

Verona Cont.

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Oct '45

CFE/mb

TRANSPORTATION & SHIPPING SUB-COMMISSION

INTER OFFICE MEMORANDUM

File

Tele : Ext. 514

20 December 1945

500/6/Tn.3.

SUBJECT : Minutes of Meeting Verona 13-14 November

TO : Rail Division (Tn.4.)

Reference your AC/983/1/Tn.4., dated 17 December '45.

1. The minutes enclosed with your letter are approved as far as this Division is concerned. The following points should also be brought to the notice of the I.S.R.
2. There is no objection on the part of the Allied Authorities in Italy to the institution of the Innsbruck - Bolzano - Trento service, provided frontier control and other police formalities are agreed with the Public Safety Sub-Commission who are obtaining a copy of these minutes for perusal.
3. The action regarding the running of a French military tours train to Venice should be initiated by the French Military Command.

C.F.

C.F. BRIDGE,
Major, R.E.
Chief, Movements Division

2:14

Luigi Semerari



G-62 a

500/5

MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO

Compartimento Verona

(1)



OGGETTO DELLA DOMANDA

(2) Delegazione: Innsbruck

Innsbruck, 12. dicembre 1935

Al Mr Colonel Worthington, Representant of the AFHQ
and Allied Commission

N.

13 17, 87

R O M A

I beg to send you here enclosed the letter
of the

Gouvernement Militaire Français en Autriche, le Directeur
des Chemins de fer.

Yours faithfully

The representant of the Italian
Railway.

Handwritten signature

2213

1) Servizio o Compartimento.
2) Ufficio, Sezione, Stazione, Deposito, ecc.

Gouvernement Militaire Français en Autriche

DIRECTION GENERALE

DES TRAVAUX PUBLICS ET COMMUNICATIONS

Le Directeur des Chemins de fer

Innsbruck, le 11/12/45

J.A. 136

Monsieur le Lieutenant Colonel WORTHINGTON
Représentant du R.F.E.Q.
et Allied Commission
à Rome

J'ai l'honneur de me rappeler à votre bon souvenir
en me référant à nos entrevues des Conférences de Bruxelles
et à la plus récente de Lugano.

Dans cette dernière réunion, je vous avais parlé de
la conférence qui avait eu lieu à Vérone les 13 et 14 Novembre
pour essayer de rétablir les relations ferroviaires, tout au
moins régionales entre le Tyrol et l'Italie du Nord. Ces
relations seront d'autant plus intéressantes à rétablir qu'elles
pourraient fonctionner rapidement. Il semble que ce sera
possible d'après les premiers contacts pris entre les diffé-
rentes autorités, aussi bien autrichiennes qu'italiennes, et
les services de contrôle franco-britannique.

Il me serait donc tout à fait agréable si vous
vouliez bien intervenir très activement pour faire aboutir
cette affaire le plus rapidement possible.

Vous avez certainement entre les mains le procès-
verbal de la Conférence qui s'est tenue les 13 et 14 Novem-
bre 1945.

Ce procès-verbal stipule notamment au point n° 2
qu'il n'y a pas de difficultés en ce qui concerne le changement
de traction au Brenner et à l'acheminement des trains de voya-
geurs actuels de Gries à Brennero. Or, depuis le 4 Décembre,
les trains 1611 et 1615, venant d'Innsbruck ont dû être limi-
tés à nouveau à Gries, ce qui nous oblige à les équiper avec
deux machines, l'une en tête, pour amener le personnel de
service jusqu'au Brenner, l'autre en queue pour refouler la rame
vide jusqu'à Steinach. Il en résulte un gaspillage des moyens
de traction qui sont cependant très limités en hiver.

2319

J.A. 123

Monsieur le Lieutenant Colonel MORTHEIMON,
Représentant du A.F.R.
et Allied Commission
à Rome

J'ai l'honneur de me rappeler à votre bon souvenir en me référant à nos entrevues aux Conférences de Bruxelles et à la plus récente de Lugano.

Dans cette dernière réunion, je vous avais parlé de la conférence qui avait eu lieu à Vézère les 13 et 14 novembre pour essayer de rétablir les relations ferroviaires, tout au moins régionales entre le Nord et l'Italie du Nord. Ces relations seront d'autant plus intéressantes à rétablir qu'elles pourraient fonctionner rapidement. Il semble que ce sera possible d'après les premiers contacts pris entre les différentes autorités, aussi bien autrichiennes qu'italiennes, et les services de contrôle franco-britannique.

Il me serait donc tout à fait agréable si vous vouliez bien intervenir très activement pour faire aboutir cette affaire le plus rapidement possible.

Vous avez certainement entre les mains le procès-verbal de la Conférence qui s'est tenue les 13 et 14 novembre
à Vézère. 2315

Ce procès-verbal stipule notamment au point n° 2 qu'il n'y a pas de difficultés en ce qui concerne le démarrage de traction au Brenner et à l'acheminement des trains de voyageurs actuels de Gries à Brennero. Or, depuis le 4 Décembre, les trains 1811 et 1815, venant d'Innsbruck ont dû être limités à nouveau à Gries, ce qui nous oblige à les équiper avec deux machines, l'une en tête, pour accompagner le personnel de service jusqu'au Brenner. L'autre en queue pour refouler la rame vide jusqu'à Steinach. Il en résulte un gaspillage des moyens de traction qui sont cependant très limités en hiver.

J'ajoute que ce procès-verbal a été communiqué aux différentes autorités pour avis définitif. En ce qui nous concerne, une précision doit être ajoutée dans le dernier paragraphe au point n° 9. Au lieu de "la délégation française

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s'est déclaré d'accord à ce sujet", il faut lire "la délégation française s'est déclarée d'accord à ce sujet en ce qui concerne la zone d'occupation française en Autriche".

En vous remerciant d'avance de ce que vous ferez pour hâter les décisions, je vous prie d'agréer, Mon cher Colonel, l'assurance de mes sentiments les plus distingués.

Delmas

Commandant DELMAS
Directeur des Chemins de Fer
du Gouvernement Militaire
de la Zone Française d'Occupation
en Autriche.

PGM/ic

Tel: 843238
Ref: AC/383/1/Tn 4

TO ✓: Movementes Rail Trn Sub-Commission.

1. Attached is copy and translation of a meeting held at Verona on 13-14 November by Italian, French and Austrian Railway representatives.
2. We have been asked by the ISR to approve the Minutes of the Meeting which we intend to do as far as it effects the Rail division.
3. Being that international movements are concerned we would like to have your concurrence before giving full approval to the ISR.

Wm. H. Meyer
for Chief,
Rail Division

2311

MINUTE

of the meeting held at Verona on November 13 and 14, 1945
for the resumption of traffic between Italy and Austria,
through Brenner.

LIST OF REPRESENTATIVES

See original copy of Minute

ORDER OF THE DAY

1. Operation of two Gariboldi passenger trains'round trips :
one between Innsbruck and Bolzano and another between Innsbruck
and Brennero.
2. Possibility of changing the traveller trains'locomotive at
Brenner instead of at Gries since now.
3. Availability of service promised at Brenner for the French
and Austrian railway, custom and police agents.
4. Accommodations for the French and Austrian personnel of
Brenner Station.
5. Custom and passport control.
6. Technical checking of stock for its exchange.
7. Italian-Austrian traffic.
8. Creation of some touring trains between Innsbruck and Venice.
9. Return of French equipment found in the British zone in Italy.
10. Insuring of contacts between Verona Compartimento and
Innsbruck Direction.

Ing. Partanni, I.S.R.'s Capo Compartimento of Verona, greets
the assistance and expresses his wishes for the success of the
meeting, so that traffic with Italy will be soon restored.

Doct. Laloni, Chief of the Italian Delegation, expresses his
faith in the rapid achievement of this meeting's works.

The previously convention between the two Railway Administrations
was an agreement satisfactory for both parts and for all the questions
which are in the present order of the Day. The matter is, therefore,
to put temporarily into force that convention's agreements with such
amendments as are required by the new situation.

The Austrian Railways representatives agree.

2310

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(2)

Mr. Laloni proposes to discuss the points 8 - 9 and 10 first.
The assistance agrees.

Point 8 - The French HQ in Austria desires the operation of a weekly touring train between Innsbruck and Venice so that the French Military Authorities may visit Italy. Necessary rolling stock would be furnished by the French HQ.
The Italian delegation agrees under condition that the French HQ obtain approval by the AG in Italy and that any custom, money and police's formalities be complied with. The conference agrees that such formalities be accomplished by French Authorities on the section Innsbruck - Brenner and by Italian Authorities on the section Brenner-Bolzano. The French delegation points out that French military personnel have no passport, but only special military papers; the Italian police representatives answer that the French HQ will have to ask the agreement of the AG in Italy which is now competent about quality and validity of papers necessary to enter Italy.

Point 9. - The French delegation points out the desire of the SNCF of Paris to see again in France those french passenger coaches which are now in Italy in the British zone. The Italian delegation replies that so far there are no informations available about french coaches being in Italy; but that a survey for statistical census of all rolling stock existing in Italy is being carried out and that it will be achieved within one month. However, even if some french coaches will be found, the I.S.R. are not in a position to return them without agreement of the AG in Italy.
The French delegation takes note of the Italian declaration and asks to be informed, as soon as possible, about the results of survey. The ISR delegation gives assurance to comply with the french request and asks if also on the french side there is a possibility to give informations about the quality and quantity of italian rolling stock existing within the french metropolitan area and the austro-german territory now under Allied occupation.
The French representatives declares to agree on this subject.

Point 10. - The French delegation takes note that both ISR Verona Compartimento and Rome Direction General will do their best in order to solve all problems concerning the two railway systems.
At this moment decision is made of having points 3 and 4

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(3)

discussed by a Sub-Commission, point 5 discussed by another Sub-Commission, and, at last, points 1-2 and 6 by a third Sub-Commission. Point 7 and any commercial and financial subjects are besides, to be discussed at the end of meeting, while discussions about monetary questions will be carried out at another meeting.

The Sub-Commissions, after discussion, report to the Conference which decides what follows:

Points 3 and 4 Brenner

- (a) To assign to Austrian Railways : 3 rooms for custom and police agents in the custom service's small building marked (5) on the planimetric plant of the station; 2 rooms for Austrian Railway-men in the barrack marked (3) at last when the barrack marked (6) is repaired, it will be assigned to the freight and baggage local service Brenner-Innsbruck.
- (b) To assign in the building marked (1);
 H.1 room on the ground floor, near the station masters office, to the austrian deputy.
 H.1 room, on the first floor to the French liaison Officer, technical representative of the Railways.
 The austrian representatives do not want for the moment any lodgings for their train and engine personnel; they will therefore examine any further proposal.
 The barrack built in austrian territory, property of the Austrian Railways, will be utilized for part of the austrian Offices until when the other IER station buildings are repaired.
 It is agreed to make an inspection at Brenner on November 19, 1945- 10 o'clock in the morning, in order to see those premises and barracks foreseen by the 1937 Convention as necessary for I.S.A., transit services.
 Any payment due for occupation of premises is to be settled through financial agreements between the two Governments.

Point 1. - Operation of a daily round trip between Innsbruck and Trento with following timings :

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Innsbruck dep. 0745hrs Brenner arr. 0907 hrs dep. 1000 hrs.
 Bolzano arr. 1250 " dep. 1310 hrs; Trento 1440 arr. in connection
 with train TV 2113 Bolzano-Trento.

Trento dep. 1521 hrs Bolzano arr. 1658 hrs dep. 1708.
 Brenner arr. 2002 " dep. 2042 hrs.
 Innsbruck arr. 2100 hrs.

Austrian equipment will run between Innsbruck and Bolzano;
 Italian equipment will be ~~attached~~^{attached} at Brenner and will run till
 Trento. The opportunity of extending these trips until Verona
 is also to be considered. ^{attached}
 An ISR heating-car will be ~~attached~~^{attached} on above trains. The necessary
 coal may be supplied at Innsbruck as long as Bolzano cannot supply
 it. From then on, it will be supplied half and half by the two
 Administrations. This car will be operated by austrian personnel
 along the austrian section and by italian personnel on italian
 territory.

Point 2 - There are no difficulties about the change of traction at Brenner
 instead of at Gries, and about the forwarding of the two present
 passenger trains from Gries to Brenner.

Point 6 - As start from a time to be fixed by reciprocal agreement, the
 technical checking and repair of stock will be made at Innsbruck,
 together with the registration of vehicles.

Point 5 - The two Delegations, italian and austrian, find it necessary to
 return to the statu-quo-ante which is ruled by the 1937 convention.
 This convention states that Custom formalities for freight trains
 will be carried out by the austrian Custom Office at Innsbruck,
 and by the Italian Custom Office at Portofino.
 Custom formalities for passenger trains will be accomplished by
 both custom officials in the train itself while running in the
 respective territories, austrian or italian. If necessary, also
 during the halt of trains at Brenner.
 Capt. Fabre, representing the French Custom Direction at Innsbruck
 points out the necessity for the French and Austrian Custom agents
 (the first ones for Central Supervision to operate at Brenner
 Station. But as the Director General of the Italian Customs
 desires to return to the previous situation, Capt. Fabre asks that
 a detailed report be sent to the Direction of French Customs in
 Austria at Innsbruck (Land-hous-Bureau 434) which will examine
 the question with the utmost kindness.
 Useless to say that such agreement is to be approved by the
 Allied Authorities and that new attention is to be given to this
 subject if the traffic through Brenner will become very important.

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(5)

The Italian delegation will send the report as required but, in view of the traffic resumption and awaiting for further decisions the Custom services will be accomplished according the above mentioned convention.

The conference agrees:

As for passport control, it is agreed that both polices will do it in their own territory, viz :

- (a) In North-South direction. The French-Austrian police will have its control completed at the arrival of trains at Brenner; the Italian police will start its control as soon as trains arrive at this station.
- (b) In South-North Direction. The Italian police will make its control at Brenner station, and the French-Austrian police will start it as soon as trains leave this station.
If the any increase in traffic will slow further impossibilities for passport control in this way, the competent Authorities of both Countries will make the necessary agreements for opportune amendments.

Point 7 - As to the Swiss-Italian traffic, I.B.R. propose the adoption of the "International Bill of Lading" so that the transports may be facilitated and, agreed with the Swiss Railways, the C.I.M., P.I.M. and C.T.M., regulations may be applied with the exception of a few particular points concerning the present situation.

The Austrian Railways remark that for the moment, and until further agreements about the payment of charges relative to the Austrian distance, are made, no transports from Country to Country must be charged for interior distances.

I.B.R., take note of this declaration.

It remains understood that it is up to the Austrian-Railways to contact the Swiss and settle these questions in such a way as a three-sides agreement about a direct traffic may be reached.

For all these transports resulting already operated, the concerned Administrations will appoint a special Commission for settlement in compliance with the above regulations.

Point 10 - It is agreed to put again into force the "Transit book-keeping" at Innsbruck, and to apply the regulations shown in the agreement reached with the German Railways on January ~~1945~~ 1st, 1941, until new agreements will be made on this subject.

The meeting ends at 12.00 hrs with the agreement that this minute, which has been read and approved ~~all~~ by all the assistance, will be submitted to the approval of the Allied Commission in Italy.

(6)

This minute has been translated into italian and german and has been approved by the concerned parts; it will be sent to the assisting Administrations in the following quantities.

Direction General for Public Works and Communications

French Military Government in Austria	N.10 copies
Austrian State Railways-Direction at Innsbruck	" 10 "
Transportation Sub-Commission in Italy-Rome	" 4 "
D.M.R.S. Verona	" 1 "
" Rome	" 3 "

Signed:

LALONI

DUPIN

MEHEL PAHLE
SYRIOUS
CRUDILE

2205

785021

THE CHINA

de la Conférence tenue à Verone le 13 et 14 novembre pour la récruse

Revised 10/1/2010

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- 1 -

LISTE DES PRESENTS

Nom et Prénom	Rang	Administration
Représentants Français		
DUPIN	Colonel	Dir et ur Général - D. Transports Militaires Gouvernement d'Autriche
CHARRON	Commandant	Chef du Service Voies et Bâtiments
DAVOUST	Commandant	Chef du Service Matériel et Traction
LEVTECHIN	Capitaine	Chef du Service Exploitation
CHERRET	Capitaine	Chef adj. des Services administratifs
FABRE	CAPITAINES	Douane
FUREY	Capitaine	Service de la Sûreté
COMBE	Capitaine	id.
FEUILLERAC	S. Lieutenant	Commissaire technique au Bureau
PHILIPP	id.	Secrétaire-Interprète
Représentants Autrichiens		
Dr. ENCEL	Vice-Président	Bréendes Direction Innsbruck Chambres de fer d'Autriche
RUFF	Chef de l'Exploitation	"
STOLZ	Chef de la Traction	"
WEINERATH	Chef Commercial	"
Dr. PAHLE	Chef de Bureau	Finanzen und Statistik für Tirol
ZECHRAUER	Chef de la Défense	"

Nom et Prénom	Rang	Administration
Représentants Français		
DUPIN	Colonel	Dir et ur Général - D. Transports Gouvernement Autrichien
CHARPON	Commandant	Chf du Service Voies et Bâtiments
DAVOUST	Commandant	Chf du Service Matériel et Traction
LEVEUCHIN	Capitaine	Chf du Service Exploitation
CHEZET	Capitaine	Chf adj. des Services administratifs
FABRE	Capitaine	Douanes
FUTSY	Capitaine	Service de la Sûreté
COMBE	Capitaine	id.
PEUILLERAC	S. Lieutenant	Commissaire technique au Bureau
PHILIPP	id.	Secrétaire-Interprète
Représentants Autrichiens		
Dr. TENCLE	Vice-Président	Bréves
RUFF	Chf de l'Exploitation	Dir et ur Innsbruck
STOLZ	Chf de la Traction	"
WEINBLUTH	Chf Commercial	"
Dr. P. HLE	Chf de Douanes	Finanzlandsdirektion Tirol
ZECHBAUER	Chf de la Défense du Col du Brennero	"
Représentants Autrichiens		
SYMONS	Major	Transportation Subcommission
SIMONS	Lieut.	"

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Représentants Italiens

Dr. MALGERI	Attaché	Direction Générale des Affaires Économiques	Ministère des Affaires Étrangères
Dr. CARLUCCI	Chef Division	Police de Frontière	Ministère de l'Intérieur
Dr. DI GIOVANNI	Vice Questeur		
Dr. CRIVELLI	Directeur Général des Douanes		Ministère des Finances
Dr. DE LUCA	Inspecteur Général des Douanes		
Dr. LAICINI	Chef Service Commercial		Ministère des Transports.
Ing. RENZI	Insp. Chef - Service Travaux		Direction Générale des Chemins de fer italiens
Ing. DI TARSA	Insp. Chef - Service Mouvement		de l'Etat à Rome
Dr. MARTINO	Insp. Chef - Service Commercial		
Ing. CAPEZZONE	Insp. Chef - Service Mouvement		
Dr. FAVARA	Insp. Princ. Service Commercial		
Dr. RENZETTI	Ing. Princ. Service Commercial		
MALCHIODI	Insp. Princ. Service Commercial		
TESTA	Insp. I ^{re} Classe - Service Travaux		
Comp. BERTINI	Insp. I ^{re} Classe - Service Comptabilité		
GIANNINI	Secrétaire Chef - Service Mouvement		
Ing. PASTORINI	Chef Compart. de Verone		
Ing. FONTANA	Insp. Chef Sup. Comp. Verone		
Ing. FERRARIS	Insp. Chef Sup. Chef Section Mouvement		
Ing. QUARELLA	Insp. Chef. Chef Section Traction		
Avocat LASTRUCCHI	Insp. Chef. Chef Section Commerciale		
Ing. ROSSETTI	Insp. Princ. Section Mouvement		
Ing. GIULIANI	Insp. Princ. Section Mouvement		

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Arrondissement
des Chemins
de fer itali-
ens de l'Etat
à Verone

gérés

Dr. GARGIULO	Chef Division	Police de Frontière	Ministère de l'Intérieur
Dr. DI CIOGHESI	Vice Chef		
Dr. CRIVELLE	Directeur Général des Douanes		Ministère des Finances
Dr. DE LUCA	Inspecteur Général des Douanes		

Dr. LALCHI	Chef Service Commercial		Ministère des Transports.
Ing. RENDA	Inspr. Chef-Service Travaux		
Ing. DI TARSLI	Inspr. Chef-Service Mouvement		
Dr. LUTIANO	Inspr. Chef-Service Commercial		
Ing. CAPEZZONE	Inspr. Chef-Service Mouvement		
Dr. FAVARA	Inspr. Princ. Service Commercial		
Dr. RENZETTI	Ing. Princ. Service Commercial		
MILCHIODI	Inspr. Princ. Service Commercial		
TESTA	Inspr. 1 ^{er} Classe-Service Travaux		
Comp. BERTINI	Inspr. 1 ^{er} Classe-Service Comptabilité		
GIANNINI	Secrétaire Chef-Service Mouvement		

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Ing. PARTANNI	Chef Compart. de Verona		Arrondissement des Chemins de fer italiens de l'Etat à Verona
Ing. FONTANA	Inspr. Chef Sup. Comp. Verona		
Ing. FERRARIPPA	Inspr. Chef Sup. Chef Section Mouvement		
Ing. QUARELLA	Inspr. Chef. Chef Section Traction		
Avecent LASTRUGGI	Inspr. Chef. Chef Section Commerciale		
Ing. ROSSETTI	Inspr. Princ. Section Mouvement		
Ing. GIULIARI	Inspr. Princ. Section Mouvement		
Dr. TILLI	Inspr. 1 ^{er} Cl. Section Mouvement		
Ing. NILETTO	Inspr. 1 ^{er} Cl. Section Travaux		
FONTEBASSO	Chef Section Mouvement Bolzano		
GALANTINI	Chef Section Commerciale Bolzano		

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ORDRE DU JOUR

- 1- Création de 2 trains omnibus de voyageurs Innsbruck-Bolzano et retour et de 2 trains Innsbruck-Brennero et retour.
- 2- Possibilité d'opérer des maintènements de chargement du bout des locomotives des trains des voyageurs au Brennero et non à Gries.
- 3- Mise à disposition à Brennero des locaux de service pour les agents français et autrichiens des chemins de fer, de la douane et de la police.
- 4- Logement du personnel autrichien et français attaché à la gare de Brennero.
- 5- Service de la douane et du contrôle des passeports.
- 6- Visite technique du matériel et états d'échange.
- 7- Trafic italo-suisse.
- 8- Création de quelque train d'excursion entre Innsbruck et Vienne.
- 9- Restitution du matériel français se trouvant dans la zone tritennique en Italie.
- 10- Liaisons diverses à assurer entre l'arrondissement de Verona et la Direction d'Innsbruck.

L'Ingénieur Partemmi, Chef d'Arrondissement des Chemins de Fer d'Etat à Verona, souhaite la bienvenue aux délégués présents et exprime le vœu que les travaux de la conférence soient couronnés de succès et mènent à la reprise du trafic avec l'Italie.

Monsieur Dr. Boloni, Chef de la Délégation italienne a exprimé la foi de l'achèvement rapide du travail de la conférence; la convention entre les deux administrations ferroviaires ayant déjà réglé dans le passé la satisfaction des deux parties toutes les questions qui figurent à l'ordre du jour.

Il s'agit de remettre en vigueur à titre provisoire les ordonnances de modifications nécessaires par la

- 2- Possibilité d'opérer des maintènements le chargement du bout des locomotives des trains des voyageurs au Brennero et non à Gries.
- 3- Mise disposition à Brennero des locaux du service pour les agents français et autrichiens des chemins de fer, de la douane et de la police.
- 4- Logement du personnel autrichien et français attaché à la gare de Brennero.
- 5- Service de la douane et du contrôle des passagers.
- 6- Visite technique du matériel et états d'échange.
- 7- Trafic italo-suisse.
- 8- Création de quelque train d'excursion entre Innsbruck et Vienne.
- 9- Restitution du matériel français se trouvant dans la zone triterritoriale que en Italie.
- 10- Liaisons diverses à assurer entre l'arrondissement de Vienne et la Direction d'Innsbruck.

L'Ingénieur Partanelli, Chef d'arrondissement des Chemins de Fer d'Etat à Vienne, souhaite la bienvenue aux délégués présents et exprime le vœu que les travaux de la conférence soient couronnés de succès et mènent à la reprise du trafic avec l'Italie.

Monsieur Dr. Leoni, Chef de la Délégation italienne a exprimé la foi de l'achèvement rapide du travail de la conférence; la convention entre les deux administrations ferroviaires ayant déjà réglé dans le passé la satisfaction des deux parties toutes les questions qui figurent à l'ordre du jour.

Il s'agit de remettre en vigueur à titre provisoire les articles de cette convention, avec les modifications nécessitées par la nouvelle situation.

Les représentants des Chemins de Fer Autrichiens se sont déclarés d'accord.

Après quoi, Monsieur Leoni a proposé de discuter tout les points 8, 9 et 10 à l'ordre du jour. La conférence s'est déclarée d'accord.

POINT Nr. 8

Il se qui concerne le point Nr. 8, la Délégation a fait savoir que le Commandement français en Autriche désirerait faire circuler un train hebdomadaire d'excursion (par la Innsbruck-Venise) afin de permettre aux Autorités militaires françaises d. visiter l'Italie. Le matériel roulant serait fourni par le Commandement Français.

La délégation italienne de son côté serait d'accord, à condition que le Commandement Français obtienne l'approbation de la Commission Alliée en Italie et que les formalités douanières, monétaires et de la police soient remplies.

La conférence s'est déclaré d'accord pour que ces formalités soient remplies par les Autorités françaises sur le parcours Innsbruck-Brennero et par les Autorités italiennes sur le parcours Brennero-Bolzano.

La délégation française a fait remarquer que les militaires français ne possèdent pas un passeport, mais des papiers militaires spéciaux; les délégués des autorités de la police italienne ont fait à leur tour observer que le Commandement Français devra se mettre d'accord avec la susdite Commission Alliée en Italie, qui est à présent compétente pour décider de la qualité et de la validité des papiers pour pénétrer en Italie.

POINT Nr. 9

La délégation Française fait part du désir de la S.M.C.F. de Paris de voir rentrer en France les voitures des voyageurs françaises qui se trouvent en Italie dans la zone anglaise.

La délégation italienne a déclaré qu'elle n'était pas à même de connaître si des voitures françaises existent en Italie. Une reconnaissance et un recensement statistique de tout le matériel roulant existent en Italie est en cours et les travaux relatifs à ce sujet pourront être achevés dans un mois environ. Cependant, même si les recherches ont un résultat positif, le Chemins de Fer Italiens ne pourront restituer aucune voiture, sans l'accord préalable de la Commission Alliée en Italie.

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Autotités militaires françaises de visiter l'Italie. Le matériel roulant serait fourni par le Commandement. Français.

La délégation italienne de son côté serait d'accord, a condition que le Commandement. Français obtienne l'approbation de la Commission Allié en Italie et que les formalités douanières, monétaires et de la police soient remplies.

La conférence s'est déclaré d'accord pour que ces formalités soient remplies par les autorités françaises sur le parcours Innsbruck-Brennero et par les autorités italiennes sur le parcours Brennero-Bolzano.

La délégation française a fait remarquer que les militaires français ne possèdent pas un passeport, mais des papiers militaires spéciaux; les délégués des autorités de la police italienne ont fait à leur tour observer que le Commandement. Français devra se mettre d'accord avec la susdite Commission Allié en Italie, qui est à présent compétente pour décider de la qualité et de la validité des papiers pour pénétrer en Italie.

POINT Nr. 9

La délégation française fait part du désir de la S.N.C.F. de Paris de voir rentrer en France les voitures des voyageurs françaises qui se trouvent en Italie dans la zone anglaise.

2302
La délégation italienne a déclaré qu'elle n'aurait pas à même de connaître si des voitures françaises existent en Italie. Une reconnaissance et un recensement statistique de tout le matériel roulant existent en Italie est en cours et les travaux relatifs à ce sujet pourront être achevés dans un mois environ. Cependant, même si les recherches ont un résultat positif, le Chemins de Fer Italiens ne pourront restituer aucune voiture, sans l'accord préalable de la Commission Allié en Italie.

La délégation française prend acte de la déclaration italienne, et prie qu'on lui fasse suivre aussitôt que possible le résultat de ces recherches.

Les délégués F.S., après avoir donné l'assurance de se conformer à la demande française, prie que du côté française également on fasse connaître si dans les réseaux métropolitains et dans les zones austro-

gumériques contrôlées par les Alliés il existe du matériel roulant italien; dans le cas affirmatif ils désirent savoir la quantité et la qualité de ce matériel.

La délégation française s'est déclarée d'accord à ce sujet.

POINT Nr. 10

La délégation française prend acte que soit le Département F.S. de Vienne, soit la Direction Générale des F.S. à Rome feront leur mieux pour faciliter la solution de tous les problèmes qui pourront se présenter. Elle se propose de présenter, tout effet en prendre des dispositions pour accélérer l'échange de la correspondance et pour faciliter l'entente des deux réseaux.

A ce moment, afin de résumer les travaux de la conférence on décide de faire discuter par une S. Commission les questions Nr. 3 et 4, par une S. Commission la question Nr. 5, et enfin par une troisième S. Commission les questions Nr. 1; 2 et 6, en renvoyant à la fin de la conférence la discussion du point Nr. 7 ainsi que celle concernant la matière commerciale et financière de l'exploitation ferroviaire. A une conférence à convoquer sera confié la tâche de discuter les questions mentionnées de caractère général.

Les S. Commissions, après leurs réunions, rapportent à la séance plénière, et la conférence décide ce qui suit:

POINTS Nr. 3 et 4

Brennero.

- a) attribuer ~~des barreaux~~ aux Chemins de Fer Autrichiens: 3 l'aux pour la douane et pour la police dans le petit bâtiment des services de douane marqué (5) sur la planimétrie de la gare; b) 2 l'aux pour les chemins de fer Autrichiens dans la baraque marquée (3); en fin quand on aura réparé la baraque marquée (6), cette dernière sera mise à disposition pour les services des bagages et marchandises en service

POINT Nr. 10

La délégation française prend acte que soit le Gouvernement F.R.G. de Vienne, soit la Direction Générale des F.R.G. à Rome feront leur mieux pour faciliter la solution de tous les problèmes qui pourraient exister et accélérer l'échange de la correspondance et pour faciliter l'entente des deux réseaux.

A ce moment, afin de noter les travaux de la conférence on décide de faire discuter par une S. Commission les questions Nr. 3 et 4, par une autre S. Commission la question Nr. 5, et enfin par une troisième S. Commission les questions Nr. 1; 2 et 6, en renvoyant à la fin de la conférence la discussion du point Nr. 7 ainsi que celle concernant la matière commerciale et financière de l'exploitation ferroviaire. A une conférence à convoquer sera confié la tâche de discuter les questions mineures de caractère général.

Les S. Commissions, après leur réunion, rapportent à la prochaine plénière, et la conférence décide ce qui suit:

POINTS Nr. 3 et 4

Brennero.

a) attribuer ~~à la Commission~~ aux Chemins de Fer Autrichiens: 31 pour la douane et pour la police dans le petit bâtiment des services de douane marqué (5) sur la plaine de la gare; 21 pour les chemins autrichiens dans la baraque marquée (3); enfin quand on aura répré la baraque marquée (6), cette dernière sera mise à disposition pour les services des bagages et marchandises en service.

Le 1. Brennero-Innsbruck.

b) attribuer dans le bâtiment voyageurs marqué (1): une chambre au rez du chaussée près du bureau des dirigeants pour le délégué autrichien; une chambre au premier étage pour l'officier français de liaison représentant technique des chemins de fer.

Les représentants autrichiens pour le moment ont renoncé au droit du personnel des trains et des machines, sous réserve d'examiner les propositions qu'en fera pour l'avenir. La baraque construite en territoire autrichien et de propriété des Chemins de fer autrichiens, sera utilisée pour une partie des bureaux autrichiens jusqu'à ce que soient réparés les autres bâtiments de la gare du côté des F.S.

On est d'accord d'effectuer lundi 19 novembre, à 10 h., une inspection sur place à Brennero, pour examiner les questions de détail sur les attributions cédées et à Innsbruck pour examiner les locaux et les machines prévus par le Convention de 1937, nécessaires pour les services de transit à exploiter par les F.S.

Le payement des redevances dues pour l'occupation des locaux au lieu sur la base des accords financiers à prendre entre les deux Etats.

POINT Nr. 1

Création d'une communication journalière entre Innsbruck et Trento dont l'horaire est le suivant :

INNSBRUCK dép. 7,45; BRENNERO ar. 9,07 dép. 10,00

BOLZANO ar. 12,50 dép. 13,10; TRENTO ar. 14,40 en correspondance avec le train TV 2113 BOLZANO-TRENTO

TRENTO dép. 15,21; Bolzano ar. 16,58 dép. 17,08; Brennero ar. 20,02 dép. 20,42
INNSBRUCK ar. 22,00.

Le matériel autrichien circulera entre Innsbruck et Bolzano; à Brennero il sera ajouté le matériel italien qui ira jusqu'à Trento.

On envisagerait l'opportunité de faire prolonger ces communications jusqu'à Verona.

Un wagon chaudière F.S. sera ajouté aux trains susdits. Le charbon nécessaire pourra être fourni à Innsbruck jusqu'au moment où il aura la possibilité de le fournir à Bolzano. A partir de ce moment, on le fournira en parties égales entre les deux administrations. Le wagon sera piloté par le personnel autrichien sur le parcours autrichien et par le personnel italien sur le parcours italien.

prévisions qu'on fera pour l'avenir. La presque totalité du territoire autrichien et de propriété des Chemins de fer autrichiens, sera utilisée pour une partie des bureaux autrichiens jusqu'à ce que soient réparés les autres bâtiments de la gare du côté des F.S.

On est d'accord d'effectuer lundi 19 novembre, à 10 h., une inspection sur place à Brennero, pour examiner les questions de détail sur les attributions susdites et à Innsbruck pour examiner les locaux et les tribunes prévus par le Convention de 1937, nécessaires pour les services de transit à exploiter par les F.S.

Le paiement des redevances dues pour l'occupation des locaux rattachés au lien sur la base des accords financiers à prendre entre les deux Etats.

POINT Nr.1

Ordonnance d'une communication journalière entre Innsbruck et Trento dont l'annexe ci-après:

INNSBRUCK dép. 7,45; BRENNERO ar. 9,07 dép. 10,00

BOLZANO ar. 12,50 dép. 13,10; TRENTO ar. 14,40 en correspondance avec le

train TV 2113 BOLZANO-TRENTO

TRENTO dép. 15,21; Bolzano ar. 16,58 dép. 17,08; Brennero ar. 20,02 dép. 20,42

INNSBRUCK ar. 22,00.

Le matériel autrichien circulera entre Innsbruck et Bolzano; à Brennero il sera ajouté le matériel italien qui ira jusqu'à Trento.

On envisagerait l'opportunité de faire prolonger ces communications jusqu'à Verone.

Un wagon chaudière F.S. sera ajouté aux trains susdits. Le charbon nécessaire pourra être fourni à Innsbruck jusqu'au moment où il aura la possibilité de le fournir à Bolzano. A partir de ce moment, on le fournira en parties égales entre les deux administrations. Le wagon sera piloté par le personnel autrichien sur le parcours autrichien et par le personnel italien sur le parcours italien.

POINT Nr.2

Il n'y a pas de difficultés en ce qui concerne le changement de traction au Brennero au lieu de Gries et l'acheminement des deux trains voyageurs actuels de Gries à Brennero.

POINT Nr.6

Le rapport donne date que sera fixé d'accord, la visite technique et le rapport technique sur le lieu à Innsbruck, où aura lieu aussi l'enregistrement des véhicules.

POINT Nr. 5

Les deux Délégués italiens et autrichiens reconnaissent la nécessité de revoir au statu-quo l'état, qui est réglé par la Convention de 1937 à l'après laquelle les formalités douanières seront remplies par les douanes autrichiennes à Innsbruck et par les douanes italiennes à Portofino pour les marchandises, tandis que pour les trains voyageurs elles seront remplies par chaque douane dans les trains dans les territoires respectifs autrichien et italien, et, si nécessaire, pendant l'arrêt du train à Brenner.

Le Capitaine Fabre, porte-parole de la Direction des Douanes Françaises à Innsbruck, expose la nécessité de la présence des douaniers français et autrichiens (les prendons par le contrôle) en gare de Brenner. M. le Directeur Général des douanes italiennes désirent revenir à la situation qu'entre, le Capitaine Fabre demande qu'un rapport circonstancié soit adressé à la Direction des Douanes françaises en Autriche à Innsbruck (Landhaus-bureau 434), la quelle examinera la question avec toute la bienveillance possible.

Il va de soi que l'accord doit être donné par les autorités italiennes et la situation envisagée pourra être examinée à nouveau si la situation au Brenner, prendra une grande importance.

Le Délégué italien italien se réserve d'envoyer le rapport demandé, mais, en vue de la reprise des trafics, observe que, dans l'attente de toute décision, les services douaniers seront exécutés, même il est fait à présent, suivant la Convention susdite.

La Conférence est d'accord.

En ce qui concerne le contrôle des passeports, il est d'accord que chacune des deux Polices le fera dans son propre territoire, à savoir:

a) Dans le sens Sud-Nord: Les douanes italiennes à Portofino et les douanes

Les deux Délégués de l'Autriche et l'Autrichienne reconnaissent la nécessité de revoir au statut-quantité, qui est réglé par la Convention de 1937 d'après laquelle les formalités douanières seront remplies par la douane autrichienne à Innsbruck et par la douane italienne à Portofino pour les marchandises, tandis que pour les trains voyageurs elles seront remplies par chaque douane dans les trains dans les territoires respectifs autrichien et italien, et, si nécessaire, pendant l'arrêt du train à Brenner.

Le Capitaine Fèvre, porte-parole de la Direction des Douanes Françaises à Innsbruck, expose la nécessité de la présence des douaniers français et autrichiens (les premiers par le contrôle) en gare de Brenner.

M. le Directeur Général des Douanes italiennes d'insister à la situation quant à la Capitaine Fèvre demande qu'un rapport circonstancié soit adressé à la Direction des Douanes françaises en Autriche à Innsbruck (Landschul-bureau 434), la quelle examinera la question avec toute la bienveillance possible.

Il va de soi que l'accord doit être donné par les autorités italiennes et la situation envisagée pourra être examinée à nouveau si le trafic au Brenner, prendra une grande importance.

Le Délégué italien lit l'annexe se réserve d'envoyer le rapport demandé, mais, en vue de la reprise des trafics, observe que, dans l'attente de toute décision, les services douaniers seront exécutés, même il est fait à présent, suivant la Convention susdite.

La Conférence est d'accord.

En ce qui concerne le contrôle des passagers, il est d'accord que chacune des deux Polices le fera dans son propre territoire, à savoir:

- a) dans le sens Sud-Nord, la Police italienne fera ses contrôles dans les sens Nord-Sud, la Police française - autrichienne fera ses contrôles dans les sens Nord-Sud, la Police italienne fera ses contrôles dans les sens Sud-Nord, la Police italienne fera ses contrôles dans la gare du Brenner, et la Police française - autrichienne le commencera dès

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le départ du train de cette gare.

Si le développement du trafic démentira ultérieurement l'impossibilité de faire le contrôle des passagers de la frontière sudite, les Autorités compétentes des deux Pays prendront les accords nécessaires pour les modifications opportunes.

POINT Nr. 7

En ce qui concerne le trafic international, les F.S. proposent d'adopter la lettre de voiture internationale afin de faciliter le transport et d'appliquer, en accord avec les Chemins de fer Suisses, les dispositions de la CUI, de la PUI et de la CFI, sous réserve de quelque point particulier inhérent à la situation actuelle.

Les Chemins de fer Autrichiens font observer qu'au présent et tant que des prescriptions pour le paiement des frais relatifs au parcours autrichien ne sont pas convenues, le transport, remis d'Etat à Etat, ne doit pas être gravé d'aucun frais concernant les parcours internationaux.

Les F.S. prennent acte de cette déclaration.

Il demeure entendu qu'il appartient aux Chemins de fer Autrichiens de prendre contact avec les Chemins de fer Suisses en vue de résoudre les difficultés dont il s'agit afin de qu'un accord transport, puisse être passé pour l'institution d'un trafic direct.

En ce qui concerne les transports déjà effectués, les Administrations intéressées désignent une Commission qui sera chargée de les ramener conformément aux dispositions susvisées.

POINT 10

Il a été convenu de remettre en vigueur la comptabilité de transit à Innsbruck et d'appliquer les dispositions prévues dans l'accord du 1^{er} janvier 1941 pris avec les Chemins de fer allemands jusqu'à ce que des nouveaux accords aient été pris à ce sujet.

La séance est levée à 12 h., dans l'entente que de la part

des deux parties, le présent procès-verbal, qui a été rédigé et signé par les

Les modifications proposées.

POINT Nr. 7

En ce qui concerne le trafic italo-suisse, les F.S. proposent d'adapter la lettre de voiture internationale afin de faciliter le transport et d'appliquer, en accord avec les Chemins de fer Suisses, les dispositions de la CEE, de la PHE et de la CEE, sous réserve de quelque point particulier inhérent à la situation actuelle.

Les Chemins de fer Autrichiens font observer qu'au présent et tant que des prescriptions pour le paiement des frais relatifs au personnel autrichien ne seront pas convenues, le transport, remis d'Etat à Etat, ne doit pas être gravé d'aucun frais concernant les personnes intéressées.

Les F.S. proposent acte de cette déclaration.

Il a été entendu qu'il appartient aux Chemins de fer Autrichiens de prendre contact avec les Chemins de fer Suisses en vue de résoudre les difficultés dont il s'agit afin de qu'un accord transport, puisse être passé par l'institution d'un trafic direct.

En ce qui concerne les transports déjà effectués, les Administrations intéressées désignent une Commission qui sera chargée de les rapporter conformément aux dispositions susvisées.

POINT 10

Il a été convenu de remettre en vigueur la compétence de transport à Innsbruck et d'appliquer les dispositions prévues dans l'accord du 1^{er} janvier 1941 pris avec les Chemins de fer Allemands jusqu'à ce que des nouveaux accords soient pris à ce sujet.

La séance est levée à 12 h., dans l'entente que de la part italienne le présent procès verbal, qui a été relu et approuvé par les délégués présents, sera soumis à Rome à l'approbation de la Commission.

Le présent texte a été traduit en italien et en allemand et approuvé par les parties intéressées. Ce procès verbal sera envoyé aux Administrations participantes dans la quantité suivante:

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Direction Générale des Travaux Publics et Communications
Gouvernement Militaire Français en Autriche
Chemin de fer Autrichiens de l'Etat* Direction de
Innsbruck
Sous-Commission des Transports auprès du Gouvernement
It. Lion à Rome
D.M.R.S. Veron
id. Rome

Signés
Lelai
Dupin
Menel Poble
Syons
Cruciale

Mr. 1
" 10
" 4
" 1
" 3

MINUTES OF VERONA CONFERENCE

held in Verona on the 13 and 14 November 1945 for the rehabilitation of traffic between Austria and Italy Via Brenner Post, *Pass*

PERSONS ATTENDINGFRENCH REPRESENTATIVES

Colonel	DUPIN	Direction General for Transport for Austrian M.G.
Major	CHARTON	Chief Inspector Work Service of Austrian Railways.
Major	DAVOUST	Chief Inspector of Equipment and Traction Service.
Captain	LEVECHIN	Chief Inspector of Movements Service
"	CHERET	" " Administration "
"	FABRE	Custom Duty of Austrian M.G.
"	FUMET	Public Safety
"	COMBE	" "
2nd Lt.	FEUILLERAC	Technical Commissioner at Brenner
"	PHILIPP	Secretary Interpreter

AUSTRIAN REPRESENTATIVES

^C MENKL	Vice President	Direction Austrian Railway Innsbruck
RUFF	^{Chief} Inspector of Movements.	" "
STOLZ	" Traction	" " 2298
WEINRATH	" Commerce	" "
PAHLE	" Custom Duty	Territorial Financial Office in <i>Tirol</i>
ZECHBAVER	" Custom Duty Tirol	" "
	at Colle del Brennero	" "

PERSONS ATTENDING

FRENCH REPRESENTATIVES

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Captain	LEVECHIN	Chief Inspector of Movements Service
"	CHERET	" " " Administration "
"	FABRE	Custom Duty of Austrian M.G.
"	FULET	Public Safety
"	COMBE	" "
2nd Lt.	FEULLERAC	Technical Commissioner at Brenner
" "	PHILIPP	Secretary Interpreter

AUSTRIAN REPRESENTATIVES

^C MENZL	Vice President	Direction Austrian Railway Innsbruck
RUFF	^{Chief} Inspector of Movements.	" " "
STOLZ	" Traction	" " 2298
WEINRATH	" Commerce	" " "
PAHLE	" Custom Duty	Territorial Financial Office in <i>Tiro</i>
ZECHBAVER	" Custom Duty Tiro	" " "
		at Colle del Brennero " " "

BRITISH REPRESENTATIVES

Major	SYMONS	TRANSPORTATION Sub- Commission in Italy
Lt.	SYMONS	O. M. R. S.

ITALIAN REPRESENTATIVES

Doctor	^g MAZZERI	Commerce Export ^e Foreign Office
"	GARGIULO	Chief Division
		Frontier Police -Ministry of Intern

- 2 -

Doctor CRUDELE	Direction General Custom Duty	Ministry of Treasury
" DE LUCA	Inspector for Custom Duty	" " "
" BOLOGNESI	"Vice Questore"	" " Intern
" LALONI	Chief Commercial Service	Ministry of Transport Direction General I.S.R.
Ing. RENDA	Chief Inspector Work Service	<i>ditto</i>
" DITARSIA	Chief Inspector Movements Service	"
Doct. MARTANO	Chief Inspector Commerce Service	"
Ing. CAPEZZONE	Chief Inspector Movements Service	"
Det. FAVARA	Provincial Insp. Commerce Service	"
Doct. RENZETTI	" " "	"
MALCHIORI	" " "	"
TESTA	1st class " "	"
Rag. BETTINI	Chief Secretary Account Office	"
GIANNINI	" " Movement Service	"

Ing. PARTANI	Chief Compartment (Ministry of Transport Verona Compartment I.S.R.)	
" FONTANA	Chief Inspector Work Section Bolzano	<i>ditto</i>
" FETTARAPPA	Chief Inspector Movement Section	" " "
" QUARELLA	Chief Inspector Equipment Section	" " "
Avv. LASTRUCCI	Chief Inspector Commerce Section	" " 2297 "
Ing. ROSSETTI	Provincial Inspector, Movement Section Verona	" " "
Ing. GULIANI	Provincial Inspector, Movement Section	" " "

Ing. RENDA	Chief Inspector Work Service	<i>ditto</i>
" DITARZIA	Chief Inspector Movements Service	"
Doct. MARTANO	Chief Inspector Commerce Service	"
Ing. CAPEZZONE	Chief Inspector Movements Service	"
Doct. FAVARA	Provincial Insp. Commerce Service	"
Doct. RENZETTI	" " "	"
MALCHIORI	" " "	"
TESTA	1st class " "	"
Rag. BETTINI	Chief Secretary Account Office	"
GIANNINI	" " Movement Service	"

Ing. PARTANI	Chief Compartment (Ministry of Transport Verona	
" FONTANA	Chief Inspector Work Section Bolzano	Compartment I.S.R. <i>ditto</i> Ministry of Transport Verona ecc.
" FETTARAPPA	Chief Inspector Movement Section	" " "
" QUARELLA	Chief Inspector Equipment Section	" " "
Avv. LASTRUCCI	Chief Inspector Commerce Section	" " 2297 "
Ing. ROSSETTI	Provincial Inspect. Movement Section Verona	" " "
Ing. GULIANI	Provincial Inspect. Movement Section Verona	" " "
Doct. TILLI	1st Inspector Mov. Section Verona	" " "
Ing. NALOTTO	1st class Inspect. Work Section Verona	" " "
Fontebasso	Chief Rip. Mov. Sec. Bolzano	" " "
GALANTINI	Chief Rip. Traffico	" " "

3AGENDA

- 1st Introduction of two passengers trains from Innsbruck to Bolzano and back and of two passengers trains from Innsbruck to Brenner and back;
- 2nd Possibility of changing the engines of the passenger trains at Brenner and not at Gries;
- 3rd ~~Render~~ ^{Render} available ~~at Brenner~~ ^{at Brenner} of office rooms for the French and Austrian railway, custom and police personnel *at Brenner.*
- 4th Lodgings for the French and Austrian personnel at Brenner;
- 5th Custom and pass-port service;
- 6th Technical inspection to equipment;
- 7th Swiss - Italian traffic;
- 8th Introduction of some ~~vacation~~ ^{vacation} train Innsbruck-Venice
- 9th Return of French equipment in the British area in Italy;
- 10th Insure good neighbour policy between the Railway Branches of Verona and Innsbruck.

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Ing. Portanni opened the meeting giving his welcome to those present and wishing that it will *succeed* in the restoration of relations with Italy.

Det. Laloni Head of the Italian Delegation expresses his hopes that the work of the Conference will be greatly facilitated in consideration of the fact that the existing Convention between the two Administrations, already regulated all the questions in the Agenda with satisfaction of both parties.

It is a matter of provisionally reinstituting the regulation of said Convention with the modifications to be taken in view of the new situation.

The Austrian Representatives agree.

Det. Laloni proposed to discuss points 8, 9, and 10 of the Agenda. All the members agree.

Point No. 8.

Regards point 8 the French Delegation informs of the desire of the French Command in Austria to introduce a weekly train, Innsbruck-Venice, to enable the French soldiers to visit Italy. The rolling stock would be furnished by the ~~French~~ Command.

The Italian Delegation would have nothing to object, ~~an~~ condition that the French Command obtain the approval of the Allied Commission in Italy and the necessary custom, money exchange, and police regulations, be observed.

The members agree that the control of the said regulation be made by the French Authorities ~~in~~ the line Innsbruck-Brenner and by the Italian ~~in~~ the line Brenner-Bolzano.

The French Delegation makes present that the French soldiers have no passport but military documents.

The Italian Police, Delegate declares that the French ~~Command~~ ^{Command} must contact the Allied Commission in Italy, which, for the time being, is the sole to decide on the type and soundness of the documents necessary to enter Italy.

Point No 9

The French Delegation informs that the "Società Nazionale des Chemins de Fer, S.N.E.F." expressed the wish that the French passenger coaches presently in the British zone in Italy be returned to France.

The Italian Delegation declares to be not in the position to say if French coaches are in Italy. ~~are in Italy~~. A survey is taking place of all foreign equipment in Italy, and the results will be

Agenda with satisfaction of both parties.

It is a matter of provisionally reinstituting the regulation of said Convention with the modifications to be taken in view of the new situation.

The Austrian Representatives agree.

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The Italian Delegation would have nothing to object, ~~an~~ condition that the French Command obtain the approval of the Allied Commission in Italy and the necessary custom, money exchange, and police regulations, be observed.

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Point No 9

The French Delegation informs that the "Società Nazionale des Chemins de Fer, S.N.E.F." expressed the wish that the French passenger coaches presently in the British zone in Italy be returned to France.

The Italian Delegation declares to be not in the position to say if French coaches are in Italy. ~~are in Italy~~. A survey is taking place of all foreign equipment in Italy, and the results will be known in a month. In any case even if the results are positive the I.S.R. have no authority to return any rolling stock without the approval of the Allied Commission in Italy.

The French Delegation takes notice of the Italian statments and begs to be informed as soon as the results of the survey are made available.

The Delegates of the I.S.R. assure, and request that on their part too, the French Delegation inform if in France, or in those parts of Germany, or Austria, controlled by the French Army there is any

Italian rolling stock, and if so, inform the I.S.R. regards the amount and quality.

The French Delegation gives assurance in regard.

Point No 10

The French Delegation takes notice that both the Compartimento I.S.R. in Verona and the Direzione Generale I.S.R. in Rome will try their best to facilitate the solution of all service problems which will show up. In regards it is agreed to use the ~~exchange~~ ^{exchange} of correspondence and facilitate the understanding of both Railways.

To quicken the works of the Conference it is agreed that points 3 and 4, be discussed by another Sub-Commission, that question 5, and question 1-2 and 6, be given respectively to other two Sub-Commissions, and that question 7 regarding the financial and commercial management of the railway be discussed towards the end of the Conference.

To another conference will be given the task of discussing questions of a general character and of money exchange.

After the Sub-Commission have met, the results are made known and the Conference decides on the following:

Point No 3 and 4.

Brenner

a) Assign to the Austrian Railway on the intermediate side-walk for the Custom personnel and the police:

- 3 rooms in the custom house No 5,
- 2 rooms for the railway personnel in the barrack No 3,
- when the barrack No 6 will be repaired it shall be assigned for the local baggage and goods service Brenner-Innsbruck:

b) in the travelers building- a room for the Austrian Delegate.

on the ground floor near the Management Offices;

- a room on the first floor of the same building for the Liaison Office.

The Austrian Representatives have renounced for the time being to ~~sleeping~~ ^{sleeping} quarters for the traveling personnel.

The Austrians will use their barrack on Austrian territory as ~~other buildings~~ ^{other buildings} are repaired by the I.S.R.

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on the ground floor near the Management Offices;

- a room on the first floor of the same building for the Liaison Office.

The Austrian Representatives have renounced for the time being to sleeping quarters for the traveling personnel.

The Austrians will use their barrack on Austrian territory as Austrian Offices until other buildings are repaired by the I.S.R. at the Brenner Station.

The members of the Conference agree to make a reconnaissance at Brenner, on Monday 19, at 10 o'clock, and also at Innsbruck to examine the situation, of all the rooms and barracks mentioned in the convention of 1937, for the use of the I.S.R. service.

Point No. 1

Establish a daily train from Innsbruck to Trento operating the following schedule:

Innsbruck d. 7.45; Brenner a. 9.07 - d. 10.00, Bolzano a. 12.50 - d. 13.10, Trento a. 14.10 in connection with the train T V 2113 Bolzano-Trento.

Trento d. 1521, Bolzano a. 16.58 - d. 17.00, Brenner a 20.02 - d. 20.42 Innsbruck a 22.00

Austrian rooling stock will operate between Innsbruck and Bolzano. At Brenner Italian rooling stock which will go to Trento will be added.

The proposal is made to have this service continue to Verona.

To the a/m train an I.S.R. ^{heating} ~~trating~~ car will be added. It will supply coal at Innsbruck and will continue to do so until coal is available in Bolzano after which it will be supplied in equal parts by both Administrations. The car will be in care of Austrian personnel.

Point No 2.

There are no objections, to the change of engine at Brenner instead of Gries, and to the continuation of the present service from Gries to Brenner.

Point No 6.

The technical inspection and the repair work will be done at Innsbruck beginning on a date to be fixed in common agreement.

Point No 5

Both the Italian and Austrian Delegation agree to return to the "stat^{es} quo ante" in accordance to the convention of 1937, by which, for the passenger trains the customs inspection will be practiced on train by each custom office in its own territory eventually completing it at Brenner. For the goods, the Austrian costum duty will operate at Innsbruck, the Italian at Fortezza.

On this question, Cap. Fabre, on behalf of the French Custom House in Innsbruck, makes present the necessity of having the Austrian and the French Custom Officers at Brenner (the French for the controll).

The General Director of the Italian Custom Duty Office also desires to return to the former system. Capt. Fabre therefore asks that a minute account be made addressed to Office of the French Custom Duty in Austria, (Landhous-Bureau No 434 -Innsbruck), which will favourably examine the question. It is obvious that, 9293

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The Italian Delegation agrees to send the requested report, but informs that, in the mean while, whilst waiting for the decision, the custom service will continue as it has, on the basis of the said convention.

7

Regards the pass-port inspection it is understood it will be made by the police of each respective country within its own territory;

- a) north towards south: The Austrian-French police will have finished its inspection at the arrival of the train at Brenner; the Italian police will start as soon as the train arrives at Brenner.
 - b) south towards north: The Italian police control at Brenner, and the Austrian-French police will start as soon as the train departs from said station.
- Of the number of the pass-ports is such that the controll can't be executed as a/m the concerned Authorities will agree to the necessary modifications.

Point No 7

Commercial and Financial Questions

The Conference closed at 12 o'clock with the agreement that the present ^{minutes} ~~ministers~~, read and approved by the meeting, will be submitted to the approval of the Allied Commission in Rome.

2295

Transportation Sub Commission;
Allied Commission;
Rome.

Subject:- Verona Conference.

I beg to forward papers etc. in connection with the above conference; which I attended.

The conference was well attended and was particularly well run. A member of the MRS. was present.

I made it quite clear to the conference that any decisions arrived at must be submitted to the appropriate Competent Allied Authority before any action whatsoever could be taken. The President was quite clear on the point and as you will see by the minutes when you receive same that a note to that effect has been inserted in the minutes.

The French chief delegate was all for getting things on the move at once but the Italians were not to be driven. With regard to the transfer of French rolling stock from Italy was discussed at some length and in the end they decided just to collect data which seemed to me quite a harmless procedure.

Below please find a copy of my presentation to the Assembly:-

■ All recommendations concerning transport matters must be submitted to the Competent Allied Authority for consideration; who I feel sure will give same a sympathetic thought. The question of the transfer of French rolling stock from Italy will have to be considered by the same authority before any action whatsoever can be taken to put such transfer into effect".

Complete copies of the minutes of the conference were not ready but I asked that 4 copies of same be sent to you at the earliest opportunity.

Milan;
16th Nov. 45

Major;
Transportation Sub Commission;

2291

Conf. Clearing

D. A. ...

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Major;
 Transportation Sub Commission;

2291

Conf. Closeup
 Phase have from London in case
 of member and encourage to Pass copy
 to Paul Dir
 N.S.
 AFHQ
 Movement H.C.

Handwritten signature

1325

Mr. Symons

V E R B A L E
=====

della Conferenza tenuta a Verona nei giorni 13 e 14 novembre
1945 per la riattivazione del traffico tra l'Austria e l'Italia

Via Brennero

1326

V E R R E L L E

della Conferenza tenuta a Verona nei giorni 13 e 14 novembre
1945 per la riattivazione del traffico tra l'Austria e l'Italia
Via Brennero

2290

6 Capit. L. Lion
D. Lion

ORDINE DEL GIORNO

=====

- 1°- Istituzione di due treni viaggiatori da Innsbruck a Bolzano e ritorno e di due treni Innsbruck-Brennero e ritorno;
- 2°- Possibilità di eseguire il cambio delle locomotive dei treni viaggiatori a Brennero e non a Gries;
- 3°-Messa adispezione a Brennero di locali di servizio per il personale francese ed austriaco delle ferrovie, della dogana e della polizia;
- 4°-Alloggiamento del personale francese ed austriaco presso la stazione di Brennero;
- 5°-Servizio doganale e controllo passaporti;
- 6°-Visita tecnica materiale e condizioni di scambio;
- 7°-Traffico italo-svizzero;
- 8°-Effettuazione di qualche treno di piacere Innsbruck-Venezia;
- 9°-Restituzione del materiale francese proveniente dalla zona inglese in Italia;
- 10°-Assicurare relazioni di buon vicinato con le due direzioni di Verona e di Innsbruck.

L'ing. Partanni, capo del Compartimento delle Ferrovie italiane dello Stato in Verona, porge il suo benvenuto ai presenti e fa voti che i lavori della Conferenza siano coronati da un pieno accordo e portino alla auspicata ripresa degli scambi con l'Italia.

Il Dott. Laloni, capo della Delegazione italiana, esprime la sua fiducia che i lavori della Conferenza possano essere ultimati sollecitamente e ciò per la considerazione che la Convenzione fra le due amministrazioni ferroviarie già regolava con reciproca soddisfazione tutte le questioni all'ordine del giorno.

Si tratta di rimettere in vigore, in via provvisoria, le singole disposizioni di tale Convenzione con gli aggiornamenti richiesti dalla nuova situazione di fatto.

I rappresentanti delle Ferrovie Austriache si dichiarano d'accordo.

Ciò premesso, il Dr. Laloni propone di discutere innanzi tutto i punti N°8, N°9 e N°10 dell'Ordine del giorno. La Conferenza si dichiara d'accordo.

PUNTO N° 8

In merito al punto N°8 la Delegazione francese fa presente che sarebbe desiderio del Comando francese in Austria di attivare un treno settimanale Innsbruck-Venezia, affinché i militari francesi possano visitare l'Italia. Il materiale rotabile sarebbe fornito dal Comando stesso. 2288

La Delegazione italiana, per parte sua, nulla avrebbe in contrario, purché, ben s'intende, il Comando francese ottenga la necessaria approvazione della Commissione Alleata in Italia e purché siano adempiute le prescritte formalità per il controllo doganale, valutario e di polizia.

La Conferenza è d'accordo che tali formalità siano eseguite sulla tratta Innsbruck-Brennero dalle autorità francesi, e fra Brennero e

1329

L'ing. Bartanoli, capo del Compartimento delle Ferrovie italiane dello Stato in Verona, porge il suo benvenuto ai presenti e fa voti che i lavori della Conferenza siano coronati da un pieno accordo e portino alla auspicata ripresa degli scambi con l'Italia.

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La Conferenza è d'accordo che tali formalità siano eseguite sulla tratta Innsbruck-Brennero dalle Autorità francesi, e fra Brennero e Bolzano dalle Autorità italiane.

La Delegazione francese fa osservare che i militari francesi non hanno un passaporto come i civili, bensì documenti militari particolari. Il Delegato della Autorità di polizia italiana fa a sua volta

-5-

notare che pertanto il Comando francese dovrà prendere accordi con la predetta Commissione Alleata in Italia, alla quale spetta ora di decidere circa la qualità e la validità dei documenti per entrare in Italia.

PUNTO N° 9

La Delegazione comunica che sarebbe desiderio della Société Nationale des Chemins de fer S.N.C.F. Parigi di vedere rientrare in Francia le carrozze viaggiatori francesi che si trovano in Italia nella zona ing.

La Delegazione italiana dichiara di non essere in grado di affermare se carrozze francesi siano o meno in Italia. E' in corso una ricognizione ed una rilevazione statistica di tutto il materiale straniero esistente in Italia ed i lavori relativi potranno essere ultimati fra un mese circa. Tuttavia, anche se l'esito delle ricerche sarà positivo, Ferrovie Statali dello Stato non potranno restituire alcun rotabile senza il preventivo assenso della Commissione Alleata in Italia.

La Delegazione francese prende atto della dichiarazione italiana e rivolge preghiera perché, appena possibile, le siano comunicati i risultati degli accertamenti fatti.

I Delegati F.S., mentre danno assicurazioni, chiedono che anche da parte francese si faccia conoscere se nella rete metropolitana o nelle zone austro-germaniche controllate dall'Armata francese esistano rotabili italiani, e in caso affermativo si faccia conoscere alle F.S. i dati circa la consistenza e la qualità di tale materiale.

La Delegazione francese dà assicurazioni al riguardo.

2297

PUNTO N° 10

La Delegazione francese prende atto che tanto il Compartimento

F.S. di Verona quanto la Direzione Generale delle F.S. in Roma faranno del loro meglio per facilitare la risoluzione di tutti i problemi di esercizio che si potranno presentare. A tale scopo di prendono accordi

la predetta Commissione Alleata in Italia, alla quale spetta ora di decidere circa la qualità e la validità dei documenti per entrare in Italia.

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La Delegazione Italiana dichiara di non essere in grado di affermare se carrozze francesi siano o meno in Italia. E' in corso una ricognizione ed una rilevazione statistica di tutto il materiale straniero esistente in Italia ed i lavori relativi potranno essere ultimati fra un mese circa. Tuttavia, anche se l'esito delle ricerche sarà positivo, Ferrovie Statali dello Stato non potranno restituire alcun rotabile senza il preventivo assenso della Commissione Alleata in Italia.

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o o o

A questo punto, per accelerare i lavori della Conferenza si è

-6-

decide di discutere in un'apposita Sottocommissione le questioni N°3 e N°4, in un'altra Sottocommissione la questione N°5, ed in un'altra terza Sottocommissione le questioni N°1, N°2 e N°6, rimandando alla fine della Conferenza la discussione del punto N°7 e quella concernente la materia commerciale o finanziaria dell'esercizio Ferroviario. Ad una Conferenza da convocarsi a parte verrà affidato il compito di discutere le questioni valutarie di carattere generale.

Le Sottocommissioni, dopo essersi riunite, riferiscono in assemblea plenaria e la Conferenza decide quanto segue/:

PUNTO N° 3 N° 4

Brennero

a) assegnare alle ferrovie austriache nel sercapiè intermedio, per la dogana e la polizia:

- 3 locali nel fabbricato dei servizi doganali; (5)
- 2 locali per il personale ferroviario nella baracca (3)
- infine quando la baracca (6) sarà ripristinata, essa sarà assegnata per il servizio locale bagagli e merci Brennero-Innsbruck.
- b) nel fabbricato viaggiatori - una camera a piano terreno (1) attiguo all'Ufficio Dirigenti per il Delegato austriaco;
- una camera al primo piano dello stesso fabbricato, per l'Ufficio di Collegamento Francese.

I Rappresentanti austriaci hanno richiesto per ora al dormitorio del personale viaggiante e di macchine.

La baracca costruita in territorio austriaco e di proprietà delle ferrovie austriache sarà utilizzata per parte degli Uffici austriaci fino a chè non saranno ripristinati da parte F.C. altri fabbricati di stazione.

I convenuti sono d'accordo di effettuare lunedì 19 - alle ore 10 - un sopralluogo al Brennero per esaminare la questione di dettaglio e

Nº3 e Nº4, in un'altra sottocommissione la questione Nº5, ed in un'altra terza sottocommissione le questioni Nº1, Nº2 e Nº6, rispondendo alla fine della Conferenza la discussione del punto Nº7 e quella concernente la materia commerciale e finanziaria dell'esercizio ferroviario. Ad una Conferenza da convocarsi a parte verrà affidato il compito di discutere le questioni valutarie di carattere generale.

Le Sottocommissioni, dopo essersi riunite, riferiscono in assemblea plenaria e la Conferenza decide quanto segue:

PUNTO Nº 3 No 4

Premiere

a) assegnare alle ferrovie austriache nel sciocapiede intermedio, per la dogana e la polizia:

- 3 locali nel fabbricato dei servizi doganali; (5)
- 2 locali per il personale ferroviario nella baracca (3)
- infine quando la baracca (6) sarà riparata, essa sarà assegnata per il servizio locale bagagli e merci Brennero-Innsbruck.

b) nel fabbricato viaggiatori - una camera a piano terreno (1) assegnata all'Ufficio dirigenti per il delegato austriaco;

- una camera al primo piano dello stesso fabbricato, per l'Ufficio di Collegamento Francese.

I Rappresentanti austriaci hanno rinunciato per ora al dormitorio del personale viaggiante e di macchina.

La baracca costruita in territorio austriaco e di proprietà delle ferrovie austriache sarà utilizzata per parte degli Uffici austriaci fino a che non saranno ripristinati da parte P.S. altri fabbricati di stazione.

I convenuti sono d'accordo di effettuare lunedì 19 - alle ore 10 - un sopralluogo al Brennero per esaminare la questione di dettaglio e di esaminare ad Innsbruck tutti i locali e baracche previste nella comprensione del 1937, necessari per il servizio di transito delle

P.S.-

-7-

PUNTO N° 1

Istituzione di una comunicazione giornaliera fra Innsbruck e Trento con il seguente orario:

INNSBRUCK p. 7,45 ; BRENNERO a. 9,07 - p. 10,00; a.
BOLZANO a. 12,50 p. 13,10; TRENTO a. 14,40, in collegamen-
to con il treno TV 2113 BOLZANO - TRENTO.
TRENTO p. 15,21 ; BOLZANO a. 16,58 - p. 17,08; BRENNERO a. 20,02 -
p. 20,42 INNSBRUCK a. 22,00;

Fra INNSBRUCK e BOLZANO circolerà materiale austriaco; a Brennero sarà aggiunto materiale italiano che proseguirà fino a Trento.

Si svilupperà l'opportunità di far proseguire dette comunicazioni fino a Verona.

Ai treni suddetti sarà assegnato un carro riscaldatore P.S. per il quale potrà essere dato carbone ad Innsbruck fino a quando non ne potrà essere fornito a Bolzano, dopo di che sarà fornito in parti uguali dalle due Amministrazioni. Il carro sarà condotto da personale austriaco.

PUNTO N° 2

Nessuna difficoltà sussiste per il cambio trazione a Brennero anziché a Gries e per il proseguimento dei due treni attuali viaggiatori da Gries a Brennero.

PUNTO N° 6

La visita tecnica e la riparazione del materiale, a partire da una data che verrà stabilita di comune accordo, nonché la registrazione dei veicoli verranno eseguite ad Innsbruck.

PUNTO N° 5

Tanto la Delegazione Italiana quanto quella Austriaca riconoscono la necessità di tornare allo stato quo ante, disciplinato dalla convenzione del 1937, secondo la quale, mentre le operazioni doganali per i treni viaggiatori si devono compiere da ciascuna dogana, sui treni, nel proprio territorio, completandole eventualmente durante la sosta al

2285

INNSBRUCK p. 7,45 ; BRENNERO a. 9,07 - p. 10,00; a.
 BOLZANO a. 12,50 p. 13,10; TRENTO a. 14,40, in collegamen-
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Si suggerirebbe l'opportunità di far proseguire dette comunicazioni
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 proprio territorio, completandole eventualmente durante la sosta al
 Brennero, per le merci invece la dogana austriaca deve operare ad
 Innsbruck e quella Italiana a Portezza.

Senonché il capitano Fabre, porta parola della Direzione della Do-
 gana Francese ad Innsbruck, fa presente la necessità della presenza

...

al Brennero dei (canicri austriaci e francesi) (questi ultimi per il controllo).

Il Direttore Generale delle Dogane Italiane desidera anche lui tornare alla situazione quo ante ed il Capitano Fabre chiede che un rapporto circostanziato sia indirizzato alla Direzione della Dogana Francese in Austria (Landhaus-Bureau n° 434 - Innsbruck) che esaminerà la questione con tutta la possibile benevolenza. E' ovvio che anche in proposito occorre la approvazione delle Autorità ^{alleate} ~~italiane~~ e che se il traffico al Brennero dovesse prendere un notevole sviluppo, la questione potrebbe essere nuovamente esaminata.

La Delegazione Italiana si riserva di mandare il rapporto richiesto, data la ripresenza dei traffici, fa presente che in attesa di ogni decisione, i servizi doganali svolgeranno, come di fatto già si svolgono, in conformità della ricordata convenzione.

Quanto al controllo dei passaporti resta inteso che ciascuna delle

due Polizie lo eseguirà nel territorio del proprio Paese e cioè:

a) nel senso nord-sud: la Polizia franco-austriaca dovrà avere ultimato i propri controlli all'arrivo del treno al Brennero; la Polizia italiana li inizierà appena giunto il treno in detta stazione;

b) nel senso sud-nord: la Polizia italiana eseguirà i suoi controlli in stazione, al Brennero, e quella franco-austriaca li inizierà alla partenza del treno da detta stazione.

Qualora per l'incremento del traffico il controllo dei passaporti non potesse effettuarsi nel modo soprariportato, le Autorità competenti dei due Paesi si accorderanno per le necessarie modificazioni.

PUNTO N° 7

2287

QUESTIONI COMMERCIALI E FINANZIARIE:

2283

La seduta si leva alle ore 12, nella intesa che, da parte italiana, il presente verbale, riletto ed approvato dagli intervenuti, verrà sottoposto a Roma all'approvazione della Commissione Alleata. Bessa sarà inviata alle Amministrazioni partecipanti nei seguenti quantitativi:

Direzione Generale dei Trasporti-Governo Militare Austria	N°
Ferrovie Austriache dello Stato Direzione Innsbruck	"
Sottocommissione Trasporti presso Governo It.-- Roma	"

QUESTIONI COMMERCIALI E FINANZIARIE:

2283

La seduta si leva alle ore 12, nella intesa che, da parte italiana, il presente verbale, riletto ed approvato dagli intervenuti, verrà sottoposto a Roma all'approvazione della Commissione Alleata. Nessuna sarà inviata alle Amministrazioni partecipanti nei seguenti quantitativi:

Direzione Generale dei Trasporti-Governo Militare Austria	N°
Ferrovie Austriache dello Stato Direzione Innsbruck	"
Sottocommissione Trasporti presso Governo It.- Roma	"

ORDINE DEL GIORNO

della Conferenza indetta a Verona per il 12 novembre

- 1° - Istituzione di due treni viaggiatori da Innsbruck a Bolzano e ritorno e di due treni Innsbruck - Brennero e ritorno;
- 2° - Possibilità di eseguire il cambio delle locomotive dei treni viaggiatori a Brennero e non a Gries;
- 3° - Messa a disposizione a Brennero di locali di servizio per il personale francese ed austriaco delle ferrovie, della dogana e della polizia;
- 4° - Alloggiamento del personale francese ed austriaco presso la stazione di Brennero;
- 5° - Servizio doganale e controllo passaporti;
- 6° - Visita tecnica materiale e condizioni di scambio;
- 7° - Traffico italo-svizzero;
- 8° - Effettuazione di qualche treno di piacere Innsbruck - Venezia;
- 9° - Restituzione del materiale francese proveniente dalla zona inglese in Italia.

IO= Assicurare relazioni di buon vicinato con le due direzioni di Verona e di Innsbruck

Il Dir. F.to Del Mas

2289

*Lettera A. F. M. Cava D'Alba 8/11/45.
He has written to Major D. Berlioz.
who says they are in Innsbruck pending
French military commitment in war.
No one requires to answer.*

*Adm. byj. W. R. (first) 17/12/45.
J. M.*

of preliminary meeting held on November 7, 1945 at the I.S.R. Division General for agreement upon proposals to be presented at the meeting on Verona on November 12 about the reopening of Brenner transit.

for the Allied Commission : Major A.C.Ping of Tn Sub-Commission.
for the Ministry of Foreign Affairs: Doctor Santovincenzo General Consul,
 Direction General Economical Affairs.
 Doctor Gargiulo Chief Division frontier
 police. Direction General Public Safety.
 Doctor Crudelli. Director General
 Doctor De Luca General Inspector
 Direction General for Customs.
 Ing.Di Raimondo Director General

Mag. Bettini Chief Secretary Account Office

Ing. Di Raimondo Director General ISR opens the meeting, which is preparatory to the successive one to be held at Verona on November 12 about traffic resumption with Austria, wishing that it will give its contribution to the restoration of relations with the concerned foreign Administrations.

He is sorry for not being able to assist owing to previous engagements and, while taking leave, appoints Doct. Laloni as his representative.

Doctor Laloni resumes the question pointing out that as from a report by the Verona Compartimento, a meeting examining the possibilities of traffic resumption with Austria through Brenner Pass which, owing to the Villach-Tarvisio one present conditions, should be used for all the possible present traffic between Italy and the European North-East.

The assistance was composed by the Allied Representatives, the Austrian Railways Authorities, the General Director of Customs for the district and the ISR Chief of Movement Section of Bolzano.

The Austrian Representatives presented proposals for the operation of a few passenger and freight round trips and for the centralization of all railway and administrative services interesting the two countries at Brenner Station. The ISR Official declared that he was there only as an observer and therefore he had not the authority of assuming whatever engagements; he could only report to his superior office; and that he made immediately sending memorandum to his Compartimento.

The Ministry of Transports received the report and, in consideration of the insufficient station commodities and the climatic conditions, that have never permitted the centralization of all transit services at Brennero

for the Ministry of Finance;

for the Ministry of Transports;

Police, Direction General Public Safety.
Doctor Crudeli, Director General
Doctor De Luca General Inspector
Direction General for Customs.
Ing. Di Raimondo Director General
Doctor Laloni Chief Commercial Service
Ing. Celli Chief Inspector Movement Service.
Ing. De Cernè " Commercial " Movement
Ing. Cappellini " Work Service
Ing. Renda " Movement
Ing. Di Tarsia " Commercial " Movement
Dotter Martino " Movement
Ing. Capezzone " Movement
Ing. Bettini Chief Secretary Account Office.

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The Ministry of Transports received the report and, in consideration of the insufficient station commodities and the climatic conditions, that have never permitted the centralization of all transit services at Brennero (they were previously shared among Innsbruck, Brenner and Fortezza), has immediately informed the Allied Command with letter C.232.12853.6 dated 16 October 1945 requesting his intervention so that no variation was to be brought to the pre-existing legal and effective conditions.

Presently the France Command of Innsbruck has invited for a meeting at Verona on November 12, in order to discuss the question and make the necessary decisions.

The assistance declare to agree with the action already taken, confirming the impossibility of transferring and operating at Brenner the frontier service of both concerned Countries.

Major Ping of the Allied Command declares his documentation is showing that during the meeting held at Brenner on August 31, 1945, decision was definitely taken about such transfer of services to Brenner.

- 2 -

But after complete explanations by Doctor Laloni and Ing. Colli, he agrees about the statement that ISR has not yet assumed any engagement on the matter.

About the proposals to be submitted at Verona meeting, the assistance agree in resuming, within possibilities, the transit services on the line with previous agreements, but as a definite idea about the present possibility of those plans could not so far be reached, Ing. Capozzone of ISR Movement Service is requested to Humboldt and Brenner to ascertain the real present conditions and then to report to the Italian Delegation at Verona.

Doctor Gargiulo of the Public Safety, declares that Doctor Bolognesi of Milan will also participate to the inspection, on behalf of his Administration.

Doctor Crudele, on his side, Director General of Customs, will charge the Bolzano superior Director.

Major Ping, requested to facilitate the journey of Ing. Capozzone by Air, and of the Italian Delegation by Littorina, declares he will do his best to comply with this wish.

At 11 o'clock Doctor Laloni closes the meeting, thanking the assistance and reserving to give further details by phonogram.

Rome, 7 November 1945

2280

1344

Subject:- Resumption of Civilian
International Traffic.

Military Railway Service,

To:- Mov. & Tn.
CHQ.,
CMT. ✓

2

8

3

9

10

CMT.

Tele: Firebox 9313,
Tn.A.3(0)/26/56 - 12A.
8 Oct. 1945.

Further to our letter Tn.A.3(0)/26/56 of 13 Sep.'45.

Enclosed are copies of minutes of further meetings¹²
held at BRENNER and copy of letter from the General Manager
of the Austrian Railways.

It is again pointed out that no advise was made to
MRS regarding the meeting at BRENNER therefore it was attended
by the N.C.O. stationed there, but he took no part in the
discussions.

G 4 (MOV & TN)	
CENTRAL REGISTRY	
CR No.	8
Date	12 OCT 1945
Action Branch	3

2279

D. Landman
lt col

Major R.E.
for Brigadier,
Director, Military Railway Service.

12/1100

COPY

Translation/SC
General Management
of the Railway Communications.

Innsbruck, Sep 45

Railway Management.

Working Management.

Mr MUNZER
Manager of the Liaison Service
of the Austrian Railways.

The Railway Allied Commission at Paris has just been establishing a provisional regulation for the exchange of the PV railway material between the Allied Countries and the occupied areas. The Central Body for the distribution will be the Traffic Office for wagons of the Societe Nationale des Chemins de Fer, 212 Rue de Bercy at Paris which will be entrusted with the issue of the regulations about the compensation business between the Administrations of the Railways according to information supplied to it from the said administrations. The basis of compensations rests on the balance of the wagons changes, loaded at the different border crossing points. For the enforcement of this new regulation I am pointing out hereafter the obligations imposed to the Austrian railways dating from October 6th, when such regulation becomes effective.

1) Delimitation and denomination of the areas:
The following areas will be considered as a separate administration of railways, beyond every Allied or neighbouring country:

the British occupied area in Germany;
the British occupied area in Austria;
the American occupied area in Germany;
the American occupied area in Austria;
the French occupied area in Austria;
the French occupied area in Germany.

2278

Every border crossing point of the French occupied area towards each of the above mentioned adjoining areas will exert the control over the in-and-outward traffic following the same system will be applied as

1 3 4 6

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Manager of the Liaison Service
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the British occupied area in Austria;
the American occupied area in Germany;
the American occupied area in Austria;
the French occupied area in Austria;
the French occupied area in Germany.

2278

Every border crossing point of the French occupied area towards each of the above mentioned adjoining areas will exert the control over the in-and-outward traffic following the conditions set out hereafter. The same system will be applied as to the contact point with Italy.

2) Operations relating to the way out station at the border from the French occupied area in Austria:

For each border crossing point a station of the Austrian or the adjoining railway system is designated in accordance with the contacting Administration for exercising the control over the coming in and going out of the loaded wagons. The designation of these stations will be notified to you later on.

Each border station, thus designated, will take record on a register or daily statement kept by it of the whole

/over.

Sheet 2

of wagons coming in or going out daily in the area. The following items are to be stated in the register:

- numbers and date of train arriving and leaving;
- the administration to which the vehicles are belonging;
- the series letters and number of the vehicles;
- the source and destination;
- indication as to whether the vehicle is loaded, empty or reformed (in need of repairs);
- if need be, the kind of cargo.

Basing upon these informations each designated border station will have to draw up daily in duplicate a statement true to the specimen N.1 here attached, to be furnished with the wording for the period of 0 to 24 hours. This statement must be signed on cross-examination by the representatives of the two contacting administrations. You will have also to appoint, if not already cared for, a qualified Agent at the designated stations, which would be located on the territory of a neighbouring Administration. The two specimens of the statement N.1 will have to be addressed: the one to the Management of the Austrian Railways at Innsbruck, the second one to the Administration of the neighbouring area. It remains with you to establish the train for transmitting the specimen intended for your management.

3) Operation to be carried out by the Management of the Austrian Railways at Innsbruck:

It is in charge of drawing up a weekly account statement on the exchanges with each of the neighbouring areas or countries on the understanding that the accounting week begins on Saturday at 0 hours and ends the following Friday at 24 hours.

Every Saturday morning the Management at Innsbruck must have received all the statements model N.1 from all the exit border points. Supported by these statements it will sum up the total of the wagons come in (and gone out) loaded or empty divided into categories according to the material (closed, tombereaux, commonly flat, flat of greater length) distinguishing within each category the owning Systems (French, German, U.S.A. wagons a.s.o.) This statement will be drawn up on the list model N.2, copy of which is appended.

Such a statement has to be addressed to the Bureau du Mouvement-des wagons (Wagons Traffic Office) at Paris thru my channel: it must be on my hand every Saturday not later

1 3 4 8

Based upon these informations each-designated border station will have to draw up daily in duplicate a statement true to the specimen N.1 here attached, to be furnished with the wording for the period of 0 to 24 hours. This statement must be signed on cross-examination by the representatives of the two contacting administrations. You will have also to appoint, if not already cared for, a qualified Agent at the designated stations, which would be located on the territory of a neighbouring Administration. The two specimens of the statement N.1 will have to be addressed: the one to the Management of the Austrian Railways at Innsbruck, the second one to the Administration of the neighbouring area. It remains with you to establish the train for transmitting the specimen intended for your management.

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Such a statement has to be addressed to the Bureau du Mouvement-des wagons (Wagons Traffic Office) at Paris thru my channel: it must be on my hand every Saturday not later than at noon.

4) Operations relating to certain wagons:

Special wagons as with refrigerating or isotherme plants, tanks, wagon of big capacity, wagons of exceptional type, are to be recorded by the exit station on their register, as mentioned above under para.2. But they are not totalized with the ordinary wagons on the statements specimens N.1 and 2. They must be taken in account separately on statements specimen N.1 bis (border station) and N.2 bis headquarters at Innsbruck.

Sheet 3

These statements specimen of which is here attached are drawn up and transmitted in the same way as the statements N.1 and 2.

Besides this the border stations draw up for these wagons nominative statements according to the specimen here attached (Etat des wagons speciaux passes de la zone sur la zone.....) and address them to the Headquarters at Innsbruck by the same train as for the a/m statements. Basing upon these statements the Innsbruck Management establishes and posts up to date according to categories a filing cabinet affording to know at any time the situation of these wagons on the lines of the French area.

5) Use of the Material PV.

The material PV of all countries can be made use of for the inland and external traffic of each area. But it exists obligation to :

- a) for a debtor area of empty wagons to send first to the creditor area the wagons belonging to it.
- b) for each area to use for his cargoes between the areas in preference to others; the wagons of the destination area or those belonging to the system which is located towards the destination area. As an exception from this rule, the American wagons "Transportation Corps" can be loaded towards all areas, where American Military transports are carried out (American occupied area in Germany and Austria, Belgium, S.N.C.F.)

You will please bring these directives to the notice of all stations concerned of the railway direction at Innsbruck and give orders to qualified officials to make sure that they have been well understood, in order secure a smooth running of the new system dating from Oct 6 at 0 hrs.

I entrust Capt MERLIN, supported by Assistant Feuillerac, with the settlement of this issue. You will arrange that the officials to be designated of your service are getting in touch with them.

The Manager

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The Manager

sign. DELMAS

2278

ATTACHMENT

about the conference at Brenner Station on August 3, 1945.

List of persons present.

Sergeant Edwins PPS - BOLZANO
 Lt. C.W. Huchries, RA Provost Marshall, BRENNER.
 Col. Levshin, Representative of the Manager of the French Transport
 Control of the French Military Govt in Austria
 Col. Couturier, French Finance and Customs Administration, Innsbruck
 Lt. Coudurier, Etat Major du Gnie, Innsbruck.
 2nd Lt. Rozier, Direction of the Security Police of the French
 Military Govt. in Austria, Innsbruck.
 Sr. Forte Basse, Capo Partito Movimento, BOLZANO ISR
 Sr. Missiatto, Dirigente Circolo Ristigione Veicoli, BOLZANO ISR
 Sr. Anesi, Station Master, Brenner G.F.
 Sr. Urne, Chief Manager of Customs, Bolzano.
 Sr. Tata, Manager of Customs, Brennero.
 Herr Dr. Junger, President of the Austrian Police, Innsbruck.
 Herr Beur-Bacher, President of the Finanzlandesdirektion Tirol.
 Herr Dr. Pehle, Manager of the Customs Dept of the " " "
 Herr Augeneder, Chief Inspector of Customs of the " " "
 Herr Mathan, Inspector of Customs, Brenner.
 Herr Munzer, Director of the Liaison Office, Austrian State Rlys.
 Herr Dr. Necke, Liaison Officer, Austrian State Railways, Innsbruck
 Herr Dr. Mendl, Representative of the President of Innsbruck
 Management of the Austrian State Railways.
 Herr Brock, Commercial Expert of the Austrian State Railways.
 Herr Tabarelli, Time Table Expert of the Austrian State Railways.
 Herr Hartlieb, Expert of the coach section of the Austrian State Rly.
 Herr Huber, Representative of the Austrian State Railways at
 Brenner.

9275

The British representatives declare not to be in a position to arrange any binding agreement at the negotiations.

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 Control of the French Military Govt in Austria
 Cpt. Couturier, French Finance and Customs Administration, Innsbruck
 Lt. Coudurier, Etat Major du Genie, Innsbruck.
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 Sr. Forte Basse, Capo Riscatto Movimento, BOLZANO ISR
 Sr. Missiatto, Dirigente Circolo Ricerche Veicoli, BOLZANO ISR
 Sr. Anesi, Station Master, Brenner S.E.
 Sr. Urna, Chief Manager of Customs, Bolzano.
 Sr. Tata, Manager of Customs, Brennero.
 Herr Dr. Junger, President of the Austrian Police, Innsbruck.
 Herr Baur-Berher, President of the Pannzlandesdirektion Tirol.
 Herr Dr. Pahl, Manager of the Customs Dept of the " " " "
 Herr Augeneder, Chief Inspector of Customs of the " " " "
 Herr Mathen, Inspector of Customs, Brenner.
 Herr Munzer, Director of the Liaison Office, Austrian State Rlys.
 Herr Dr. Necke, Liaison Officer, Austrian State Railways, Innsbruck
 Herr Dr. Wendl, Representative of the President of Innsbruck
 Management of the Austrian State Railways.
 Herr Brock, Commercial Expert of the Austrian State Railways.
 Herr Tabarelli, Time Table Expert of the Austrian State Railways.
 Herr Hartlieb, Expert of the coach section of the Austrian State Rly.
 Herr Huber, Representative of the Austrian State Railways at
 Brenner.

The British representatives declare not to be in a
 position to arrange any binding agreement at the negotiations.
 However they will endeavour to act as benevolent interpreters
 of the justified propositions at their superior authorities
 in the interest of a beginning of the Austrian - Italian traffic.
 They ask to talk over the points in question and to make a concrete
 proposal referring to every point.

- 2 -

The following proposals were put forward:

1. It is desirable in the interests of both the occupying powers as well as in the interest of the Austrian and Italian economic position; to open as soon as possible the passenger, luggage express goods and ordinary goods traffic between the countries of Austria and Italy across the Brenner Pass.

2. The Austrian State Railways propose to run daily two trains Innsbruck - Bozen and back and two trains Innsbruck - Brenner and back. The Italian Railways (F.S.) declare to give their consent.

The Customs, passport and money control of slow passenger trains will take place at the Brenner Pass. Fast passenger trains will be checked on the route between Innsbruck and Bozen. This control must on either side be finished at Brenner Station. Italian and Austrian representatives agree that the controlling officials of both sides are leaving the train at Brenner Station and do not cross on to the other territory. The French and British control officials have to accompany the train on their respective territories.

In case that slow ~~xx~~ passenger trains (or later also fast ones) are run on this line, ordinary and express luggage can be transported. However in both directions tickets will only be issued and luggage only can be registered as far as end from Brenner station according to internal tariffs.

3. Goods Traffic; a) small goods b) Goods in vans.

The F.S. consent to institute a permanent goods traffic for small goods and goods in vans. The registration will also be made according to the internal tariffs on both sides as far as end from Brenner station. Both Railways will demand payment of freight duty and all other expenses in advance by the sender in the country of origin.

Provisional custom authorities will be provided for on the Austrian side at "Brenner Transit" (at present still provisionally quartered at Innsbruck - Hauptbahnhof), on the Italian side at Fortezza, both for entry and exit.

4. Common Station at the Brenner Pass.

However it is to be endeavoured to move the whole expedition as to Railways and Customs from Innsbruck Hauptbahnhof to Brenner station. The representative of both railways agree in this point fully. Arrangements about details are left for direct negotiations between the F.S. and the Austrian State Railways.

It is a matter of course that the French authorities (customs etc.) controlling the traffic will also be stationed at the Brenner

2271

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It is a matter of course that the French authorities (customs etc.) controlling the traffic will also be stationed at the Brenner. The French authorities desire that the whole train and custom service will be executed in the future common station Brenner. There will not be any Italian officials at Innsbruck Hauptbahnhof in future.

5. The question of the transfer of money or any payments will be left for future treatment by the proper authorities.

...../3

6. Director Munzer wanted to let the passenger trains from Innsbruck (empty from Gries) turn at Brenner station owing to great technical difficulties at Gries. The British authorities could not give their consent. However they promised to consider the matter in the first place and to put it forward to their superior authorities at Rome.

The Italian F.S. representatives had consented to let the Austrian trains turn at Brenner station as they see the urgent necessity for such an arrangement.

7. The representatives of the French Military Government have consented that the wooden barracks on Austrian soil close to the Italian frontier can be used by the French and Austrian control staff on duty at the Brenner Pass. The officials in question are to be furnished with the necessary passes enabling them to cross the frontier.

8. The proposal was put forward to lead the traffic to be bypassed because of the destruction of the Erixlepp bridge via Tannichen.

1356