of the vehicles. Transportation Officers must assist truck pool directors and ensure that lifts are maintained. This is applicable particularly in northern areas because of priority programmes. Returns are required until further notice. Transportation officers were asked to supply Transportation Sub-commission with names and addresses of Directors.

(b) Truck pool areas will generally conform to I.S.R. Compartimenti.

(c) Lt. Col. Giles raised the question of insurance, stating that until the Italian Government takes over he is responsible for the vehicles. To effect insurance he requires to know the rated value of the vehicles. The same will apply in Angola. Lt. Col. Farnyheugh undertook to ascertain the value of vehicles and notify all concerned.

Action - Transportation Officers
Road Division (Operations Branch)

17. Responsibility for warehouses in Italian Government territory

Transportation officers must exercise an overall supervision of the warehousing activities in their territories, inasmuch as these activities affect the proper utilisation of transport, slow up discharge of ships etc. If the local authorities cannot cope with their programmes, then H.Q. Transportation Sub-commission A.O. should be notified immediately.

Action - Transportation Officers

18. Correct mail and signal addresses

(a) Lt. Col. Scoggins drew attention to Army regulations which lay down that civilian addresses are not permitted, nor any mail be addressed to hotels. Officers must make arrangements with local units. This may have to be reviewed later with the withdrawal of units from Italy.

16. Transfer of A.T. to Italian Government

(a) Lt. Col. Farnyhouse gave an outline of the process of handing over truck pools. When handed over, the Minister of Communications will be responsible for the operation of the vehicles. Transportation Officers must assist truck pool directors and ensure that lists are maintained. This is applicable particularly in northern areas because of priority programmes. Returns are required until further notice. Transportation officers were asked to supply Transportation Sub-commission with names and addresses of Directors.

(b) Truck pool areas will generally conform to I.S.R. Compartimenti.

(c) Lt. Col. Giles raised the question of insurance, stating that until the Italian Government takes over he is responsible for the vehicles. To effect insurance he requires to know the rated value of the vehicles. The same will apply in arrears. Lt. Col. Farnyhouse undertook to ascertain the value of vehicles and notify all concerned.

Action - Transportation Officers
Road Division (Operations Branch)

17. Responsibility for warehouses in Italian Government territory

Transportation officers must exercise an overall supervision of the warehousing activities in their territories, inasmuch as these activities affect the proper utilisation of transport, slow up discharge of ships etc. If the local authorities cannot cope with their programmes, then H.Q. Transportation Sub-commission A.C. should be notified immediately.

Action - Transportation Officers

18. Correct mail and signal addresses

(a) Lt. Col. Scoggins drew attention to Army Regulations which lay down that civilian addresses are not permitted, nor may mail be addressed to hotels. Officers must make arrangements with local units. This may have to be reviewed later with the withdrawal of units from Italy. In the case of Capt. Beatty, non-classified mail will be sent direct to his address, but all classified mail and signals must be sent through military unit.

(b) With the withdrawal of units, telephone numbers as well as addresses will inevitably undergo changes. It is essential that such changes be notified to Administrative Division at once.

Action - Transportation Officers
Administrative Division
Revised requirements/

19. Revised requirements programme
Mr. Ryan stated that he may have to ask Transportation officers for certain statistical information. This information is required for the compilation called for by London and Washington. Mr. Ryan's programme has to be ready in time for the Director to take it with him on his journey to U.S. It is imperative therefore that transportation officers realise the importance of supplying any information asked for without delay. All such requests must be given priority.

Information

20. Future meetings
Future meetings will be held on the first Tuesday of each month at this headquarters. The next meeting will therefore be on 7 August at 0930 hours.

For the Director

A. J. Siff
A. J. SIFF, Colonel
Chief, Movements Division.

- | | |
|--|-----------|
| <u>Distribution</u> | |
| Director, Transportation Sub-Commission | |
| Deputy Director, Transportation Sub-commission | |
| Chief, Movements Division | |
| Movements Rail | (2) |
| Movements Road | (2) |
| Movements Shipping | (2) |
| Port and Warehouse Division | (2) |
| Rail Division | (2) |
| Roads Division | (2) |
| Planning Staff | (2) |
| Administrative Division | (2) |
| Senior Transportation officer - | (2) |
| | Florence |
| | Naples |
| | Bari |
| | Ancona |
| | Roggio |
| | Roma |
| | Leghorn |
| | Piombino. |

1063

JWB/elc

TRANSPORTATION SUB-COMMISSION

(1)

INTER-OFFICE MEMORANDUM

Tel : 478704

29 June 1945

770/10/Tn 3

SUBJECT : Transportation Officers' Conference

TO : Administration Division
Accounts & Statistics Branch
Planning Staff
Movements Division - Rail Branch
" " - Road Branch
" " - Shipping Branch
Rail Division
Road Division
Port & Warehouse Division

File (1A)

1. Reference 770/2/Tn 3 dated 21 June '45.
2. Approved Agenda for Transportation Officers' Conference called for 1000 hrs at this HQ on Monday 2 July '45, is attached.

For the Director

J.W. Baker
J.W. BAKER, Lt.Col.

Copy to : Director
Deputy Director

2126

JWB/elc

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

Tel : 478704

770/9/Tn 3

28 June 1945

Conference of Transportation Officers to
be held at HQ Allied Commission 1000 hrs
2 July '45.

AGENDA

<u>Movements Division</u>	<u>Item</u>	<u>Subject</u>
	1	Responsibilities and functions of Transportation Officers and special responsibility of Senior Transportation Officers.
	2	Liaison with G-4 (Mov & Tn).
	3	Block Tonnages and increase of ISR responsibility for Civilian Rail Movement.
	4	Returns and Forms XB.
	5	Tonnage allocations to Compartimenti.
	6	Refugees
	7	Movement of Wine.
	8	Piombino.
	9	New Italian Shipping Organisation, Italian Maritime Commission (ITMARE).
	10	Bidding procedure for Movement of Stores by Sea.
	11	Future Port Programmes.
<u>Rail Division</u>	12	Wagon distribution.
	13	Civilian Passenger Services
<u>Roads Division</u>	14	Movement between AMG and Italian Government Territories.
	15	Allotment of POL in Italian Government Territory.
	16	Transfer of MT to Italian Government.
<u>Port & Warehouse</u>	17	Responsibility for Warehouses in Italian Territory.

2 July '45.

AGENDA

<u>Item</u>	<u>Subject</u>
<u>Movements Division</u> 1	Responsibilities and functions of Transportation Officers and special responsibility of Senior Transportation Officers.
2	Liaison with G-4 (Mov & Tr).
3	Block Tonnages and increase of ISR responsibility for Civilian Rail Movement.
4	Returns and Forms XB.
5	Tonnage allocations to Compartimenti.
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11	Future Port Programmes.
<u>Rail Division</u> 12	Wagon distribution.
13	Civilian Passenger Services
<u>Roads Division</u> 14	Movement between AMG and Italian Government Territories.
15	Allotment of POL in Italian Government Territory.
16	Transfer of MT to Italian Government.
<u>Port & Warehouse Division</u> 17	Responsibility for Warehouses in Italian Government Territory.
18	Inland Water Transport.
<u>Administration Division</u> 19	Correct Mail and Signal addresses. with current telephone numbers.
<u>Planning Staff</u> 20	Revised requirements programme.
21	Other business.

JWB/elc

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

21 June 1945

Tel : 478704

770/2/Tn 3

SUBJECT : Transportation Officers' Conference

TO : Administration Division
 Accounts & Statistics Branch
 Planning Staff
 Movements Division - Rail Branch
 " " - Road Branch
 " " - Shipping Branch
 Rail Division
 Road Division
 Port & Warehouse Division

1. A Transportation Sub-Commission conference with representatives of the Transportation Sub-Commission in Italian Government territory has been called for 1000 hours at HQ. AC. Rome on Monday July 2nd.

2. Senior Transportation Officers at Bari, Naples, Reggio, Rome, Ancona, Florence, Leghorn and Piombino have been requested to attend.

3. Will addressees please submit by Wednesday 27 June '45 any points they would like incorporated in the Agenda and to arrange for suitable representation at the Conference. Matters for inclusion in the Agenda should be of general importance. Detailed discussions can be arranged with Transportation Officers concerned after the Conference.

4. Will Administration Division please arrange reservation of Conference Room on First Floor at this HQ.

For the Director

2124

770/2/In 3

1087

SUBJECT : Transportation Officers' Conference

TO : Administration Division
Accounts & Statistics Branch
Planning Staff
Movements Division - Rail Branch
" " - Road Branch
" " - Shipping Branch
Rail Division
Road Division
Port & Warehouse Division

6/2/46
9/12/46
9/2/46

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2. Senior Transportation Officers at Bari, Naples, Reggio, Rome, Ancona, Florence, Leghorn and Piombino have been requested to attend.

3. Will addressees please submit by Wednesday 27 June '45 any points they would like incorporated in the Agenda and to arrange for suitable representation at the Conference. Matters for inclusion in the Agenda should be of general importance. Detailed discussions can be arranged with Transportation Officers concerned after the Conference.

4. Will Administration Division please arrange reservation of Conference Room on First Floor at this HQ.

For the Director

2124

M. J. SIEFF
M.J. SIEFF, Colonel

1068