1666

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

Shipping File

Inland Water

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

Inland Waterways 10000/148/1162

1668

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

5.6

HEADQUARTERS ALLIED COMMISSION
INDUSTRY AND UTILITIES SUB-COMMISSION
FUELS DEPARTMENT
COAL DIVISION
APO 394

Tel : 327

RES/eg

Ref : AC/CD/ 104 /I. & U.

28 January 1946

Subject : Clearance of coal from Port of Venice by Canal.

To : Transportation and Shipping Sub-Commission.

Folio 55A

Your reference AC/502/56 Tn. 3.

1. Your letter of the 25 January 1946 is acknowledged.

2. Complete agreement is expressed with your views as set out in Para 2.

3. On the 26th January Major R.T. Harris Chief Coal Officer Milan was telephoned and he had then just returned from a meeting which dealt with this matter.

4. The use of lighters and barges has been in progress for some considerable time and the Italian Authorities are at all ports being urged to make greater use of such craft for expediting the discharge of vessels and clearance of coal cargoes.

2622

H.M. WALKER
Colonel
Coal Division.

Copy to:-
Industry & Utilities S/C
U.N.R.R.A.

1869

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

KJC/ig 55

TEL.478420

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
Food & Agriculture Sub-Commission

22 January 1946.

51-7/FA

SUBJECT : Internal waterway transportation of wheat from Venice.

TO : HQ. A.C. Tn. & Shipping S/C. (Attn. Maj. Laramn).

1. Herewith enclosed is copy of a letter dated 19 January from the Federazione Itliana dei Consorzi Agrari on the a.m. subject.

2. Further information is forthcoming and we will inform you on the ability to discharge the barges when received.

W.J. LEGG
Director

Enclosures
1 translation.

2621

16701

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

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI

Servizio Distribuzione Cereali Farina e Pasta

A.C. HQ. APO 394 Food & Agric/ S/C. Rome 19 January 1946.

Ref. 51-7/FA

SUBJECT : Canal transportation of wheat from Venice.

DECEMBER ? — FOLIO. 54

Refer to your request dated 13 November and note the following information received by us up to date :

1. There is possibility of supplying directly the provinces of Udine, Venice, Treviso and Padova by internal water-way transportation ;

2. There is a possibility of supplying indirectly by internal waterways the provinces of Belluno via Treviso, Vicenza via Padua, Rovigo via Venice by unloading at Cavarzere ;

3. For the present it is impossible to supply the provinces of Ferrara, Mantova and Cremona and consequently the diramations thereof owing to an interruption in the navigation at Cavanella d'Adige. It seems that the Genio Civile in Venice have the intention of having a magetic mine field swept, which according to investigation is situated at the mouth of the Po river. If this is done, the possibility of supplying Ferrara, Mantova and Cremona by means of the deviation at Chioggia could be taken into consideration.

As regards the monthly quantites there is no difficulty concerning their departure from Venice where the wheat would be loaded on barges in bulk. There is, by the way, a very high availability of internal waterway transportation amounting to approximately 25/30,000 tons per month.

2624

As to the economical convenience theproblem must be examined independently from present possibilities, as we have estimated that for some destinations, barge transportation would be more expensive than lorry conveyance.

We shall let you have further information for which we are still waiting for the Regions of Mantova and Cremona.

1671

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

File

Tel. 534 HEADQUARTERS ALLIED COMMISSION MFL/lr
AFO 394
Transportation and Shipping Sub-Commission

AC/502/55/Tn.3 25 January 1946

SUBJECT : Internal waterway transportation of wheat from Venice.

TO : Food and Agriculture Sub-Commissi on.

1. Reference your 51/7/FA of 22 January, 1946.

2. The contents of the letter from Consorzi Agrari are noted. This organisation should be informed that, according to present information, the sweeping of mines in Chioggia and Po di Levante areas is expected to be completed within a few days. A reply is expected very soon from Naval authorities that these channels are now free of mines.

3. The supplying of Ferrara, Mantova and Cremona by canal should be considered without delay.

4. The question of expense should also be gone into and a notification given of the destinations to which economical water transport can be provided.

5. The maximum clearance by canal will be necessary as the port of Venice will be taxed to maximum in clearing by rail supplies for Italy as wells as Czecho-slovakia and Austria.

2610

For the Director :

M.F. LARAMAN
Major R.E.

1672

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

Col Buchanan.

Clearance of Coal from Utica by Canal

There is, I understand, a tendency on the part of receivers of coal to discount clearance by canal as rates are higher than by Rail.

Clearance by canal from Utica is Reckoned at 40,000 tons monthly. Coal & grain are probably the most suitable commodities.

I propose writing Industry (Coal Div) asking if they will inspire coal will be accepted for clearance by canal. It is important to know this for certain.

2618

Is this the most simple way of settling problem, and should I also write WNRRA or at least send them a copy of letter?

? agree. Why + WNRRA? I think.

L P Lochman

1371

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

UNRRA Mss 930 7/12

Walldorf

Langenhain

Fulda Bridge

64-60

Kassel

49 Rd

21 Bdl

8/1

SD 4-

Sans 60

449

Kassel

534

84 Vue

27 Fuldi

1674

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

File 55A

Tel. 534 HEADQUARTERS ALLIED COMMISSION APL/gs
APO 394
Transportation and Shipping Sub-Commission

Our Ref :- AC/302/96/In.3. 25 January 1946

Sec 56

SUBJECT :- Clearance of Coal from port of Venice by canal.

TO :- Industry & Utilities Sub-Commission
(Coal Div.)

1. Recent developments indicate that minesweeping in Chioggia and Po di Levante areas will be complete within a short time and the channels open to canal barges.

2. In view of the need for the maximum clearance from Venice by all available means and the fact that rail capacities in the future will be taxed by Italian as well as Czech & Austrian requirements, it will be necessary for clearance by canal to be used whenever possible.

3. Receivers of coal appear to be reluctant to clear coal by canal and as it will be necessary, whenever possible, to lift coal by canal as well as rail, it is requested that you confirm that coal will be despatched to convenient destinations by canal craft.

4. It is estimated that at least 40,000 tons monthly may be cleared by canal craft from Venice and it will be necessary to use craft for movement of all suitable cargoes, coal included. 2617

5. Your views are awaited and an indication from the agencies responsible for acceptance of coal cargoes in Venice that canal craft will be used in future in order to relieve rail commitments which are likely to be heavy in the near future.

P.D.G.BUCHANAN
Colonel
Director.

Copy to : UNRRA (ITALY)

1673

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

Col Buchanan /.

This is a letter, a copy of which ~~those~~ Ports of the 5th Div. have in their files. BK

This information should, I think, be passed to Coal Div in order to discover which of the places mentioned is of use for coal distribution if canals are used. Mr Moss (Rail Div) and our Rail Branch will be interested in MONTUA, on account of onward movement by Rail.

W Lawrence

2618

29 Nov.

1676

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

Circolare

A. N. N. I.

ASSOCIAZIONE NAZIONALE NAVIGAZIONE INTERNA

CONSORZIO FRA ENTI ESERCENTI LA NAVIGAZIONE FLUVIALE

Sede in Venezia - S. Marco Ponte dell' Angelo 5312 A - Tel. 20-010

53A

Venezia, ~~11 XXXXXX~~ Rome, 28th November 194

To Allied Commission,
Transportation S/C,
Movements Division,
Rome.

Subjects: Movements of coal and grains out of Venice by Inland Water

1. With reference to the previous conversations, we would like to point out the various destinations to which we are in a position to deliver the merchandise.

A) North of Venice:

Trieste (via Grado)
Udine (San Giorgio di Nogaro)
Treviso
Padova.

B) South of Venice

Rovigo (Cavarzere)
Ferrara (Pontelagoscuro)

2615

C) West of Venice

Mantova.

2. It should be noted what important central position Mantova holds in the distribution of merchandise in the whole of Lombardia, due to its centr position.

From Mantova secondary R. . lines, all ready to be used, reach to Bresc Verona, Milano. From Brecsia, very important consuming center, it is easy to reach Bergamo and Lecco, other very important manufacturing town

Very truly yours

A. N. N. I.
Associazione Naz. Navigazione Interna

Bianchi

Special Representative.

1677

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

T R A N S L A T I O N 526 AS/fl

Rome 27 Nov. 45

Ref: 1937/301 answer to: 19/11/45.

Subject : Coastwise Navigation

To : A.C. Transportation Sub-Commission
Att. Capt. Tosi.

Foglio 528

Pursuant my note of 19 Nov. it forward following information regard navigation in Po Valley:

1. Navigation between Venice and Padua has been rehabilitated with provisional works;

2. Navigation on lagoon on tract Alberoni-Chioggia-Brondola has been also rehabilitated;

3. Work is going on to repair the right basin Cavanella d'Adige and shortly work will start to rebuilt that on the left.

4. Nothing has been done to start repair of basin Volta Grimana but it is believed that damage will not hinder navigation.

The "Presidente del Magistrato alle Acque di Venezia" is arranging the study of the work needed for a compleat and definite rehabilitation of all the navigable ways of the region.

The General Technical Inspector
sgd Doc. Eng. Enrico Mellini.

2614

Returned with file
Giving letter 19/11.

I.G.M. 239

Roma, 27 novembre 1945

Ministero dei Trasporti

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Al Signor Capitano TOSI
Headquarters Allied Commission
Transportation Sub-Commission
= ROMA =

Divisione R.S.T. Sez.
Prot. N.° 1937/301 Allegati

Rispostaal Foglio N.°
del 19-11-1945

OGGETTO Navigazione interna.

Facendo seguito alla mia comunicazione del 19 corrente, trasmetto le seguenti notizie riguardanti la navigazione interna nella valle Padana:

1) Mediante opere provvisorie é stata riattivata la navigazione fra Venezia e Padova;

2) E' stata ugualmente riattivata la navigazione nel tratto lagunare Alberoni - Chioggia - Brondola;

3) Sono in corso lavori per la riparazione della conca Cavanella d'Adige destra, e quanto prima saranno iniziati quelli per la ricostruzione della conca sinistra;

4) Nessun lavoro é stato iniziato per la riparazione della conca Volta Grimana, i cui danni non si ritengono però tali da ostacolare seriamente la navigazione;

5) Il Presidente del Magistrato alle Acque di Venezia sta predisponendo lo studio sollecito delle opere occorrenti per una completa e definitiva sistemazione di tutte le linee navigabili della regione.

L'ISPETTORE GENERALE TECNICO
(Dott.Ing. ENRICO MELLINI)

2613

ISTITUTO POLIGRAFICO DELLO STATO

1978
Declassified E.O. 12356 Section 3.3/NND No. 785021

Ministero dei Trasporti
ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Headquarters Allied Commission
Transportation Sub-Commission
= ROMA =

Divisione R.S.T. Sez.
Prot. N.° 1937/301 Allegati .

Risposta al Foglio N.° /
del 19-11-1945

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L'ISPETTORE GENERALE TECNICO
(Dott.Ing. ENRICO MELLINI)

2813

G.M.

ISTITUTO POLIGRAFICO DELLO STATO

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

I.G.M. 239

Ministero dei Trasporti

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Roma, 14 novembre 1945

To Major Lorenzini 5213

9/16

Signor Capitano TOSI
Headquarters Allied Commission
Transportation Sub-Commission
- ROMA -

Divisione
Prot. N.

Sez.
Allegati 2

Risposta al Foglio N.
del

OGGETTO Navigazione interna.

In ordine alla richiesta fattami colla lettera del 9 novembre, comunico quanto segue:

1) Sulle attuali condizioni delle idrovie navigabili nella Valle Padana l'ultimo rapporto del nostro funzionario di Verona: Ing. Ambrogio AGOSTINI é del 5 settembre, e quindi non può essere preso a base per stabilire, colla urgenza che viene segnalata, la possibilità pratica della loro utilizzazione per trasporto di carbone da Marghera a Mantova (porto Catena) e a Ferrara. L'unica notizia importante contenuta in detto rapporto é l'avvenuta riapertura al traffico, per barche fino a 150 Tonn., della idrovia Venezia - Padova (naviglio Brenta);

2) Anche la relazione del Maggiore R.M. BAZZANELLA, già Direttore della Divisione Porto e Magazzini, é del 24 agosto u.s. e quindi dovrebbe essere superata dagli ultimi lavori eseguiti sotto l'alta direzione dell'ufficio di trasporti per vie d'acqua interne della Regione delle Venezie del Governo Militare Alleato, che si occupa di tale navigazione;

2612

3) Le notizie più recenti sono pervenute, su mia personale richiesta, dalla Associazione Nazionale Navigazione interna di Venezia (S.Marco Ponte dell'Angelo 5312 A - Telefono 20.010) e sono del 10 corrente.

Credo utile trasmettere copia di tale lettera, dalla quale risulta che la situazione delle idrovie padane é effettivamente migliorata, e che l'A.N.N.I. sarebbe disposto ad assumersi l'impegno del ricevimento di importanti quantitativi di carbone

ISTITUTO POLIGRAFICO DELLO STATO

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

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Headquarters Allied Commission
Transportation Sub-Commission
- ROMA -

Divisione
Prot. N°

Sez.
Allegati 5

Risposta al Foglio N°
del

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Credo utile trasmettere copia di tale lettera, dalla quale risulta che la situazione delle idrovie padane é effettivamente migliorata, e che l'A.N.N.I. sarebbe disposta ad assumersi l'impegno del ricevimento di importanti quantitativi di carbone a Venezia, fino ad un massimo mensile di 60.000 Tonn;

G.M.

ISTITUTO POLIGRAFICO DELLO STATO

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

4) Allo stato delle cose esprimo avviso che sia consigliabile di chiamare telegraficamente il Presidente dell'A.N.N.I. (o un suo Rappresentante munito di delega) e di fargli firmare un preciso impegno per l'assunzione del trasporto da Venezia agli scali interni che saranno stabiliti (possibilmente Porto Catena e Pontelagoscuro, ed eventualmente Padova) di un quantitativo mensile di carbone di almeno 20 a 30 mila Tonn., corrispondente a due o tre piroscafi da 10.000 Tonn.;

5) In caso di attuazione di un tale programma, si potrebbe tenere una conferenza fra i rappresentanti di cotesta Sottocommissione dei Trasporti, di questo Ispettorato della Motorizzazione, delle Ferrovie dello Stato, e dei Truck Pools delle regioni padane, per meglio studiare l'organizzazione del trasporto carboni da Mantova, Ferrara e Padova fino ai centri di assorbimento e di consumo.

L'ISPETTORE GENERALE TECNICO

(Dott.Ing. ENRICO MELLINI)

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

A. N. N. I.

ASSOCIAZIONE NAZIONALE NAVIGAZIONE INTERNA

Sede in Venezia - S.Marco Ponte dell'Angelo 5312 A

Telefono: 20010 Roma, 10 novembre 1945

On. MINISTERO DEI TRASPORTI
R O M A

Distribuzione di carbone a mezzo via d'acqua.

1. Abbiamo il piacere di confermarVi che, a partire dal 15 novembre, l'ingresso in Po di Levante dal mare sarà riaperto, e pertanto, se tale promessa delle autorità Italiane ed Alleate sarà mantenuta, saremo in grado di effettuare consegne di carbone anche a Ferrara (Pontelagoscuro) e Mantova.

2. Il nostro ufficio di Venezia ci informa che, a seguito dei recuperi di natanti effettuati in questi ultimi tempi, la disponibilità attuale é sufficiente per ricevere qualunque quantitativo sino a 60.000 tonn. mensili.

3. La navigazione nel Po sino a Mantova ha già ripreso inizio. Alcuni carichi provenienti da trasbordi effettuati a Gavanella d'Adige, servendosi dei limitati mezzi che erano rimasti rinchiusi nel Po, sono già arrivati a Mantova. Pertanto possiamo sin d'ora, sempre soggetto alla riapertura del Po come sopra specificatoo, prendere impegno a consegnare a Mantova tonn. 1.000 di carbone al giorno, e purché siano prese le seguenti misure:

A) Sia assicurato un razionale e rapido discarico dei mezzi a Mantova. A tal uopo abbiamo interessato la Commissione Alleata - Ports & Wharehouse Division - per ottenere due o tre benne portatili motorizzate, ed abbiamo avuto buon affidamento per la loro cessione da materiale residuato, Vostro tramite, e sempre che questo programma incontri la Vostra approvazione.

B) Siano messi a disposizione dell'A.N.N.I. - possibilmente in uso - i noti dodici rimorchiatori fluviali attualmente giacenti a Pavia, e che rappresentano preda bellica, essendo stati catturati dopo la loro consegna alle autorità germaniche. La loro disponibilità dovrebbe essere ottenuta tramite Vostro.

4. Siamo fermamente convinti che con un lieve sforzo organizzativo, di cui ci sentiamo perfettamente capaci, la distrubùzione di ingentissimi quantitativi di carbone in tutte le regioni ad Est di Milano (compresa) può avvenire a mezzo nostro a costi non eccessivi e sopratutto con fortissima economia di mezzi d'opera e materiali di consumo.

2611

Con perfetta ossservanza
A. N. N. I.
Associazione Nazionale Navigazione Interna

F.to M.L. BIANCHI

Segretario generale

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

Telefono: 20010 Roma, 10 novembre 1945

On. MINISTERO DEI TRASPORTI
R O M A

Distribuzione di carbone a mezzo vie d'acqua.

1. Abbiamo il piacere di confermarVi che, a partire dal 15 novembre, l'ingresso in Po di Levante dal mare sarà riaperto, e pertanto, se tale promessa delle autorità Italiane ed Alleate sarà mantenuta, saremo in grado di effettuare consegne di carbone anche a Ferrara (Pontelagoscuro) e Mantova.

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2611

Con perfetta ossservanza
A. N. N. I.
Associazione Nazionale Navigazione Interna

F.to M.L. BIANCHI

Consulente speciale

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

1685

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

Shipping Branch

HEADQUARTERS ALLIED COMMISSION
APC 394
TRANSPORTATION SUB COMMISSION

52

Tel. 290
Ref. AC/38.1/10/Tn6

RMB/mvm
24 August 1945

SUBJECT: REPORT OF INLAND WATERWAYS SURVEY

TO : See Distribution

1. General

a. An extensive survey of the present condition of available means of transportation on the Po River, tributary rivers and joining canals was made. Several meetings were held and parties interested in this navigation were contacted, after which a conclusion was reached that all Italian interested parties, particularly Italian Government officials, are working on an overall plan to rebuild fully not only all the damage along the river, but also at the same time take advantage of modern means to improve greatly navigation facilities in comparison with pre-war standards. Such a program necessarily would require several years for completion. In the meantime, particularly the present and very near future, very little additional traffic could be developed.

b. Since it is intended to improve transportation conditions in Northern Italy now by using all possible means, it was recommended and requested of all concerned that immediate attention be given to repairs, even if on a temporary basis, of all bridges, canals and locks, as well as the salvaging and building of barges and tugs for the Po River service. In this connection, we understand that several shipyards and other similar building companies have sent to the Industry Sub Commission Office in Milan lists of their requirements which, it is presumed, are based on the overall needs for the program of complete rebuilding and improvement of navigation facilities on the Po River. Possibly, because of the extent of these requirements, no immediate action will be taken by the Industry Sub Commission, thereby interfering with the temporary program which is necessary in order to increase the Po River navigation at this time. It is suggested that, as a matter of collaboration, the Industry Sub Commission keep the Transportation Sub Commission informed of shipbuilding material requirements requested through them in order that recommendations be made by the Transportation Sub Commission to coordinate efforts for the fullest utilization of the Po River navigation, now and in the very near future.

2610

502

I-686

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

2. Milan Meetings

a. A meeting was held in the office of the Transportation Sub Commission Advanced Echelon in Milan on 4 August with Lt. Col. Harris, Major Talbot and Major Constable of that office present. Others present were Ing. Eugenio Salvi of the Genio Civile Milan Office, Captain A. Tosi, Italian Ministry of Marine Liaison Officer to Movements Division, AC Rome and Mr. R. M. Bazzanella, Chief, Ports & Warehouse Division, AC Rome.

b. Another meeting was held in the same office on 6 August with only Major Constable of that office present due to the fact that Lt. Col. Harris and Major Talbot had left for Rome. Also attending this meeting were: Ing. Lauzi of the Italian Ministry of Public Works and Ing. Ughi of Genio Civile.

c. Information gathered shows that in the region directly under the immediate supervision of Milan (including Lago Maggiore, East of the Ticino River, North of the Po River between junctions of the Ticino-Po Rivers and Oglio-Po Rivers or to Lago Garda), there is at present little traffic due mainly to shallow waters which are as low as 70 cms. between Pavia and Cremona. Traffic between Milan-Lago Maggiore is southbound one-way traffic.

d. The lock at Miorina is in need of gates. We were informed that some lock gates for another lock had been built and were available in Bologna. While at Bologna, this was investigated and it was found that the firm of Alessandro Calzoni had built these gates for the Miorina Lock. The gates were fully completed and ready for installation. In 1941, these gates were ordered built by the Consorzio del Ticino who later stated that the gates were no longer needed and could be sold by the builders elsewhere. We secured blue prints of the gates and same are being sent to Lt. Col. Harris, with copy of this report, in order that the matter may be taken up with Consorzio del Ticino and Genio Civile and the gates installed. An extension on each side of the inside wall of the Miorina Lock is also necessary.

e. At Tornavento, there is an incomplete lock which should be completed if the Lago Maggiore Navigation is to be increased. At present, only one wall of the lock is built. Another wall and the gates need to be constructed. This will take between 5 and 6 months to complete. Perhaps the gates built for the Miorina Lock could be used instead at the Tornavento Lock as this lock is more important. This, however, is a technical matter for the Genio Civile to decide.

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f. Extensive dredging is required north of the Miorina Lock and minor dredging at other points on the Lago Maggiore route. There are several obstructions, some of which have already been removed.

g. Traffic on Lago Maggiore southbound to Milan consists of chalk, firewood and granite and from other points on the same route, particularly Turbigo, sand and gravel badly needed for reconstruction work. This traffic is only feasible southbound because of the strong current which makes it possible for loaded barges to navigate without any other assistance. Northbound, the empty barges are brought up towed by tractors. It is estimated that between 35 and 40 - 100 ton barges and 4 to 5 tractors are now available for this traffic. This is a part of the proposed Navigation Plan of 1941. Navigation from Venice to Locarno would have made possible shipments of coal from the Ruhr Valley, via water to Basel, thence via rail to Locarno, thence via barges all the way to Venice.

h. At present, there is an active movement from Turbigo to Milan via the Naviglio Grande. Two-way traffic between Milan and Pavia with barges up to 100 tons is now in operation. Northbound barges are pulled by manpower, horses and other means but southbound barges need no assistance.

i. Calls were made on Comitato Industriale delle Costruzioni Navali and Compagnia Industrie Navali Armamento. These firms are primarily interested in shipbuilding on a large scale. It is estimated that 4 - 100 ton steel barges, 30 meters long, 5 meters beam, 1.25 meters deep with a 1 meter draft can be built per month, provided the necessary materials are available.

j. Barge Owners Pool Operation: The Transportation Sub Commission Advanced Echelon in Milan has held some meetings with eight barge owners in an effort to form an association which would be called "Consorzio per la Navigazione Interna Alta Italia" with headquarters in Milan. Up to the time this survey was made (6 August) no definite arrangements had been made to form this consorzio. Lt. Col. Harris tried to contact some of the proposed members while we were in Milan in order that we could discuss this matter with them, but they could not be located. However, Lt. Col. Harris is doing all possible to bring about the definite formation and operation of this Consorzio. When it is done, a full report will be sent to this office.

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k. Lt. Col. Harris suggested that a call be made on Col. C. P. Bolick, Public Works Sub Commission, Milan, to acquaint him with our survey work in order that he would be in a position to render all possible assistance in connection with reconstruction work. Col. Bolick assured us that his office had and would continue to cooperate with the Genio Civile.

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3. Venice Meetings

a. On our way to Venice, a stop was made at Verona to call on Ing. Agostini, with the Italian Ministry of Transport in charge of reconstruction survey of the Po River, who had asked AC Rome that this be done. Ing. Agostini was having difficulty in obtaining a Circulation Permit from AMG Verona. While there, this matter was arranged for him. This permit, however, allocates to him only 100 liters of gasoline per month. In view of the vast territory he has to cover and the bad condition of some of the roads along the Po River, this allocation is not sufficient to meet his needs. Therefore, arrangements should be made by the Italian Ministry of Transport to supply him with the necessary additional gasoline to enable him to do his work.

b. Ing. Agostini was requested to meet us in Venice to attend a meeting and also to accompany us on a further survey of the Po River from Venice to Parma and other points concerned with inland navigation.

c. A meeting was called on 11 August at the office of the Magistrato alle Acque in Venice. This office is in charge of inland waterways from Porto Sdobba to the Mincio River, north of the Po River. The Po River is not under the jurisdiction of the Magistrato alle Acque. However, due to a general strike of Government employees in Venice, it was not possible to hold this meeting. The meeting was postponed until the afternoon of 14 August, upon our return from Trieste. When the meeting was held, the following were present:

Ing. Tognozzi, President, Magistrato alle Acque
Dott. Boni, Vice-President, Magistrato alle Acque
Ing. Sacchi, General Inspector
Ing. Paveini, General Inspector
Ing. Pavanello, General Inspector
Ing. Brunelli, Chief Engineer, Rovigo Province
Ing. Agostini, Italian Ministry of Transport
Major McClure, AC Port Liaison Officer
Captain Tosi, Ministry of Marine Liaison Officer
Mr. Bazzanella, Ports & Warehouse Division, AC.

d. Information obtained at this meeting indicated the following services now in operation.

1) The Venice-Porto Sdobba canal was recently put into operation as far as Grado, although this navigation is affected by narrow passages which have been opened through obstructions caused by demolitions. Before this

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canal was damaged by war action, 600 ton barges operated freely. However, at present only 300 ton barges are in operation. Draft along the canal is reported to vary between 3 and 3½ meters. During the months of May and June 1945, it is reported that 27,356 metric tons moved over this inland canal. This canal connects with the Sile River, Piave River, Livenza River, Lemene River, Tagliamento River, Stella River and the Aussa River.

2) The Venice-Chioggia-Brondolo-Po Canal is now operating as far as Cavanella/D'Adige and from this point cargo has to be transshipped and carried overland a distance of about 400 meters. In May/June 1945, the traffic on this canal amounted to 2,961 metric tons. Damage by war action is heavy along this route from and including Cavanella/D'Adige to where this canal joins the Po River. The draft along this canal is reported to be 2 meters.

3) The Venice-Padua-Este Canal is operating only from Venice to Padua with 100 ton barges, due to shallow draft. However, 300 ton barges can operate when conditions permit. The Padua-Este line is not in operation due to war damage.

4) The Bataglia-Brondolo Canal is not in operation also due to war damage. The Adige River service from the sea to Legnago is operating between Badia and Cavanella/D'Adige. However, traffic is carried on only between short sections along the route with 50 and 100 ton barges.

e) We were informed that during the month of July, traffic had increased greatly and reconstruction work was and will continue to be given high priority. It appears that the territory under the jurisdiction of the Magistrato alle Acque is now operating as well as can be expected under the existing conditions and it is presumed that as time goes on, it will continue to improve.

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f) The recently formed Associazione Nazionale Navigazione Interna, composed of barge owners, is in operation in accordance with AMG Order #21 of 3 August 1945 and appears to be functioning well. It was not possible to secure tariffs but some rates now in effect were secured and are as follows:

Light weight cargo (straw/hay)	2	lire per quintal per ton
Heavy weight cargo, full load	.50	" " " " "
Low priced cargo	.45	" " " " "
General cargo	.75	" " " " "

Barges under 50 tons capacity are charged the above rates plus 10%. Barges up to 50 tons capacity are allowed one day

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for loading and one day for discharging; up to 120 tons capacity, two days; up to 200 tons capacity, three days; after which periods, demurrage is charged at the rate of 1 lira per quintal per day.

g) Subsequent to this meeting, a tour of inspection was made with Ing. Agostini from Venice to Bologna, stopping at Cavanella/D'Adige. At this place, present means of cargo transshipment were surveyed. Cargo comes down the Adige River and is discharged on the left bank of the river where it is loaded into carts or carried by manpower a distance of about 1 kilometer to the Canale di Valle where it is again loaded into barges. It is proposed to build a Decauville line from the left bank of the Adige River direct to loading place on the right bank of Canale di Valle, a distance of about 400 meters. This would save a lot of time and labor and would have a tendency to increase traffic. Approximately 30 days would be required to finish this project, after approval by Genio Civile has been secured and after the field through which this Decauville track would be laid is cleared of mines. The firm interested in the job has all necessary materials to do the work. However, mine clearing is up to the Military Authorities. The rates being charged for this transshipment of cargo are: 50 Lire for light weight cargoes such as hay and straw and 25 Lire for heavier or bagged commodities. If the proposed Decauville line is built, these rates would be greatly reduced.

h) Other short stops were made to look over war destruction of bridges and obstructions to navigation lying on the beds of the River and Canals.

4. Bologna - We called on the firm of Alessandro Calzoni. We were informed that notwithstanding war action, the damage to their plant had not been serious and they are now in a position to resume operations up to 90% of their pre-war activities. In order to avoid destruction by the Germans, the machinery was dismantled and sent to different places for hiding. Most of the machinery has been returned and set up. They only need window glass to finish putting their plant in working condition ready for operation, and raw materials to begin operations. A list of the raw materials needed has already been submitted to the Industry Sub Commission in Milan. After this call, we proceeded to Parma where a meeting in the office of Genio Civile was held.

5. Parma

a. The Parma office, known as Circolo Superiore D'Ispezione per il Po, informed us that they have complete jurisdiction of all maintenance of inland waterways from

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where the Po meets the Adriatic Sea to Alessandria, Piedmont Province, as well as connecting rivers and canals along this route, including Lago Maggiore/Milan, Lecco/Milan and Canale Ferraresi. The branch offices at Ferrara, Reggio Emilia, Modena, Piacenza, Alessandria, Pavia, Milan, Cremona and Mantova must report to Parma regarding work to be done in their immediate territory so that the proper survey may be made before work is authorized. Dredging in the Po River and the Mincio River as far as Mantova and on the Ferrara Canals is directly under the Parma office, but dredging in Lago Maggiore/Milan and Milan/Lecco is under the supervision of the local Genio Civile offices.

b. At present, there are 3 suction dredges available and no bucket dredges, out of 13 suction dredges and 3 bucket dredges which were available in pre-war days. There are only 2 tugs available in working condition. There are 7 or 8 sunken tugs, seriously damaged and without motors.

c. The lack of coordination between the Parma-Po Office and the Italian State Railways has been eliminated insofar as rebuilding of the Piacenza, Cremona and Casalmaggiore bridges is concerned. The Parma office is greatly handicapped in their work due to lack of means of transportation which is essential in connection with surveys and supervision of reconstruction work. Therefore, it is very necessary that they be supplied with ample facilities to carry on with their work.

d. Po River navigation under Parma jurisdiction is now operating from the Ticino-Po junction to Piacenza with barges drawing 70 cmts., from Piacenza to Cremona with barges drawing 70 cmts., from Cremona to Casalmaggiore with barges drawing 80 cmts., from Casalmaggiore to Borgoforte with barges drawing 80 cmts., from Borgoforte to Ostiglia, as far as Governolo with barges drawing 80 cmts., and from Governolo to Ostiglia with barges drawing 120 cmts. However, when obstructions on the river at Ostiglia are removed, the draft on the river from Governolo to Volta Grimana will be increased to 180 cmts. Cargo is transshipped at Piacenza, Cremona, Casalmaggiore, Borgoforte and Ostiglia. However, when removal of obstructions at Ostiglia (now being done) is completed, the Po River will be navigable from Borgoforte to Volta Grimana without transshipment at Ostiglia.

e. Several other small canals which have been put out of operation by war damage were also discussed. It was strongly recommended that reconstruction work on the Po River and other connecting navigable ways be given immediate attention and that necessary repairs, even though on a temporary basis, be carried

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out at once in order to increase traffic. It was definitely pointed out that all possible should be done to speed up work as it is essential that the Po River and connecting waterways be put into maximum operation without delay.

6. Cantiere di Boretto - There is a shipyard here under direct control of the Parma office. An inspection of this shipyard was made together with officials from Parma. It was found that it is fairly well equipped and substantial work can be done here. At present, they are working on the suction dredge "Oglio" which has a dredging capacity of 500 cubic meters per hour and is almost ready for operation, awaiting only for the River to rise in order that she may be floated. They are also repairing the bucket dredger "Lombardia" with a dredging capacity of 40 cubic meters per hour. It will be about a month before this dredger is ready for operation. This shipyard employs 55 laborers at present. However, this number could be increased if all the necessary raw materials were available. There is a great need for a 100 ton floating crane which, under present inland navigation conditions, could be sent there. However, it was suggested that a 25 ton crane be secured and sent there and they could easily build the required pontoons. It is believed that this would be more feasible.

7. Mantova - This is the River terminal for barges carrying coal from Venice. It is a small river port; however, it could be used as a distributing point for coal destined for factories and plants in the surrounding area, thereby saving rail transportation to some extent.

8. Pontelagoscuro - The bridges at this point have been reconstructed and now it is possible for barges to discharge at this terminal which was a very important one before the war. Between Pontelagoscuro and Ferrara, there was an important industrial section which is being reconstructed gradually. Therefore, coal shipments, which now can be discharged at Pontelagoscuro, will be very essential in the reconstruction of this industrial section.

9. Recommendations

a. It is recommended that special attention be given to the supervision of the activities of all Italian agencies in connection with the rehabilitation of the inland waterways mentioned in this report. During visit made, all concerned were requested to give this reconstruction work highest priority since it is very important that all possible work be done now before winter conditions interfere. As stated

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herein, the programs and plans made by the Italian Government agencies are based on a complete rehabilitation of the inland waterways which is a very necessary project. However, if we are to get any use from the inland waterways, it is necessary that the Italian Government agencies make plans for temporary repairs which will facilitate inland waterway navigation now, even though later on when conditions permit, these temporary repairs may have to be done away with in favor of permanent reconstruction.

b. It is also recommended that in line with the suggestion of Lt. Col. Harris, Advanced Echelon of the Transportation Sub Commission in Milan, that some member of AC, preferably a member of the Public Works Sub Commission be assigned to the Milan Advanced Echelon to take full charge of the supervision and activation of this reconstruction work. Otherwise, it is feared that the enthusiasm and offer of cooperation developed during the making of this survey may not give us the required results.

10. In conclusion, we wish to report that the cooperation and assistance rendered by Captain A. Tosi, Ministry of Marine Liaison Officer with Movements Division, was of great value in securing information herein submitted.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

DISTRIBUTION
External
Col. C. P. Bolick, Public Works S/C, Milan
Lt. Col. M. Harris, Transportation S/C, Milan
Major E. B. Corby, Transportation Officer, Venezia Region
Italian Ministry of Public Works, Rome
Italian Ministry of Transport, Rome
Internal
Director, Transportation S/C
Industry S/C
Public Works S/C (Att. Capt. Shepard)
Movements Division, Tn S/C
Shipping Branch, Tn S/C
Captain A. Tosi, Ministry of Marine Liaison Officer

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NOTE: Maps of the different inland waterways navigation are now available at the Ports & Warehouse Division Office.

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T R A N S L A T I O N GB/fl

Vulcan S.S.
Via Carducci, 4/10

Rome 7 Aug.1945

TO: Transportation S/C A C.

Subject: Discharging of coal and shipment with Barges on the Po River.

In reference to our conversation of last week I am happy to inform you that my Firm is perfectly equiped and ready to act as Shipping Agency at Venice, and Marghera, and to provide for the discharge of the coal from ship to barge or on land and to its freighting and shipping on the Po River to the nearest point to Milan, which according to the "Associazione Nazionale Navigazione Interna" (A.N.N.I.), which is an association of shipoweners taking care of the river and coastwise traffic in the North Adriatic Sea, could be at present Borgoforte, 204 km from Venice.

I am always in contact with the A.N.N.I., and at any time I can obtain the needed tonnage to ship coal to Borgoforte or to any other place that can by reached with barges.

The A.N.N.I. is generally known, and applies the tarifs approved by the Allied Commission. I am informed that it is not yet possible to enter the Po River because of the demaged basis of Cavanella d'Adige and that for their reoperation about 20 months of work are necessary. If the higher Authorities would furnish dredges for the cleaning of the basins of Pioppa which have not been damaged, but contain much silt preventing its functionning, it would be possible in a short time to use this way. However some one should take interest in this work and, as the Director of the A.N.N.I. agrees, it would be well if the Allied Commission will interveen.

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If it is not possible to reoperate the Basins then it would be necessary to go to sea by way of Chioggia to enter into the Po through the East moth, but presently it is forbidden to pass since the area is mined and 6 months are necessary to clear it. If it is requested that the shipping of the coal begin in a short time, then it will be necessary to ask the Allied Command, or through it the Concerned Authorities, to start the work of mine sweeping or better the dredging of the Pioppa

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Some bargemen have, at their own risks, managed to come out of the sea towards the mouth of the Po and it seems they have not encontered difficulties, but the prohibition remains and therfore the work requested can not be guaranteed although some of the bargemen are willing presently to run the risk -

To ship goods up the Po now it is necessary to tranship at Cavanella D'Adige or Cavarzere with a natural raising

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of the cost and, in the case of coal, with some loss and the double freighting of barges from here to Cavanella or Cavarzere and from Cavanella or Adria to Borgoforte.

The transport rate by river shipping direct Venezia Borgoforte is Lit. 89 per Quintal wish full load or when river is low and a full load is not possible, i.e. one half, at last 3/4 of the carrying tonnage should be payed: if instead the quantity loaded should be 10% less then the tonnage of the barge the cost would be calculated on the load actually carried.

Having to go to sea, subordinated to the permit to navigate, a raise of 40 % of the above mentioned rates is asked. Percentage that, in the future when the risk diminisches will be reduced proportionally or will be substituted by another tariff.

The unloading tariffs established by the Provveditoriato al Porto di Venezia on the 1st June which will be applied starting the 1 August are, exept for any variations, the following:

From ship to barge and/or Pile	Manual Work	Machinery	Weing	Total for 1000 Kgs.
Normal working time	L. 30.=	23.=	3,10	56,10
Over time week days (30%)	" 39.=	29,90	4,05	72,95
Holidays (50%)	" 45.=	34,50	4,65	84,15
Night work and holiday over time (100%)	" 60.=	46,==	6,20	112,20

From ship to car, wagon etc.	Manual	Machinery	Weighing	Total for
Normal working time	L. 35,80	23.==	3,10	61,90
Over time week days (30%)	" 46,55	29.90	4.05	80.50
Holidays (50%)	" 53,70	34,50	4.65	92.85
Night work and holiday over time (100%)	" 71,60	46,==	6,20	123,80

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not including the wages of the foreman not yet established.

For the coal to be pilled one must keep in mind the cost of the area occupied by the pile and the cost of reloading from land to barge.

The charge for the area occupied by the coal pile is calculated

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loaded should be 10% less then the tonnage of the barge ~~the~~ ... would be calculated on the load actually carried.

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Over time week days (30%)	" 46,55	29.90	4.05	80.50
Holidays (50%)	" 53,70	34,50	4.65	92.85
Night work and holiday over time (100%)	" 71,60	46,==	6,20	123,80

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not including the wages of the foreman not yet established.

For the coal to be pilled one must keep in mind the cost of the area occupied by the pile and the cost of reloading from land to barge.

The charge for the area occupied by the coal pile is calculated for periods of whole months, i. e. if the pile is kept for a few days one must pay for one month, and the area has a fixed width and a variable lenght.

My experience teaches me that, the cost, varies from 1 to 6 Lires per tonn according to the quantity deposited and the time needed for the deposit.

The loading cost save changes is:

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With Bridge Elevators		Manual work	Machinery	Weighing	Total for 1000 Kg.
Normal working time		L. 37	20.==	3,10	60,10
overtime week days	(30%)	" 48,10	26.==	4,05	78,15
Holidays	(50%)	" 55,50	30.==	4.65	90,15
Night work and holiday overtime	(100%)	" 74,==	40,==	6,20	120,20
Hand wagon and slide					
Normal working time		" 57.==	==========	10,==	67,==
Overtime week days	(30%)	" 74,10	==========	13,==	87,10
Holidays	(50%)	" 85,50	==========	15,==	100,50
Night work and holiday overtime	(100%)	" 114,==	==========	20.==	134,==

I suppose that the ships which will arrive here will have the same benefit of not paying the duty like those which come on behalf of the M. of W.T.

I would like to know if the load will come with a bill of loading in my name as consignee, or from will I receive instructions for the unloading and the sending.

As you have forseen the bergemen would like to receive a part of their wages in advance.

I hope I have given you all the informations needed and I remain at your disposal for any further explenation.

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45-422

"Vulcaan" - S.A.
già Unione Consumatori di Carbone

SEDE SOCIALE E DIREZIONE CENTRALE: GENOVA
FILIALI: MILANO - VIA DEL GALLO N° 6.
ROMA - VIA S. MARIA IN VIA N° 38

IMPORTATORI ESCLUSIVI PER L'ITALIA DEI PRODOTTI DELLE MINIERE DELLO STATO OLANDESE
MINIERE: EMMA, MAURITS, HENDRIK, WILHELMINA

TELEFONI N. 53.879 - 53.795
TELEGRAMMI: VULCAAN - GENOVA
CODICI: SCOTT'S 10TH ED. & APP. / BENTLEY'S FIRST ED. / NEW BOE CODE

Rome 7 August 1945.

Via Carducci, 4/10

DISCHARGING OF C O A L AND SHIPMENT THROUGH BARGES ON THE P O R I V E R

In Relazione al ns/ colloquio della scorsa settimana mi pregio comunicarLe che la mia Ditta é perfettamente attrezzata e pronta, come in passato, ad agire a Venezia come a Marghera qua le Agenzia Marittima e a provvedere, oltreché allo scarico del Car bone da nave sia in barca che a terra, anche al noleggio e conse guente inoltro sul Po nel punto più vicino a Milano che, a giudizio della Associazione Nazionale Navigazione Interne (A.N.N.I.) la qua le é composta dei diversi enti e proprietari di barche esercenti la navigazione fluviale e costiera dell'Alto Adriatico, potrebbe esse re attualmente Borgoforte cioé per via fluviale 204 Km. da Venezia.

Io sono sempre in contatto con l'A.N.N.I. e potrò quindi, al momento opportuno, ottenere il tonnellaggio occorrente al trasporto del Carbone a Borgoforte e in qualsiasi altro punto che potrà essere servito con burchi.

Dalla A.N.N.I. che é regolarmente riconosciuta ed ap plica le tariffe stabilite in accordo col Comando Alleato, vengo però informato che non é ancora possibile entrare in Po a causa della rottura delle conche di Cavanella d'Adige per la cui ripara zione e rimessa in attività si dice sia previsto un lavoro di cir ca venti mesi; se le Superiori Autorità fornissero alcune draghe per l'escavazione delle conche di Pioppa, le quali non hanno subi to danni all'ingresso ma contengono invece molti detriti che ne im pediscono l'apertura, si potrebbe in breve usufruire di questa via occorre però che qualcuno si interessi e faccia iniziare subito il dragaggio; ho parlato in merito col dirigente di questa Unione di Navigazione Interna il quale mi ha confermato questa situazione ed anch'egli ritiene sarebbe augurabile e profiqup l'intervento del Comando Alleato.

Mancando l'apertura delle suddette conche si dovreb be uscire in mare da Chioggia per entrare in Po dalle foci di Le vante ma al momento le supriori Autorità non concedono il permesso di transito a causa della persistente presenza di mine sul percor so e per la cui rimozione si dice occorrano circa sei mesi.

Se si vorrà che questo lavoro abbia inizio fra breve sarebbe necessario invitare il Comando Alleato o, a mezzo suo, le Autorità competenti ad effettuare il rastrellamento delle mine o me glio il dragaggio delle conche di Pioppa.

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1700

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

"Vulcaan" - S. A.

già Unione Consumatori di Carbone

SEDE SOCIALE E DIREZIONE CENTRALE: GENOVA
FILIALI: MILANO - VIA DEL GALLO N° 6.
ROMA - VIA S. MARIA IN VIA N° 38

IMPORTATORI ESCLUSIVI PER L'ITALIA DEI PRODOTTI DELLE MINIERE DELLO STATO OLANDESE
MINIERE: EMMA, MAURITS, HENDRIK, WILHELMINA

TELEFONI N. 45-422
TELEGRAMMI: VULCAAN - GENOVA
CODICI: SCOTT'S 10TH ED. 6 APP. / BENTLEY'S FIRST ED. / NEW ROE CODE

Rome 7 August 1945.
Via Carducci,4/10

foglio No.2.

Alcuni barcari hanno già provato, a loro rischio, ad uscire in mare colle barche (burchi) verso le foci del Po e sembra che non abbiano incontrato pericoli, permane però il divieto e quindi non si può garantire il servizio richiesto sebbene una parte di questi barcari sia disposta ad assumere il rischio almeno al momento attuale.

Per il momento dovendo trasportare merci in Po si deve ricorrere al trasbordo a Cavanella d'Adige oppure a Cavarzere con conseguenti maggiori spese e, trattandosi di carbone, disfrido o dispersione oltre al doppio noleggio di barche da qui per Cavanella e/o Cavazzere e da Cavanella e/o Adria per Borgoforte.

La tariffa di trasporto diretto per via fluviale Venezia/Borgoforte é di Lit.89. al Q.le sulla portata del burchi oppure, dovendo, in tempi di magradel Po, caricare meno sulla portata del burchio, per esempio la metà, si dovrebbe pagare almeno i 3/4 della portata; se invece la merce caricata sarà di circa il 10. inferiore alla portata, il nolo verrebbe calcolato sul peso effettivamente caricato.

Dovendo uscire in mare, subordinatamente al permesso di navigazione, attualmente si chiede un aumento del 40.% sulla suddetta tariffa, percentuale che in futuro, cioé quando diminuirà il rischio, sarà proporzionalmente ridotta oppure verrà stabilita una tariffa a parte appena verrà data via libera.

Le spese di discarica da nave stabilite dal Provveditoriato al Porto di Venezia il 1° Giugno u.s. che però avrebbero pratica applicazione a cominciare dal 1° Agosto p.v. sono, salvo variazioni, le seguenti:

" DA NAVE A BARCA e/o CATASTA"	mano d'opera	Meccanismi	Pesatura	Totale per 1000 Kg
In orario normale.	.L. 30.=	23.=	3,10	56,10
in fuori orario feriale(30.%)	" 39.=	29,90	4,05	72,95
in giornate festive....(50.%)	" 45.=	34,50	4,65	84,15
lavoro notturno e fuori orario festivo.....(100.%)	" 60.=	46,==	6,20	112,20

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1701

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

"Vulcaan" - S. A.
già Unione Consumatori di Carbone

SEDE SOCIALE E DIREZIONE CENTRALE: GENOVA
FILIALI: MILANO - VIA DEL GALLO N° 6.
ROMA - VIA S. MARIA IN VIA N° 38

IMPORTATORI ESCLUSIVI PER L'ITALIA DEI PRODOTTI DELLE MINIERE DELLO STATO OLANDESE
MINIERE: EMMA, MAURITS, HENDRIK, WILHELMINA

45-422
TELEFONI N.: [redacted]
TELEGRAMMI: VULCAAN - GENOVA
CODICI: SCOTT 5 10TH ED. 6 APP. / BENTLEY'S FIRST ED. / NEW BOE CODE

Rome 7 August 1945.

"DA NAVE A CARRO, VAGONE ECC."		Mano d'opera	meccanismi	pesatura	Totale per 1000 Kg.
in orario normale.....	L.	35,80	23.==	3;10	61,90
in fuori orario feriale	(30.%) "	46,55	29,90	4,05	80,50
in giornate festive	(50.%) "	53,70	34,50	4,65	92,85
lavoro notturno e fuori orario festivo	(100.%) "	71,60	46.==	6,20	123,80

oltre alla spesa per l'impiego del capo stivatore non ancora stabilita.

Per il Carbone che andrà a catasta occorre tener conto delle spese di occupazione area catasta e del successivo ricarico da terra a barca o altro mezzo destinato.

Le spese di occupazione area catasta vengono calcolate per ogni mese indivisibile cioé viene conteggiato un mese anche se l'effettiva occupazione é stata o sarà di uno o alcuni giorni soltanto tenendo inoltre conto che per le apposite aree é prevista una misurazione fissa in larghezza mentre si procede alla misurazione effettiva in lunghezza.

La mia esperienza in materia mi fà prevedere una spesa variante fra lire una e Lire sei la Tonn. a seconda dei quantitativi depositati e del tempo occorrente per tali depositi.

Le spese di ricarico sono, salvo variazioni, le seguenti:

2601

"CON PONTI ELEVATORI"		Mano d'opera	meccanismi	Pesatura	Totale per 1000 Kg.
In orario normale.....	L.	37.==	20.==	3,10	60,10
in fuori orario feriale	(30.%)"	48,10	26.==	4,05	78,15
in giornate festive	(50.%)"	55,50	30.==	4,65	90,15
lavoro notturno e fuori orario festivo	(100.%)"	74,==	40.==	6,20	120,20

"CON CARRIOLE E CANALONE (A MANO					
In orario normale	L.	57.==	======	10,==	67,==
in fuori orario feriale	(30.%)"	74,10	======	13,==	87,10
in giornate festive....	(50.%)"	85,50	======	15.==	100,50
lavoro notturno e fuori orario festivo	(100.%)	114,==	======	20.===	134,==

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1702

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

"Vulcaan" - S.A.
già Unione Consumatori di Carbone

SEDE SOCIALE E DIREZIONE CENTRALE: GENOVA
FILIALI: MILANO - VIA DEL GALLO N° 6.
ROMA - VIA S. MARIA IN VIA N° 38

IMPORTATORI ESCLUSIVI PER L'ITALIA DEI PRODOTTI
DELLE MINIERE DELLO STATO OLANDESE
MINIERE: EMMA, MAURITS, HENDRIK, WILHELMINA

45-422
TELEFONI N. [illegible]
TELEGRAMMI: VULCAAN - GENOVA
CODICI: SCOTT'S 10TH ED. & APP.
BENTLEY'S FIRST ED.
NEW BOE CODE

Rome, 7 August 1945.
Via Carducci, 4/10

foglio No.4

Suppongo che i piroscafi che arriveranno quì con Carbone godranno degli stessi benefici di quelli che arrivano adesso per conto del M. of W. T. cioé non paghino alcuna tassa odiritto Doganale perciò La prego , se possibile, esserni preciso in merito.

Gradirò sapere,a suo tempo, se il carico arrive rà con polizza di carico a mio nome, qualericevitore, oppure da ch riceverò le disposizioni per lo scarico e l'inoltro.

Cone già da Lei previsto i barcari gradirebbero ricevere una parte di nolo anticipatamente.

Spero di averle fornito tutti i dati occorrenti e resto comunque a S: completa disposizione per quant'altro Le occorrerà.

2639

1703

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

Tel : 454

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub Commission

MPL/mi

(50)

Our Ref : AC/502/50/Tn.3

3 August, 1945

SUBJECT : Navigation of Lake Trasimeno

TO : Ministry of Transportation
General Inspectorate of Civil Motorization
and Transport in Concession
Service II.

Reference your letter of 24 July concerning the requisition of motor boats by the Allied Authorities. In order to take up this question it will be necessary for full information to be provided. It is requested that the following details be supplied:-

Names of owners of craft
Numbers of craft involved
Identification or registration numbers or names
Date of requisitioning
By whose authority requisitioning take place
Name of Military Unit, Division or Corps or any other useful information.

For the Director :

M.P.LARAMAN
Major R.E.

2299

FILE

1704

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

504

FM 50

JULY 301100

F/2281

AUG 021015

ROUTINE

ALCOM PIO VENICE

HQ ALCOM FOR ACTIT DOS BAZZANELLA INFO HQ AMG REGION XII TN PADOVA

UNCLASSIFIED.

Am informed canal VENICE to PORTO S GIORGIO NOGARO navigable 3 metres draft.

DIST

ACTION TN SC 2
INFO CHIEF COMMISSIONER
ECON SEC
FILE 2
FLOAT

2599

502

1705

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

TRANSLATION mdp

50B

Subject : Internal Navigation. 31 July 1945

To : Allied Commission, Transportation Sub-Commission

From : Ministry of Transport.

Following his report dated 30 June (folio 47), Dr. Ambrogio Agostino, Chief Inspector of the General Inspectorate, charged by the Allied Commission to study the present condition of the Italian internal navigation, has written another letter on the 21st inst. copy of which is forwarded to you herewith.

He indicates in this letter the material which ought to be immediately assigned in order to reactivate at least a part of the internal navigation.

The Allied Commission will therefore have to decide if the above mentioned assignement can be granted.

Awaiting the favour of your reply.

/s/ The Minister

Pour : Mme Cortese
(Les Affaires Italiennes)
(Mme Pasquier)
2618 2297

1706

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

Translation

Verona, 21 July 1945

Subject : Internal navigation - Reactivation of boats.

To : General Inspectorate M.C.T.C. - Rome.

Reference my report dated 30 June '45 on the present conditions of internal navigation in Northern Italy.

According to the information I received from the directors of the National Association of Internal Navigation, and in order to reactivate the 155 sunken boats assigned for transport on the lines starting at Venice, I inform you that the follwwing material is necessary :-

200 mc. of wood 15-10 metres length
30 quintals of oakum
10 tons of tar
5 tons of nails 11 and 14 cm. lenght.

The tar will also be used for the calking of the boats that, although working, must all the same be urgently repaired (see n. 170 paged 8 of my report).

The abovementioned assignement is requiredurgently asit is very difficult to get the material and its cost is very high. Besides, the repair of the boats cannot be delayed,as otherwise the remaining boats will have to be left unemployed much to the detriment of the future organisation of transport by sea.

With regard to the tugs, the representatives of A.N.N.I. have assured that the firms will themselves provide for their reactivation without any assignement of material.

2396

/s/ The Chief Inspector

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

I.G.M.239

Roma, 31 LUG 1945 194 A 1

MINISTERO DEI TRASPORTI

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE E DEI TRASPORTI IN CONCESSIONE

ON.LE COMMISSIONE ALLEATA SOTTOCOMMISSIONE TRASPORTI DIVISIONE PORTI
Via Veneto, = ROMA =

Servizio 3° = N.I
Prot. N° 4859 Allegati 1

Risposta al f. N°
del

OGGETTO: Navigazione interna =

L'Ing. Ambrogio Agostini, Ispettore Capo di questo Ispettorato Generale, incaricato da codesta On.le Commissione di compiere uno studio sulle attuali condizioni della navigazione interna in Italia, ha fatto seguito alla relazione del 30 giugno scorso, già inviata a codesta On.le Commissione stessa, con la lettera del 21 corrente, che si unisce in copia, nella quale sono indicati i materiali che dovrebbero essere assegnati d'urgenza per rendere possibile una ripresa, sia pure parziale, dei servizi di navigazione interna.

Vedrà codesta On.le Commissione se le assegnazioni richieste possano essere consentite, e si resta comunque in attesa di cortesi comunicazioni al riguardo.

IL MINISTRO

= COPIA =

Verona 21 luglio 1945

Ministero dei Trasporti
Ispettorato Generale M.C.T.C.

ALL'ISPETTORATO GENERALE
M.C.T.C.
R O M A

L'ISPETTORE CAPO INCARICATO DI
STUDI SULLA NAVIGAZIONE INTERNA.
Protoc.N. 745 -

OGGETTO : Navigazione Interna
Ripristino natanti.

Con riferimento alla mia relazione in data 30 giugno u.s. sulle condizioni attuali della navigazione interna nell'Alta Italia, informo che da notizie fornitemi dai dirigenti dell'Associazione Nazionale Navigazione Interna (A.N.N.I.)con sede a Venezia è risultato che, per poter rimettere in efficienza le 155 barche affondate destinate a trasporti sulle linee navigabili facenti capo a Venezia, alle quali ho fatto cenno a pag. 8 della relazione citata, occorrono le seguenti assegnazioni :

mc. 200 (duecento) di legno larice in tronchi possibilmente della lunghezza di 15-20 m.

Q.li 30 (trenta)di stoppa Tara 2594

Tonn. 10 (dieci) di pece navale Tara

Tonn. 5 (cinque) di chiodi della lunghezza di cm.11 e cm. 14.

La pece navale sopra richiesta servirà anche per calafatare diverse altre barche fra quelle attualmente in efficienza (n.170 come alla pag.8 citata della relazione) le quali ne hanno urgente bisogno.

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

L'ISPETTORE CAPO INCARICATO DI
STUDI SULLA NAVIGAZIONE INTERNA.
Protoc.N. 745 -

OGGETTO : Navigazione Interna
Ripristino natanti.

Con riferimento alla mia relazione in data 30 giugno u.s. sulle condizioni attuali della navigazione interna nell'Alta Italia, informo che da notizie fornitemi dai dirigenti dell'Associazione Nazionale Navigazione Interna (A.N.N.I.)con sede a Venezia è risultato che, per poter rimettere in efficienza le 155 barche affondate destinate a trasporti sulle linee navigabili facenti capo a Venezia, alle quali ho fatto cenno a pag. 8 della relazione citata, occorrono le seguenti assegnazioni :

mc. 200 (duecento) di legno larice in tronchi possibilmente della lunghezza di 15-20 m.

Q.li 30 (trenta)di stoppa Tonn

Tonn. 10 (dieci) di pece navale Tonn

Tonn. 5 (cinque) di chiodi della lunghezza di cm.11 e cm. 14.

La pece navale sopra richiesta servirà anche per calafatare diverse altre barche fra quelle attualmente in efficienza (n.170 come alla pag.8 citata della relazione) le quali ne hanno urgente bisogno.

Questi materiali potranno essere assegnati all'Associazione, che provvederà al ritiro ed alla distribuzione fra i quattro cantieri della zona che possono riparare le barche, secondo la potenzialità di lavoro di ciascuno ed il numero di natanti dei quali ciascuno assumerà la riparazione.

L'assegnazione in questione ha carattere d'urgenza perchè i materiali richiesti si trovano attualmente con estrema difficoltà ed a prezzi ele-

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vatissimi,mentre la riparazione delle barche non può subire ulteriori gravi ritardi altrimenti i relitti utilizzabili dovrebbero essere abbandonati con grave pregiudizio per la futura utilizzazione dei trasporti sulle vie navigabili.

Per quanto riguarda i rimorchiatori,i rappresentanti dell'A.N.N.I. hanno assicurato che le Ditte associate stanno provvedendo coi propri mezzi a rimetterli in efficienza senza che occorrano all'uopo assegnazioni di materiali.

L'ISPETTORE CAPO
F.to illegibile.

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

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

MINISTRY OF PUBLIC WORKS

OFFICE OF GENIO CIVILE

MILAN

****

INLAND NAVIGATION - SECOND CLASS OPERATIONS

****

Work to be done to improve navigation
in Navigli and Fiumi, Lombardia

L I S T

MILAN, 5 July 1945

1712

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

TRANSLATION

No. of priority	WORK TO BE CARRIED OUT	ESTIMATED COST	TIME REQUIRED FOR WORK WORKING DAYS
		Lire	
1	Clearing & cleaning of the Martesana Canal at the Autumn drying	2,000,000	Duration of work Workmen per day Total days workmen
2	Special clearing & cleaning of the Canals Grande, Bereguardo, Pavia and the Basin of Porta Ticinese	2,000,000	Duration of work Workmen per day Total days workmen
3	Improving the bottom along the Paderno Canal	1,340,000	Duration of work Workmen per day Total days workmen
4	Dredging of the right branch of the Adda river at the locality called Paradiso of the Commune of Cornate d'Adda	1,500,000	Duration of work Workmen per day Total days workmen
5	Reinforcement of the rocky cliff, which is threatening to subside to right of the Adda at Trezzo	2,000,000	Duration of work Workmen per day Total days workmen
6	Divers repairs of damage due to war action on the Canals Grande, Pavia and the Gaggi Dyke	3,542,000	Duration of work Workmen per day Total days workmen
7	Relaying of telephone lines along the Po with new sections beyond Vaprio	2,500,000	Duration of work Workmen per day Total days workmen
8	Reinforcement of defences of left bank of the Po river and tributaries classified in various sections	8,000,000	Duration of work Workmen per day Total days workmen
	TOTAL	22,882,000	

N.B. The above works are included in a program already submitted to and approved carrying out is estimated within the year 1945.

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TRANSLATION

	ESTIMATED COST	TIME REQUIRED FOR CARRYING OUT WORK WORKING DAYS		STATE OF PLANNING
	Lire			
Canal	2,000,000	Duration of work : days Workmen per day Total days workmen	30 200 6000	Survey to be completed Presentation within July 1945
anals in of	2,000,000	Duration of work : days Workmen per day Total days workmen	30 200 6000	ditto
no Canal	1,340,000	Duration of work :days Workmen per day Total days workmen	50 30 1500	Presented to A.M.G. for approval, 6 July 1945
Adda no of	1,500,000	Duration of work: days Workmen per day Total days workmen	100 20 2000	ditto
hich is the Adda	2,000,000	Duration of work : days Workmen per day Total days workmen	120 40 4800	Survey made and plans being drawn up. To be presented within July 1945
action on i Dyke	3,542,000	Duration of work : days Workmen per day Total days workmen	120 50 6000	Survey to be completed. Presentation within Sept. 1945
he Po	2,500,000	Duration of work: days Workmen per day Total days workmen	100 20 2000	Presentation within Sept. 1945
ank of fied in	8,000,000	Duration of work :days Workmen per day Total days workmen	400 100 40000	Presentation within Oct. 1945
	22,882,000			

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in a program already s itted to and approved by the Allied Military Government, and their hin the year 1945.

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

TRANSLATION

MINISTRY OF PUBLIC WORKS
SENIOR OFFICE OF INSPECTION FOR THE PO
ROYAL CORPS OF CIVIL ENGINEERS
AUTONOMOUS SECTION FOR THE PO

P A R M A

REPORT ON THE CONDITIONS OF NAVIGABILITY OF THE PO AND ON THE DAMAGE TO THE DIKING EQUIPMENT AND TO THE FIXED WORKS AT THE NAVIGATION CURVES.

1) Present Situation of Conditions of Navigation on the Po.

Due to war action, the navigable line of the Po from Pavia to the lock of Volta Grimana, km. 357, (the fixed bridges, rail and road were destroyed), is divided now into seven sections varying in length from 35 to 71 kilometers.

Inspite of this condition, craft of limited draft may pass from one section to another, even when the river level is low, by carrying out difficult manoeuvers at the fallen bridges.

It is now possible to navigate with a draft of 0.70 meters from Pavia to Cremona; draft of 0.80 meters from Cremona to the mouth of the Mincio; draft of 1.20 meters from the mouth of the Mincio to the lock of Volta Grimana, and then with boats of 100 tons from Pavia to the mouth of the Mincio loaded with 60 to 70 tons of goods; with boats of 100, 200, 250 tons loaded up to 120 tons from the mouth of the Mincio to the Volta Grimana lock.

As is seen, in case of absolute necessity without waiting for increases in the river level, it is possible to navigate, sacrificing economic convenience. When the river level rises, the carrying capacity of the craft will also increase.

One of the greater obstacles to navigation, at the moment, is the debris of the blown up bridges which make the bottom (bed) of the river dangerous.

It is necessary to remove these remains at earliest, both in regard to safety and possibilities of navigation as well as for the regular flow of water, because in the event of floods dangerous situations would arise to the embankment defenses through undue rise of water above the bridges.

Headquarters Emilia Region AMG, Public Works & Utilities Division, requested our Office to arrange for the clearance of bed of the Po

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

river by removing the debris and masonry of the blown up bridges.

This work has been organized arranging the first contracts, but a long time is necessary to prepare for the starting of the work because of lack of coordination between this office and the initiative of the administrations of the State Railways and of the State and Provincial Roads. Also because in some cases, the Railways have allotted to undertake bridge building, also the removal of wrecks, without informing this Office. This is due to the fact that the Po zone is under two AMG Regions (Bologna and Milano).

The difficulty of communications prevents repeated contacts with the several principal Offices in order to establish and clarify the respective competency for the various works with sufficient speed.

It must be stated that the work of clearing the bridges blown up at Cremona, Casalmaggiore, Borgoforte, Ostiglia, Pontelagoscuro will require an expenditure of about 60,000,000 Lire using 70,000 working days and could be finished by February 1946.

Another obstacle to navigation is represented by the temporary pontoon bridges built on the initiative of local Bodies with remains of military material and which cannot be opened.

At present there are four: two at Piacenza, one at Borgoforte, and one at Pontelagoscuro, and they will be increased as craft dispersed along the Po are recovered.

It is indispensible that measures be taken by the competent Authorities and by the AMG so that the bridges be modified with sections which can be opened, temporarily suspending traffic over the bridges during the manoeuvers of opening and closing.

It is further to be stated that between the mouth of the Mincio and Mantova, it is impossible to navigate now with 600 ton lighters, because the new lock of Governolo is partly damaged, and because the curves on the Mincio, in this section, do not allow for the passage of lighters of such size.

Finally, it is pointed out that along the Po there are boatmen and lightermen accustomed to carry on navigation, even by towing from tow path, and a large number of them would find re-employment as soon as navigation is renewed.

2) <u>Damage to the Dredging Equipment under Care of this Office</u>.

The strength of floating material of the Autonomous Section for the Po was 500 craft, valued as per inventory, inclusive of equipment and reserve material, at 30,000,000 Lire (1941), including tugs, dredgers, boats, pontoons, etc.

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Through war action almost all the above has been damaged or sunk, and these were dislocated along the river from Pavia to the lock of Volta Grimana (Km. 357), so that only 5% is still in efficiency.

The first works of gathering in and of refloating are now being carried out at a total of 1,000,000 Lire. For putting into service all the craft, an expenditure of 25,000,000 Lire and 25,000 working days is estimated.

This work is of indispensible character and of urgent necessity, since we must take advantage of the periods of low water, summer and winter, to prevent the loss of this material, today salvable, and whose present value is about 400,000,000 Lire.

The dredging equipment is indispensible to improve the navigation of the river during low water periods and to clear the navigable channel of the river from the innumerable wrecks of craft and vehicles sunk through war action.

We have to state that this office at present has in working condition two tugs of 60 HP, four boats of 100 tons each, three boats of 300 tons and four suction dredgers. This material is now being used for salvage work and for getting in the damaged craft, which, after repairs, will be used for river navigation.

From information received, it appears that the Societa Bercari of Mantova has at its disposal a tug and 20 boats of 150 tons each, and that they are repairing many others.

The Societa A.N.N.I. (Associazione Nazionale Navigazione Interna, Calle dei Frari 913) has been formed again in Venice. This organization is composed of all the navigators of the Po and can dispose of all efficient craft for river navigation.

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3) Damage to the Defenses on the 47 Navigation Curves (excluding the hydraulic works of 2nd class which are under several offices of the Genio Civile).

The embankment defenses at the navigation curves have been damaged in part through war action and German wreckers, principally by taking away in various spots the stone covering which protects the sandy bank, and the overturning of works through bombardments.

If repairs are not arranged for immediately, using again in part the stones which are recoverable along the banks, the stability of the whole of the defenses would be compromised with danger of the ruin of all the works by action of river floods. Therefore, the

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following work is proposed:

a) Work which absolutely cannot be postponed: At the curves Nos. 36, 34, 32, 30, 28, 26, 25, 24, 23, 21, 19, 8, 6, 4 to be carried out by salvaging on the spot and putting in place the stone work at an estimated cost of 3,000,000 Lire. The works are already under allotment at a sum of 1,400,000 Lire and as soon as the AMG will have approved the remainder, that too will get under way. It is expected to finish all this work within the month of November this year, using 15,000 working days.

b) Urgent works - orks of replacement of parts of works destroyed by bombardments or damaged at the navigation curves Nos. 33, 27, 22, 20 are to be done at a total sum of 4,000,000 Lire and requiring 10,000 working days.

These works should be started in August and finished by December, but it is necessary to supply stone and small stone from the Apennine and alpine torrents, at an average distance of 70 kilometers from the zones of use.

It is indispensable to allot at least three trucks with trailers for the transportation of this material, otherwise the work cannot be carried out (it is understood that with the trucks it is necessary to allot petrol and lubricants).

c) Stock required of broken stone and rubble stone: - On the 47 curves, it is necessary for their ordinary and extraordinary upkeep and for stocks of urgency in the case of floods to hold, as before the war, a stock of about 20,000 cubic meters of broken stones and rubble stone, which were taken away and dispersed by German wreckers, for the building of roads and places of call on the river. This material is not recoverable, so there is an absolute lack of it.

The supply of this stock is not of greatest urgency; but is indispensible to renew the stocks because they represent a guarantee of efficiency of the defenses.

The damage caused by the dispersal of material may be calculated at 16,000,000 Lire and the collection of it will take up 20,000 working days.

THE CHIEF ENGINEER
(Giulio Chiodarelli)

Milan, 6 July 1945.

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TRANSLATION

TRANSLATION

MINISTRY OF PUBLIC WORKS

MAGISTRATO ALLE ACQUE

Repairs to the Inland Navigation works of the Compartment of the Magistrato delle Acque Damaged by War Action.

REPORT

The damage caused by the war to the navigation works of the inland waterways in the area of the Magistrato delle Acque cannot be estimated, even roughly, unless careful surveys are carried out, allowing especially for the foundations of the masonry works, etc., ascertaining the real static conditions of the damaged built works.

The carrying out of such indispensable surveys presupposes the disposal of adequate means of transport (cars and especially bicycles) which today part of the offices do not possess, inspite of the insistant requests made to the local and Allied Authorities. It is obvious that without such means, it will not be possible to proceed to draw up plans and later direct the work to be done.

Most of the work to be done concerns ferro-concrete works, supplied with unsubstitutable metallic parts and relative devices for manoeuvring. Another difficulty to overcome will be the rapid and timely supply of relative material (cement, soft steel, section irons, bricks, etc.) without which the principal works cannot even be started. The interested offices, fully aware of the importance of the problem, are already carrying out those works which are possible in the present situation and which will allow, in some sections of the waterways a reduced inland navigation. These, however, are short sections and the renewal of navigation would be only partial. It is to be noted that the technical time indicated in the attached computation presupposes the actual and immediate disposal of the means and material required.

Passing on to the detail of the work, this may be thus summarized:

1) Venetian Coastal Line:

a) The locks of Benazzana to left and right of river Tagliamento are damaged, especially the gates and relative mechanisms.

b) The tow paths and relative foot bridges are damaged.

c) The signalling apparatus of the section of the Lagoon of Murano is almost completely destroyed.

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c) The walls and the gates of the locks right and left of the river Pieve at Revedoli and Cortellazzo are damaged (Nos. 3 & 4).

e) It will be further necessary to remove the numerous craft sunk in the various sections of the line, since their presence prevents navigation.

f) Finally, it will be necessary to remove the material obstructing the bed and the silt formed through lack of maintenance due to the war. For this work, some dredgers and relative fuel are required.

2) Po-Brondolo Navigable Line.

a) The following locks are damaged: Brondolo, Cavanella d'Adige left (especially serious), right, Volta Grisana (Nos. 5, 6, 7, 8). The damage is caused principally in the distribution of sections of side walls, serious damage to the metallic gates, swing bridges, lifting bridges and relative mechanisms.

3) Venice-Padua Line.

a) The following locks are damaged: Moranzani, Dolo and Stra (Nos. 9, 10, 11). The first was struck at the gates, the others have their side walls damaged seriously as well as accessory works.

b) The cable across the river Brenta at Stra is seriously damaged, and this is the key for feeding the Brenta and the Piovego canals which form this line.

c) The remains of the metallic girder of the road bridge at the mouth of the Piovego must be removed.

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4) Line Padua-Battaglia-Chioggia.

a) Supports of the center arch (No. 13) were destroyed by a bomb, carrying away all the superstructure, the metallic sluices and the relative mechanism. This repair is indispensable because the sluices regulate navigation both in the upper and in the lower canals.

b) The Battaglia lock (No. 14), as such is intact, but the opening and closing mechanisms are damaged.

5) Goro Po Line/Gnocca Po.

a) The two locks towards the Goro Po and towards the Gnocca Po are damaged, and the bridge in connection with the left bank

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of the Venetian lagoon drainage has fallen into the bed.

6) Po Canal Bianco Line.

a) It is necessary to repair the Cavanella-Po lock so as to be able to use this line during the repairs of the Volta Grimana lock.

7) Secondary Lines.

a) Over the rivers Stella, Aussa, Corno, it is necessary to rebuild some foot bridges which give continuity to the tow path, and to remove the artificial obstructions made by the Germans at the mouths of these small rivers.

b) Brian Canal Lock: damaged, as also the sluices and the swing bridge, at the metallic parts, the walls and the operating mechanism.

c) Adigetto and Scortico canal: these require removal of rubble fallen into the bed due to bombing of neighboring houses.

8) Navigable rivers:

a) On the river Lemene the lift bridge of Marango must be repaired.

b) On the river Livenza the Caorle lift bridge must be repaired, and the bed at the bridges of Salute and S. Stino (rly.) must be cleared.

c) Piave river: must remove the bridges of Grisolera and S. Donay road and rail.

d) Adige river: to renew navigation, it is necessary to remove the metallic girders of the demolished bridges of Cavanella d'Adige, rail and road, Cavarzere rail, Boara Polesine road and rail, Ca Morosini and Badia.

9) To carry out these works as per compendium attached, there is estimated an expenditure of 158,000,000 Lire as follows:

a)	Venetial coastal line .....Lire	41,133,500
b)	Po-Brondolo	54,800,000
c)	Padua-Venice	10,696,000
d)	Padua-Battaglia-Chioggia	2,895,000
e)	Goro Po-Gnocco Po	11,200,000
f)	Po-Canal Bianco	4,000,000
g)	Secondary Lines	9,300,000
h)	Navigable rivers	23,000,000
	To make a round figure	975,500
	TOTAL.....	158,000,000

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In the compendium, Priority I indicates the works indispensable to renew the most important lines; Priority II for the less important works, and Priority III those works which, though indispensable, are not of a real urgent character.

THE PRESIDENT

(signed) Bonomi

VENICE, 12 July 1945

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No.	DESCRIPTION OF WORK	Estimated cost	Working days	Time required	Prior
	I st - VENETIAL COASTAL CANAL				
1	Rebuilding foot bridge Valle Pantani	400.000.-	400	2 months	1
2	Putting in order Bevazzana lock - Left and manoeuvre hut	3.000.000.-	2000	4 months	1
3	Rebuilding towing path	1.000.000.-	1500	3 "	1
4	Salvage craft lying on bottom	300.000.-	300	2 "	1
5	Renewal signal devices, etc.	3.000.000.-	2000	6 "	1
6	Removal silt	3.000.000.-	1000	5 "	1
7	Bevazzana lock-right- Iron gates and divers repairs	2.500.000.-	2000	6 "	1
8	Brian supports	5.000.000.-	5000	1 year	2
9	Revedoli lock - Repairs	268.000.-	300	2 months	-
10	Revedoli lock - Clearance access canals, etc.	500.000.-	500	2 "	2
11	Permanent works of Revedoli lock	3.000.000.-	3000	6 "	1
12	Cortellazzo lock	165.000.-	200	2 "	-
13	Cortellazzo lock - rebuilding gates and general repairs	3.000.000.-	3000	12 "	1
14	Clearance of whole navigable waterway	6.000.000.-	6000	3 "	1
15	Dredging and necessary excavation	10.000.000.-	10000	1 year	1st &
	II - PO LINE - BRONDOLO				
16	Brondolo lock	400.000.-	2000	3 months	1
17	Ostanella Adige lock- left	27.400.000.-	40000	18 "	1
18	Ostanella Adige lock - right	19.400.000.-	25000	12 "	1
19	Volta Grimana lock	7.600.000.-	10000	8 "	1
	Carry forward	93.933.500.-			

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Estimated cost	Working days	Time required	Priority	State of planning	REMARKS
400.000.-	400	2 months	1st	To be done	
3.000.000.-	2000	4 months	1st	" " "	
1.000.000.-	1500	3 "	1st	" " "	
300.000.-	300	2 "	1st	" " "	
3.000.000.-	2000	6 "	1st	" " "	
3.000.000.-	1000	5 "	1st	" " "	Dredging & relative fuel required.
2.500.000.-	2000	6 "	1st	" " "	
5.000.000.-	5000	1 year	2nd	Done	
268.000.-	300	2 months	-	-	Work is being carried on.
500.000.-	500	2 "	2nd	-	Work is being carried on.
3.000.000.-	3000	6 "	1st	To be done	
165.000.-	200	2 "	-	-	Work is being carried on
3.000.000.-	3000	12 "	1st	To be done	
6.000.000.-	6000	3 "	1st	Is being done	
10.000.000.-	10000	1 year	1st & 2nd	To be done	
400.000.-	2000	3 months	1ST	To be done	
27.400.000.-	40000	18 "	1st	" " "	
19.400.000.-	25000	12 "	1st	" " "	
7.600.000.-	10000	8 "	1st	" " "	
95.933.500.-					

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No.	DESCRIPTION OF WORK	Estimated cost	Working days	Time Required	Prior
	Forward	95.933.500.-			
	IXI° - Line PADOVA-VENEZIA				
20	Morenzani lock - Repairs to gates	100.000.-	100	1 month	1
21	Dolo lock	2.000.000.-	2000	6 months	1
22	Stra lock	2.500.000.-	3000	6 "	1
23	Stra supports - Renewal old boom	198.000.-	3000	6 "	1
24	Stra supports - metallic parts new boom	300.000.-	300	2 "	1
25	Repairs to Stra supports	5.000.000.-	5000	12 "	2
26	Clearence Stra & Dolo lock	400.000.-			
27	Renewal iron bridge on the Piovego at Stra	198.000.-	200	1 month	1
	IV° - PADOVA-BATTAGLIA-CHIOGGIA line.				
28	Removal obstruction Cagnola canal, Bevolente bridge	195.000.-	200	1 month	2
29	Repairs support Arco di Mezzo	1.500.000.-	2000	3 months	
30	Battaglia lock	1.000.000.-	1500	3 "	
31	Removal Buffi bridge on Este Monselice canal	200.000.-	600	1 "	
	V - GORO PO line - GNOCCA PO				
32	Goro Po lock	6.000.000.-	8000	12 months	
33	Removal Venetian drainage bridge	3.800.000.-	5000	12 "	
34	Gnocca Po lock - removal bridge	1.400.000.-	2000	8 "	
	VI - PO line - BIANCO canal				
35	Cavanella Po lock	4.000.000.-	5000	6 months	
	Carry forward	124.824.500.-			

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	Estimated cost	Working days	Time Required	Priority	State of planning	REMARKS
.....	95.933.500.-					
	100.000.-	100	1 month	1st	To be made	
	2.000.000.-	2000	6 months	1st	" " "	
	2.500.000.-	3000	6 "	1st	" " "	
	198.000.-	3000	6 "	1st	" " "	Being carried out
om	300.000.-	300	2 "	1st	Being carried out	
	5.000.000.-	5000	12 "	2nd	" " "	
	400.000.-					Being carried out
Stra	198.000.-	500	1 month	1st	Done	
line.						
olonte	195.000.-	500	1 month	2nd	Done	
ridge	16500.000.-	2000	3 months	1st	To be done	
	1.000.000.-	1500	3 "	2nd	" " "	
emel	200.000.-	600	1 "	2nd	" " "	
	6.000.000.-	8000	12 months	3rd	To be done	
	3.800.000.-	5000	12 "	3rd	" " "	
	1.400.000.-	2000	8 "	3rd	" " "	
	4.000.000.-	5000	6 months	1st	" " "	
.....	124.824.500.-					

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No.	DESCRIPTION OF WORK	Estimated cost	Working days	Time required	Priority
	Forward.....	124.824.500.-			
	VII - Secondary waterways.				
36	Reconstruction foot bridges, tow paths of rivers Como and Stella	1.800.000.-	1200	4 months	2nd
37	Removal obstructions at months of the Corno, Stella & Aussa	1.500.000.-	1500	4 "	1st
38	Clearance rubble along the Adigetto, Loreo canal & Scortico	6.000.000.-	9000	12 "	2nd
	VIII- NAVIGABLE RIVERS				
39	Removal bridges on river Adige	15.000.000.-	15000	6 months	1st
40	Removal bridges on river PIAVE	5.000.000.-	5000	6 "	1st
41	" " " " LIVENZA	3.000.000.-	3000	3 "	1st
	TOTAL.....	157.024.500.-			
	To make a round figure	975.500.-			
		158.000.000.-			

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Estimated cost	Working days	Time required	Priority	State of planning	REMARKS
124.824.500.—					
1.800.000.—	1200	4 months	2nd	To be made	
1.500.000.—	1500	4 "	1st	" " "	
6.000.000.—	9000	12 "	2nd	" " "	
15.000.000.—	15000	6 months	1st	" " "	Necessary also in regard to effect of flood dangers.
5.000.000.—	5000	6 "	1st	" " "	do
3.000.000.—	3000	3 "	1st		do
157.024.500.—					
975.500.—					
158.000.000.—					

MINISTRY OF PUBLIC WORKS

MAGISTRATO ALLE ACQUE

Works for renewal of inland navigation in the area of Compartimento the Magistrato alle Acque damaged by war action.

LIST

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VENICE, July 12nd, 1945

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

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

TRANSLATION

TRANSLATIO

MINISTRY OF PUBLIC WORKS

OFFICE OF THE CIVIL ENGINEERING DEPARTMENT

FERRARA

REPORT ON LINES OF INLAND NAVIGATION IN THE PROVINCE OF FERRARA WITH SUMMARIZED INDICATION OF DAMAGE SUFFERED THROUGH WAR ACTION.

A. Inland navigation in this Province is carried on through the following waterways:

1. River Po in the section from the Mantova Province border at Stellata down to the junction of the Goro Po at Serravalle from Brera for a length of 64 km.

2. River Goro Po from Serravalle down to the mouth at the sea near Goring for a length of 43 km.

3. Boicelli canal from the Pontelagoscuro lock which connects it with the Po down to the mouth of the Volano canal near Ferrara for a length of 6 km.

4. Volano canal from Ferrara to the mouth in the sea in the water pocket of Goro, for a length of 70 km.

5. Primaro canal from S. Nicolo to the mouth in Volano near Ferrara for a length of 18 km.

The above inland waterways form the navigable line classified as second class and the upkeep is done by the State, Ministry of Public Works.

B. From this principal line other unclassified navigable canals branch off as follows:

1. Canal flowing out of the reclaimed zone of Burana dal 577 Ferrara at Bondeno, of the length of 17 km.; maintenance by the Consorzio Interprovinciale of Burana.

2. Drainage canal Leone with branch off for Polenda di Savoia, for a length of 10 km.; maintenance by the Consorzio della Grande Bonificazione Ferrarese.

3. Mezzano and Palotta da Codigoro at Porto Garibaldi Canals for a length of 20 km.; maintenance by the Municipalities of Comacchio and Lagosanto.

Through war action, the said waterways have suffered damage to bridges, locks and movile sluices in such manner that it is no

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longer possible to make use of them, not even in a small way. This is not only due to the debris which obstruct them, but also in view of the heavy damage caused to the Pontelagoscuro lock which has been put out of use, and to the inefficiency of the movile sluices in the Volano, half collapsed, so it is impossible to keep enough water in the canale for sufficient draft for navigation.

C. In relation to the brief exposition of facts above, it is necessary, for the renewal of navigation, to carry out the reconstruction of the movile sluices of Valpagliaro and Tieni and of the heads below the aforementioned locks, besides various repairs to the lock of Pontelagoscuro on the Po and that of Marozzo on the canal of the same name, and at the same time, the following obstructions must be cleared:

1. For the river Po:

   a. Take away from the bed the metallic girder of the road bridge at Pontelagoscuro.

   b. Salvage craft sunk in the lock of Pontelagoscuro and cargo which the sunken boats contain.

2. For the Bolcelli Canal:

   a. Free the bed of parts of 5 bridges of ferroconcrete, destroyed.

   b. Renewal of embankments in several places.

3. For the Volano Canal:

   a. Clearance of bed containing parts of 25 blown up bridges, of which 5 are ferroconcrete and 20 are steel with abutments in masonry.

   b. Clearing of wooden piles placed in the bed at Passo Pampana to build a footbridge.

   c. Renewal of embankment in several places.

   d. Repairing some sections of tow paths.

4. For the Primaro Canal:

   a. Clearance from the bed of parts of 8 blown up bridges, of which 5 are ferroconcrete, 1 of steel with abutments in masonary and 2 with ferroconcrete girders and abutments in masonary.

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5. For the canals Marozzo and Palotta:

a. Clearance from the bed of the remains of 3 blown up bridges, of which 2 are masonry and one of ferroconcrete.

b. Removal of obstructions in the Marozzo canal near Comacchio.

6. For the Leone Canal:

a. Clearance of parts of 2 blown up bridges from bed.

7. Drainage canal of Burana:

a. Clearance of bed obstructed by blown up bridge.

D. In particular the damage suffered by inland waterway works, to mention the most important damage, is as follows:

1. Pontelagoscuro lock: - This important lock at the right embankment of the Po river, built together with the Polcelli canal to place the Volano in communication with the Po river, is formed by the lock basin with six cabins, three to the right and three to the left containing the manoeuvering mechanisms, both hand and electric, and a small plant for pumping water with three electric pumps and electric transformer set, has suffered the following damage:

a. Masonry work: - Destruction of two manoeuver cabins, one of the second group on the left, and the other of the third group on the right, and damage to that of the third group to the left, and destruction of part of the abutment (left) of the road bridge crossing the lock at the top of the embankment of the Po, for a height of 10 linear meters. The coping, windows and doors on the second floor of the building containing the conducting plant are partially destroyed, as well as the dividing walls and a concrete wall left of the basin of the arrival of water.

b. Metallic work: - Two cast iron columns are broken together with the manoeuvering flywheels of the second group to the left. The metallic sluices of the conducting plant are only bent but the relative manoeuvering apparatus is broken. Ten iron beams are deformed, five of which have been pierced in various points and have lost their oak packing. Part of the steel corbel of the aerial rope railway for manoeuvering the sluices has also been destroyed.

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c. Electric Equipment: - The connecting line with the transformer set has been destroyed for a length of about 150 linear meters and the trellis pylon supporting the line has been badly bent. The connecting cables crossing over the lock connecting up the manoeuver sets are broken and in part missing. All the electric lines of the aerial rope railway have been destroyed, and the rest of the above-mentioned electric plants are all to be overhauled. In the transformer cabin, a trellis has been badly bent, and two transformers broken, and one of the three motors is damaged. Further, the whole of the electric plant regarding the lock, etc. has been damaged and must be overhauled.

2. Valpagliaro Lock:

a. Masonry Work: - The road bridge at downstream end of the lock is blown up and the walls underneath the bridge have falled down to their foundations. The right cabin to right downstream with manoeuver devices is destroyed and the other three slightly damaged.

b. Metallic Work: - In the destroyed cabin, the flywheels of the two columns are broken, the whole electric of said cabin is destroyed, and the motor, the resistance and the automatic brakes are damaged. One of the end poles of the electric line of the bridge crane is destroyed and the line itself damaged, as well as the cables crossing the lock for electric connection of the cabins.

c. Mobile sluice of Valpagliaro: - Alongside the lock is the mobile sluice to keep above it, at the upper head, the height of water necessary for navigation. It has six openings with doutments in masonry and intermediate piers in ferroconcrete. The 12 abutments, 2 per pier, are manoeuvered both by hand and electrically, with electric motor and hydrodynamic plant. There is a steel bridge at the lower head of the lock on the prolongation of the abutments. Following on the falling of the bridge, mined and blown up by the Germans, all the abutments were completely destroyed, as well as the manoeuvering cabin in masonry, the concrete poles damaged, the vents of the sluices broken and lifting mechanism damaged, the oil pipes damaged, the motor, various devices and the electric plant are damaged.

As regards the masonry work, the lock must be entirely rebuilt, except for two intermediate cisterns which may be eventually utilized, but in regard to the metallic parts, only the sluices can be used, after repairs and ranging in workshop.

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3. Tieni Lock:

a. Masonry: - The road swing bridge, lower end of the lock, was blown up, and in falling carried away the side walls of the lock up to the manoeuvering set of the gates which have fallen into the water. The top of the left wall of the lock is damaged throughout its length through holes for mines.

b. Mobile Sluices:- Alongside the lock is the mobile sluice to keep, above the lock, the depth of water necessary for navigation. It has six arches with abutments in masonry and intermediate steel trusses, besides overhead bridge for manoeuvering and transit. The two central arches are closed by four sluices worked both by hand and mechanically by means of an electric motor and of a hydrodynamic plant. The remaining four arches are closed by wooden rafters worked by hand through pulleys and inverted tow and chain girder. There is a steel bridge below the lock on the extension of the abutments.

Following on the fall of the bridge, the abutments are completely destroyed, the steel trusses are partly twisted, the motor compartment destroyed, and the oil pipes and the electric plant damaged.

In regard to masonry, the lock is to be entirely rebuilt. In regard to metallic work, the four metallic sluices and the relative mechanism can be used, after the required adjustments and repairs in workshop.

4. Barozzo Lock - An antiquated lock with wooden gates, for craft of small tonnage. After the blowing up of the bridge, at the upper head of the lock, the gates do not work, and it is believed that masses of masonry falled into the bed prevent the working of the gates.

E. For carrying out all the above described work, for removing obstructions in the canals, it is estimated, based on current prices, that the following sums will be required:

1.	For the Pontelagoscuro Lock and annexed water works	Lire 10,000,000
2.	For the Valpugliaro lock and annexed mobile sluice.....	4,000,000
3.	For the Tieni lock and annexed mobile sluice	5,000,000
4.	For the Barozzo lock	500,000
5.	For cleaning/clearing the bed of the canals from parts of blown-up bridges, for taking away pile foundation grills and removal and salvage sunken craft, etc.....	12,000,000
	TOTAL	31,500,000

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It is superfluous to point out that for the renewal of the locks and sluices it is understood that the work of specialized firms which possess adequate means for this class of work is necessary, and therefore in consideration of the time required for such complex works, it is proposed that a gradual carrying out be effected, commencing from the canals which pass through districts which need it most, in such way as to allow a renewal of navigation, even in intermediate sections of great local interest.

The zone of Comacchio, owing to its position, suffers most from the suspension of inland navigation, since its population drew their greatest resources from trade through that navigation. Therefore, precedence should be given in carrying out this work, to that zone to renew the navigation in the canals Marozzo - Falotta and in the Volano below Codigoro in such way that Comacchio could again start inland waterway communication with the neighboring centers of Lagosanto, Codigoro and with the Venetian zones.

Such work could be reduced to the removal of debris of three blown-up bridges and other obstructions from the bed of the Marozzo canal near Comacchio; in renewing the lock of Marozzo; in the removal from the bed of the Volano of the remains of a blown up bridge and extraction of the foundation gril at the bottom of the bed at Casse Pomposa.

The first set of work, based on present prices, would be a further expenditure of only 3,000,000 Lire.

FERRARA, 8 June 1945.

THE CHIEF ENGINEER

(signed)

M. Formichi

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

T R A N S L A T I O N

S/ fl

Ministry of Transportation

Allied Commission
Transportation S/C
Port Division
Rome

Rome Jul 24, 1945

Serv. II
No 644

Subject: Navigation on the Trasimeno lake.

The "Societa Anonima Navigazione Trasimeno" grantee for the public shipping service on the Trasimeno lake has given us notice that her motorboats have been requistioned and are still in possession of the Allied Government.

The traffic of passengers, goods and mail on this lake is of the greatest importance since it serves populated areas of the lake store. We therefore ask the Allied Commission to curteously examine with promptness the possibility that the seacraft above mentioned be returned as soon as possible to the Company.

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For the Minister

Sgd illegible.

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ARTICLES of

the Consorzio Associazione Nazionale di Navigazione Interna with external activities.

We point out as per a contract of 21 May 1941 - Number 1650 Rep. by Notary (doctor) Alessandro Finadri of Roncoferraro and Villimpenta (Mantova) a voluntary association between societies and private enterprises exercising navigation on rivers canals and **canals** was formed under the title of "Associazione Nazionale di Navigazione Interna" will its Headquarters in Venice.

That the said association, without any intention of speculating, had its aim of developing river navigation, regulating work projects between the members, fixing tariffs and controlling its rigid application, regulating transportation facilities between its members, etc.

That in order to increase the activities of the association and to render more efficacious the tutelage of the Ente for its members, the Directive Council has resolved for the transformation of the association into a consorzio with external activities as per Articles 2612 and succeedings of the Civil Code, with the following statuatory rules:

1) The Association "Associazione Nazionale di Navigazione Interna" with its Headquarters in Venice is transformed into a Consorzio with external activities, between societies and private enterprises carrying out river and lake Internal Navigation of a tonnage not less than 1000. The Consorzio will retain the title "Associazione Nazionale di Navigazione Interna" and maintain its Headquarters in Venice, Calle dei Fabbri No. 913.

2) All social and private enterprises who meet the requirements as per Art. 1 above may participate in the Consorzio by making a notorized request to the Administration Council declaring to follow the rules of the Consorzio and to observe them scrupelously. The participation is understood to be for the duration and possible delays of the Consorzio.

3) A consonziate who ceases Navigating is entitled to withdraw from the Consorzio after 15 days of his written notice to the Board of Directors.

4) The duration of the Consorzio will be until the 30th day of June 1946 and it is understood to be renewed yearly unless its dissolution is deliberated two months prior to the normal or delayed expiration by the assembly of Consorziati.

Those members not wishing to adhere to the delay may witdraw

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Those members not wishing to adhere to the delay may withdraw from the Consorzio provided they notify by registered letter, the Board of Directors at least two months prior to the expiration date.

5) The Consorzio has no speculating aim. Its principles are towards:

a) the development, discipline and valutation in the national interest for navigation in the rivers, canals and lakes.

b) The settlement of labor relations between Consorziati based on the principles of solidarity and mutuality.

c) The determination of freight tariffs.

d) The control for a rigid enforcement of the tariffs.

e) The issuance and receiving of invoices for the consorziati.

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f) The safeguarding of general interests for the consorziati in relation to their specific activity and for the attainment of the Consorzio's aims.

6) It is the duty of the Consorziati to respect and observe scrupolonsly the statuatory rules and decisions of the Board of Directors; particularly they must:

a) Strictly observe the tarfffs determined by the Board of Directors.

B) Furnish the Board of Directors with all documents necessary for the upkeeping of the Consorzio's administration and for the control on the application of tariffs.

c) Notify the Board of Directors all that eitheir directly or indirectly affects the interestes of the Consorzio and eventual infractions of the Consorziati.

d) Notify the Board of Directors upon the formation of the Cohsorzio, or taken enrolling of the list of boats and tugs in their possession indicating the names the boat master and the shipowner for the boats; the HQ and tonnage for the tugs.

e) To observe the sanction applied by the Council for eventual infractions.

7) The Consorziati cease to be members of the Consorzio upon cessation of their activities as laid down in article 3, in case of withdrawal foreseen by Art. 4 or for expulsion.

8) Aside from that foreseen by art. 3 and 4, no other withdrawal are permitted.

9. The death of one of the "Consorziati" compels his heir to delegate only one of them representing their interests with the "Consorzio"; until this delegation is not made (the Council must be notified of it in writing), the heirs of the dead are not represented in the "Consorzio".

10) Sanctions against the violations of the articles are as follow: blame, fine expulsion. The fine can not be over 2000 lire, and the Council will be able to receive the payment even judicially.

11. The capital of "Consorzio" is formed by the patrimony, which already belonged to "Associazione Nazionale di Navigazione Interna" by the contributions of "Consorziati" and by the properties purchased through these contributions.

12) "Consorziati" are obliged to give to "Consorzio", as their contribution, 2% on the invoices issued or cashed on their behalf; the payment, with deduction by the "Consorzio is to be carried out at the moment of the collection of invoice. The said contribution can be increased or decreased, according to the judgement of the Board of Directors.

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The "Consorziati" are also to pay to "Consorzio" a security on a measure fixed by the Council as a warranty for the sanctions decided by the Board of Directors.

13) Whenever and for whatever reason the "Consorzio" should dissolve, the assembly will provide for the appointment of one or more liquidator, who may be chosen among the partners of "Consorzio" the results of the liquidation, is to be shared with the "Consorziati" existing at the moment of the dissolution, proportionally to the tonnage possessed by each one; the eventual losses will be shared similarly.

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14) The offices of the "Consorzio" are:Assembly, Board of Directors, Presidency, Collegio Sindacale.

15) The Assembly deliberates on all that concerns the works and the activity of the "Consorzio"; appoints the Board of Directors and "Collegio dei Sindaci"; discusses and approves the final accounts and the estimate sheets; takes measures for eventual changes of the articles recommended by the Board of Directors. It is presided by the President of the Consorzio, who is also President of the Board of Directors. In his absence he must name his deputy..

16) The assembly usually meets yearly,but in extraordinary time, whenever the board of Directors or the President deem it necessary, or whenever at least 5 Consorziati, ask for it through a written request. Call of the Assembly will be made by the President, through a registered letter forwarded to the "Consorziati" at least 8 days before the day of the meeting; for the extraordinary meetings, this time may be reduced to half.
This letter will indicate the day, hour and place of meeting, and will specify the subjects which are to be discussed.

17) The assembly is effective, at its first meeting, when there is a representation of one more that half of the "Consorziati". At the second meeting, it is effective whatever may be the number of the "Consorziati" present. The second meeting cannot follow the first one on the same day.
In order to deliberate the advanced dissolution of Consorzio it will be necessary that 3/4 of Consorziati should be present and the absolute majority of the votes are necessary which they possess according to the terms of the following article.

18) Votes are according to the tonnage which every consorziato possesses and they will be calculated in the following manner: one vote for each 1000 tons of useful cargo for the boats, and one vote for each 200 HP for the tugs.
Every consorziato will be able to represent only another consorziato through a written delegation.

19) The Board of Directors consists of the President and six other members; most of these must be chosen among the consorziati.

20) The President of the Board of Directors is also President of Consorzio.
He is also appointed by the Assembly and may be chosen both among the Consorziati and among persons who are not partners of Consorzio. He has a deliberating vote and in case the votes are equal, his prevails.

21) Work of Directors is gratuitous; that of the President is renumerated when he is not a partner of Consorzio. His renumeration is fixed by the assembly on the proposal of the 6 members of the

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22) The term of the President and members of the Board of Directors lasts for one year and they may be appointed again. President chooses among the directors, through a deliberating vote, a Vice-President who can replace him in case of obstacles.

23) Board of Directors has also a managing task at the "Consorzio".
In detail it:
a) displays all the activity necessary to accomplish the missions of the Consorzio.
b) studies and fixes the transportation tariffs for the boats and the tugs, in agreement with the Consorziati, both directly and

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by means of special commissions.

c) examins and deliberates, beyond any discussion, on the requests for admission to Consorzio;

d) Applies the sanctions fixed by art. 10;

e) appoints one or three arbiters, to settle friendly controversies which may arise among the Consorziati;

f) appoints all the staff necessary to Consorzio;

g) carries out the deliberations of the assembly;

h) draws up the estimate sheets and the final accounts;

i) submits to assembly the necessary modifications to the present Articles.

e) provides all that is necessary to improve the working of Consorzio.

24) Council is called up by the President or his deputy, usually monthly and whenever he deems it advisable or when at least three directors request it. The call is made by a registered letter forwarded to the directors at least 5 days before the day of the meeting.

25) Deliberations are effective when at least three directors are present having a deliberating vote; the deliberations are to be approved with the absolute majority of votes; with the exception of a parity case, as provided in article 20.

26) The President or his deputy his entitled to represent the Consorzio by third parties or in judgement; he can also promote judiciary and administrative actions or applications in any rank jurisdiction, and appoint, for this purpose, lawyers and solicitors.

27) A "Collegio" of three "Sindaci" appointed by the Assembly, to be chosen among "Consorziati" and persons who are not partners of "Consorzi" checks on the accounting of the Consorzio. One of them must have Commercial degree and will be the President of this "Collegio".

28) The term of the "Sindaci" will be for one year and may be appointed again. They control the accounting and the cash, check on the rectified balances of every business and give account of their activity to the Assembly.
They may attend the meetings of the Board of Directors and ask for explanations useful to their task.

29) The provisions of the Civil Code are to be applied on the cases which are not provided in the present articles.

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TRANSLATION
Doc No. ____ Date 5 July
Approved Rawls, Pl

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 290
Ref. AC/38/6/Tn6

RMB/cvm
16 July 1945

SUBJECT: Inland Waterways

TO : See Distribution Below

1. Attached is copy of translation made of Report on Conditions of Inland Navigation in the Padana Valley, dated 30 June 1945 and submitted to us by Amgrogio Agostini, Engineer of the Ministry of Transport.

R. M. MAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated above

DISTRIBUTION:
Col. M. J. Sieff - Movements Division
Col. Curtis, Port Commandant, Venice
Maj. Laraman - Shipping Branch
Maj. Talbot - Headquarters AMG, Lombardia Region
Capt. Shepard, Public Works S/C

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TRANSLATION

TRANSLATION

30 June 1945

MINISTRY OF TRANSPORT

Inspector General of Civil Motorization and Transportation
Under Concession

Office of Studies on Inland Navigation
VERONA

REPORT ON CONDITIONS OF INLAND NAVIGATION IN THE PADANA VALLEY
JUNE 1945

A. Premise

The most important carriage of goods on the inland waterways of North Italy is to and from the port of Venice, where there is special equipment for handling the transhipment of bulk goods between sea-going vessels and inland waterway craft.

Traffic is carried on in the North-East direction along the Venetian coastline up to the zone of Monfalcone through the provinces of Venice, Treviso and Udine, and to the South-West along the Venetian lagoon, through the connecting canal between the port of Venice and the river Po, and then along the river Po up to the mouth of the Mincio river and, going up the Mincio, to the wharf of Porto Catena di Mantova.

This long waterway, theoretically accessible to craft of 600 tons capacity, interests the provinces of Venice, Rovigo, Ferrara and Mantova, and has two important branches accessible to craft of about 300 tons capacity, which call at the river wharves of the provinces of Padova and Treviso.

Other transportation of a certain importance, especially of agricultural produce and building material, was carried on along the waterways of minor importance of the provinces of Udine, Treviso, Padova, Rovigo, Verona and Ferrara.

The waterways of the province of Ferrara (Po of Volano, Po of Primaro and the Burana Canal) are of special importance for fair size movements, particularly agricultural produce.

These are in communication with the river Po at Pontelagoscuro, and then with the principal navigable line mentioned above, by means of the recently built Boicelli canal, which connects the Volano Po near Ferrara with the main course of the Po at Pontelagoscuro, and along which has been built the industrial zone

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of Ferrara, with several industrial workshops of considerable importance.

Covering this transportation which is carried on, as has been seen, along the Po from the mouth of the Mincio to the sea and along the rivers and canals of the lower Padana Valley, there is an organization with Head Office in Venice.

Another zone, in which inland waterways are efficient and sufficiently well organized, has Milan as terminus and is served by: the Naviglio (Canal) Martesana, which connects the city of Milan with the navigable section of the Adda river above Vaprio, and which, after carrying out works of small size, could allow the continuation of navigation to Lake Como, the source of the Adda river; the Naviglio Grande, which connects the city of Milan with the Ticino river (issuing from Lake Maggiore), navigable up to Sesto Calende; the Naviglio of Pavia, which allows transport between Milan and the last section of the Ticino river, navigable down to its mouth.

Through the Naviglio of Pavia and the river Po, transports of a certain importance have been carried on in the past and even during the recent war between Milan and Venice. Under normal conditions, this transportation cannot be considered economically convenient owing to the limitations of size of craft due to the low depth of water in certain sections of the river Po. In fact, from the mouth of the Ticino to the mouth of the Adda river, the minimum depth of water in the dry season is about metre 0.80; while from the mouth of the Mincio, the minimum depth in the dry season is about one metre.[1]

These minimum depths must be considered as now reduced to metre 0.70, due to the slowing down and then suspension of dredging work carried on along the Po before the war.

It is not to be excluded that in the present special circumstances, the opportunity may be taken into consideration again of effecting the carriage of goods along this waterway with a view of contributing to the solution of the serious problem of supplying the city of Milan, which is very difficult now, owing to the scarcity of land transport. But to this end, it is necessary to dispose of the proper means which at present are not to be found in sufficient quantity, that is to say, low draft/of such dimensions which would allow them to pass through craft the locks of the Naviglio of Pavia. (Naviglio Pavese)

Further, it would be necessary to supply each craft with an outboard motor of sufficient power to allow them to go up the river at a suitable speed, as it is impossible to form convoys

1. Report on North Italy Inland Navigation, XVth International Navigation Congress, Venice, Sept. 1931, page 78.

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along the Po in the section above Borgoforte and especially from Cremona to the mouth of the Ticino due to the twists and turns of the river, and the impossibility of securing tugs of sufficient strength which, at the same time, would draw only 70 centimetres (2 ft. 4 in.).

A solution of the problem could perhaps be obtained by using engines with an aerial propellor, which appear to have been used recently in Hungary with satisfactory results.

Transports of considerable importance are carried out on the principal Lakes of Lombardy, that is to say, on Lake Maggiore, on the Italian side of Lake Lugano, on Lake Como, on Lake Iseo and on Lake Garda.

Lake Maggiore and Lake Como can be easily put into communication, as will be seen further on, with the network of the waterways which meet at Milan.

On all these lakes, there are public navigation services, conceded for the carriage of passengers and goods and in addition transportation with privately owned ships of various sizes is carried on.

The fleets and the material used for these services have suffered very serious damage from war action, but I do not consider this as a subject for the present report.

B. Condition of the Waterways Leading to Venice.

From the data supplied to me by the "Magistrato alle Acque" of Venice, it appears that all the navigable waterways which go from the Venetian Lagoon northwards and give access to the various river wharves of the provinces of Treviso and Udine are in good condition. There are only some wrecks of sunken craft, already under removal. The lock, giving access to the Brian Canal, is damaged and cannot be used for some time.

The Canal Naviglio Brenta, which gives access to the river wharf of Padova and to several other intermediate ones of some importance, is navigable only from Venice to Mira at present. The swivel bridge, 3 km. from Mira, is damaged in such a way as to render manoeuvering impossible.

The Dolo and the Stra locks, besides the cable of the Brenta south of Stra, which regulate the navigation on the Naviglio Brenta, the River Brenta and the Piovego Canal, are all heavily damaged.

The principal navigable line of communication between the Venetian Lagoon and the Po has suffered serious damage and the left lock of Cavanella (across the river Adige) is impassable and has been almost completely destroyed. It will require about

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two years to rebuild. The right lock of Cavanella is also damaged, but is still in workable condition. At the moment, however, it can be passed through by craft drawing only one metre. 2/

The lock of Volta Grimana, giving access to the Po, is in fair condition.

Navigation between the Po and the Venice Lagoon could be renewed shortly, with craft of small tonnage, on the route Volta Grimana-Cavanella d'Adige-mouth of the Adige-mouth of the Brenta-Brondolo.

It would, however, be necessary to dredge the mouths of the Adige and the Brenta, which are presumably silted, and it is also necessary to remove the remains of the road bridge and the railway bridge, destroyed by aerial bombardment, which obstruct the channel in the section between Brondolo and the mouth.

It is to be noted, furthermore, that navigation should, therefore, take place on about 3 km. of sea, and would have to be suspended in the not infrequent case of heavy weather which would prevent safe navigation on the sea forflat-bottomed craft used for inland navigation.

For the renewal of navigation on the Po, it is necessary in the first place to restart upkeep work and dredging of the river bed, and to this end, it is necessary to place the Circolo Superiore d'Ispezione for the Po, with Head Office in Parma and the dependent Autonomous Section of the Genio Civile in a position to work.

These offices have orders from AMG of Bologna to remove all obstructions to navigation caused by war action along the bed of the river, that is to say, the remains of the several bridges blown up and other fixed works which had been created for war purposes, besides removal of sunken craft. These offices dispose of an important organization, including the yard of Boretto (Reggio Emilia), which was well supplied with the necessary means for the maintenance of the river bed and could be efficiently used for removing the above-mentioned obstructions. They have 10 dredgers, 7 of which are steam suction dredgers of a capacity of 400 cubic metres excavation per hour of sandy material; 14 tugs, 10 of which have steam engines and 4 diesel; 8 steel boats of 100 tons dw.; 5 of 300 tons dw.; 3 of 600 tons dw.; and 4 lighters of 100 tons for carriage of fuel oil. Part of these tugs and boats could be very usefully used for the carriage of goods of public interest.

All this material has suffered considerable damage due to war action, but in general, it is possible to proceed rapidly to place

2/ See note on last page.

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it again in operation, provided the necessary means are supplied. It appears, furthermore, that this organization is not able to work except in a very reduced way because they lack the material for repairs and even are without the allotments of P.O.L. for their automobiles, which the technical personnel need in order to survey the condition of the river on the long section assigned to that office for maintenance, and to survey the condition of the various craft, dredgers and material strewn all along the river.

The first thing to do, therefore, is to give urgent instructions to allot a suitable quantity of petrol to that office. Further, the following are required, for the working of the Boretto Yard and the various means of work: allotments of light and heavy diesel oil for the furnaces; coal for the dredgers and steam engines in general; steel plates for repairs; pitch and tar for repairing wooden craft; electrodes and material for electric welding and lubricants.

The technical personnel of the above office foresee that, if they could have at their disposal the necessary material, then in six or seven months all obstacles along the river bed, which at present obstruct navigation, could be removed in accordance with the orders of AMG Bologna.

The work of this technical organization is obviously indispensable, not only for a possible re-opening of water transport up to Milan, which I mentioned above, but also for the continuation of efficient and organized navigation on the lower branch of the Po below the mouth of the Mincio.

Another obstruction in connection with navigation on the Po is formed by the pontoon bridges which have been built by the Allied Armies in such a way as to render their opening difficult for the passage of craft. This can be done now but with the result that road traffic would be help up for many hours.

These bridges are four in number; two at Piacenza (one for military traffic and one for civilian traffic), one at Borgoforte and one at Pontelagoscuro. A fifth is planned at Casalmaggiore. It is necessary that they be supplied, corresponding with the current, with sections easily movable in such manner as to allow the opening in the course of a few minutes to permit the passage of craft.

The pontoon bridge of Pontelagoscuro has, furthermore, the serious inconveniency of having been built at the wharf on the right bank of the river, in such manner as to obstruct loading and unloading at this important landing place.

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Further, it must be pointed out, in regard to the bridges over the Po, that it will be necessary to specify exactly the width and maximum height above water level of the craft that can pass through the wooden pier railway bridge which is being built between Revere and Ostiglia, and to give public notice in connection therewith for the guidance of the interested parties.

C. Condition of Craft on the Waterways which reach Venice.

From investigations carried out by me in 1941-1942 to prepare the application of the Navigation Code, I found that craft of over 25 tons dw. navigating on this network of waterways were then about 700 in number.

About a hundred of these craft belonged to several firms which owned a fair number each. The remainder belonged to owners of one or two craft at maximum, who were united in cooperatives or companies with the task of undertaking carriage of goods and distributing such carriage among the members, who were generally the boatmen themselves.

An association which will group together all the cooperatives and transport concerns, at present formed by owners of craft, is now being created at Venice. In this way, a trust of inland navigation with terminus at Venice will be formed.

The present condition of craft is unfavorable since the efficient craft number only 170 (all, however, of over 80 tons dw.) with a total dw. of 25,235 tons (average dw. about 150 tons). Further, there are another 155 craft with a total dw. of 25,060 tons (average dw. about 160 tons) damaged and in part sunk, but salvable.

These craft belong to the members of the above-mentioned associations, and it may be said that there are a further 50 craft, suitable for river navigation, which do not belong to concerns or members of the association. However, these craft are for special uses and, therefore, not usable for transports of public interest.

In regard to tugs, the associates own only 6 in efficiency, three with engines of over 100 HP and three with engines of lower HP.

In order to reach a rapid renewal of navigation, it is of urgent necessity to supply the means to repair the damaged craft, which are, as is seen, in number almost equal to those efficient, and possibly also the means to build new ones.

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To attain this end, it is necessary to place at the disposal of the Yards the raw material for the relative work and especially common spruce and beech wood, which at present can be purchased only on the black market at 15,000 Lire per cubic metre (35 cu.ft.); caulking pitch, which can be purchased only at 40 Lire per kilo; oakum which costs 120 Lire per kilo, and galvanized nails which are quoted, always on the black market, at about 70 Lire per kilo.

Such prices obviously cannot be met by the craft owners who, in general, have small means.

Further, it has been referred to me that labor working in the yards is undisciplined, and laborers are always asking for higher wages. In view of the notable public interest of these repairs to craft for inland navigation, it would be necessary to introduce special discipline for these workmen.

Also, it is necessary to supply the means required to repair and replace in operation the nine tugs laid up, as mentioned above, but in this regard, I will be undertaking further investigations. Later, the quantities of above-mentioned material (timber, pitch, oakum, nails) which will be required to put the 155 repairable craft in working order, can be ascertained, at least approximately.

Finally, it would be advisable to expedite procedure for reimbursement of war damages to the craft owners, many of whom would otherwise be unable to put their craft in order.

D. Condition of Waterways with Terminus at Milan 2550

The waterways, giving access to the city of Milan, are all in good navigable condition and have not suffered war damage.

It is pointed out particularly that it is necessary to carry on dredging works, already planned by the competent Office of the Genio Civile, to allow the passage of craft or even only of rafts at the rapids along the river Adda near Calolzio Corte.

Such works would permit transportation of timber and firewood from the zone north of Lake Como to Milan along Lake Como, the navigable section of the Adda up to Trezzo and the Naviglio Martesana.

Works of greater importance are planned to better navigation conditions of the river Ticino at the mouth of Lake Maggiore, so as to allow transportation of a certain importance between the Lake and Milan through the river Ticino and the Naviglio Grand

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E. Condition of Craft Circulating on the Waterways with Terminus at Milan.

From survey made, as above mentioned in the years 1941-42, it was found that there were only about 50 boats of over 25 tons dw. on the Lombard canals. It may be that several boats were omitted from the summary survey than made, but the number would be very small since inland navigation transports were being reduced considerably in the years preceding the war, owing to competition from road and rail.

Thirteen tugs belong to firms resident in the provinces of Milan and Pavia, but they all navigate on the Po (because on the Lombard waterways, tugs cannot be used) and it appears that at present, many are laid up and some damaged by war action.

I did not find that any craft circulating on the Lombard canals had suffered from aerial attacks.

According to information received from the Transportation Officer of AMG at Milan, it appears that negotiations are in progress for the building of about 100 wooden boats, which would be delivered in four successive lots of 25 each. They would have the specifications required for water transport between Venice and Milan; that is, maximum depth fully laden of one metre, reducible to 70 centimetres with limited cargo, length and width such as to allow their passage through the locks of the Naviglio Pavese.

F. Equipment of Places of Call.

Owing to the high cost of labor, it is absolutely necessary, for a suitable utilization of inland navigation, to supply mechanical means for handling bulk goods, in loading and unloading craft, at least at the most important places of call, with the aim of shortening the stay at such places and thereby increasing the use of craft, as is essential due to their shortage.

To this end, it will be necessary to furnish fixed cranes at some river calling places which are connected with the main railway lines, where, it is foreseen, there will be a considerable and practically continuous flow of goods, and to have, furthermore, ten or so cranes with grabs of about 2 tons, on pontoons of a draft not over one metre, to be used at the landing places wherever there is the temporary necessity of unloading or loading goods in large quantities.

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Fixed loading and unloading plant could be suitably set up first at:

1) The Mantova (Porto Catena) landing place along the Mincio, the equipment for which is already under consideration by the S.A.F.F., concessionaires of the Mantova-Peschiera railway. This landing place, connected with the railway system, could be used especially for the discharge and storing of coal arriving from the port of Venice and destined in part to Lombardy and in part to Venetian regions.

2) The landing place of Pontelagoscuro (Ferrara) along the Po, which is connected with the main railway station, but for the moment there is only a road connection as the railway line Bologna-Ferrara-Pontelagoscuro has not yet been put in working order. This landing place could be very suitably used, both for the discharge of coal coming from Venice and bound for the Emilia region, and for the loading of agricultural produce arriving there from the Ferrara district and bound for Venice.

3) The landing place of Porto Nogaro (Udine), already connected with a special rail to the station of S. Giorgio di Nogaro, could be used for the discharge of coal and other goods arriving from the port of Venice and bound for the province of Udine.

4) The basin of Porta Ticinese at Milan, in which there are only some privately owned mechanisms for the discharge of sand and gravel. The equipment of this landing place, terminus of the Naviglio Grande and of the Naviglio Pavese, will be particularly useful if the transportation plan, above mentioned in this report, can be carried out between Venice and the Lower Po, and the city of Milan.

C. Conclusions

2557

In order to have efficient inland navigation in the Padana Valley and neighboring zones in the shortest possible time, it is essential to:

1) Supply the Hydraulic Administration, that is, the Magistrato alle Acque of Venice and the Circolo Superiore d'Ispezione for the Po, Head Office in Parma, with the necessary means to remove existing obstructions caused by war action along the rivers and navigable canals.

2) Supply the craft owners, eventually through the relative organization, with the means required to put the tugs and sunken craft in order and possibly for the building of new craft.

3) Build the required craft, necessary to start transportation

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between Milan and Venice in an efficient manner and to settle the technical problem of their propulsion along the Po.

4) Undertake the supplying of equipment at the landing places mentioned in this report.

(signed)
AMBROGIO AGOSTINI MME.

THE CHIEF INSPECTOR

VERONA, 30 June 1945.

NOTE (see page 4)
As all craft usable for navigation in the lower Padana Valley are of over 100 dw. and draft fully laden about 2 metres, it is necessary to undertake repairs of the right lock of Cavanella in such manner as to have a depth of at least two metres in order to renew navigation efficiently, even if along the temporary line as suggested in pages 4 and 5.

2556

File

(46)

RIVER NAVIGATION - TIBER.

1. The Società Cooperativa Romana di Navigazione Fluviale is an organisation which operates cargo-arriving vessels on the Tiber.

2. Details of equipment are as follows:

i) Tug "S.NICOLA" of 40 hp. capable of towing 30 to 45 tons from Orte to Rome, and from Fiumicino to Rome, and vice versa.

ii) Tug "A.VOLTA" of 80 hp. capable of towing double the above amount.

iii) Eight river lighters each of 7 to 8 tons cargo capacity.

3. Owing to the present state of bridges the following routes are open:-

i) Rome to Fiumicino and vice-versa .(Lower Tiber).

ii) Rome to Poggio Mirteto Station, and points in between. (Upper Tiber)

Time table is as follows: -

Rome to Poggio Mirteto about 9 hrs.(approx.25 miles)
Poggio Mirteto to Rome " 4 1/2 hrs.
Rome to Fiumicino " 3 hrs.(approx.20 miles)
Fiumicino to Rome " 5 hrs.

4. There is a slight obstruction at Montorso Bridge, near Poggio Mirteto Station. If this is removed the tugs will be able to go up as far as Orte (approx.40 miles from Rome).

2337

5. The Società suggests a flat rate of Lire 0.50 per Kg. for carriage of goods.

6. Although this service would be useless for carrying coal, it would be very useful for other kinds of cargo and would help to economise on road transport.

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1756
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Translation of letter dated 23 December 1944 of Soc. Coop. Romana di Navigazione Fluviale, Rome, addressed to Allied Commission, Rome.

Subject: River navigation.

Our Cooperative, regularly registered among the Firms running public services, and composed of inland navigators, with full knowledge of the river and lately depending on the ex Governorship of Rome for the service carried out till 2nd. June last between Rome and Orte by river, believes that such service may interest the Allied Commission, especially as our Cooperative disposes of craft, of sailors, engineers and pilots for the Upper Tiber.

With this and in view, we hereby give details as below:

MEANS AVAILABLE: We can dispose of a tug "S. Nicola" of 40 HP, capable of towing 30 to 45 tons from Orte to Rome.

The same is said for the portion Fiumicino Rome and Rome Fiumicino. We could dispose of another tug "A. VOLTA " of 80 HP which would tow double the above quantities in the above routes.

For loading the commodities we dispose of 8 river lighters each of 7 to 8 tons, according to the type of commodity carried.

ROUTES WHICH COULD BE RUN. Owing to the present type of bridges, which are giving way and obstructing the passage of craft, at present it is possible to carry on trasportation between Rome and Poggio Mirteto Station (and from therefore carry goods to all points between) and vice-versa, besides between ROME and Fiumicino and vice-versa.

If the slight impediment existing at the passing of Montorso bridge (Poggio Mirteto Station) were taken away we could reach Orte by river.

The time-tables are as follows:

ROME to P. MIRTETO	about 9 hours	
P. MIRTETO to ROME	" 4.1/2 hours	
ROME-Fiumicino	" 3 "	2554
FIUMICINO-ROME	" 5 "	

TARIFFS FOR THE CARRIAGE OF GOODS. As our Cooperative has no speculative character, but only that of earning a living with its own work, and that is in fact the reason of its constitution, we would be disposed to place our work at the disposal of the Allied Commission for Lire 0.50 per Kg. of goods carried from Rome to P. Mirteto and viceversa, and from Fiumicino to Rome and viceversa.

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

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This Cooperative believes that the above will be of great interest to you, since river transport, besides a big economy of expenditure would bring about a great economy of tyres for trucks. Further, we would be proud to contribute with our modest work to the final victory.

We would be very glad to have the opinion of the Allied Comm. and await your news, etc.

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

SOC. COOP. ROMANA DI NAVIGAZIONE FLUVIALE

(A RESPONSABILITÀ LIMITATA)

ROMA, li 23 Dicembre 1944

Via Ferento, 8

Telef.

Prot. N. 40

Risposta a lettera

OGGETTO:

NAVIGAZIONE FLUVIALE

On. COMANDO ALLEATO

ROMA

====

La nostra Cooperativa regolarmente inscritta fra le ditte esercenti pubblici servizi, e composta di internavigatori, praticissimi del fiume e già dipendenti dall'ex Governatorato di Roma per il servizio prestato fino al 2 giugno u.s. fra Roma ed Orte a mezzo fluviale, ritiene che tale opera possa certamente interessare codesto on. Comando tantopiù che la nostra Cooperativa dispone di mezzi natanti, di marinai motoristi e piloti per l'Alto Tevere.

A tale scopo dettaglia la propria attività come segue:

MEZZI DISPONIBILI= Potrebbe disporre di n.1 rimorchiatore "S.NICOLA" della potenza di HP.40, capace di trainare Q.li 200/250 da Roma ad Orte e Q.li 300/450 da Orte a Roma.

Lo stesso dicasi per il percorso Fiumicino Roma e Roma Fiumicino. Disporrebbe di altro rimorchiatore "A.VOLTA" di HP.80 il quale trasporterebbe il doppio dei suddetti quantitativi nei percorsi sopraccennati.

Per il carico del materiale dispone di n.8 chiatte fluviali della portata singola di Q.li 70/80 a seconda del tipo di materiale da trasportare.

PERCORSI CHE POTREBBE EFFETTUARE=Dato l'attuale stato dei ponti, che crollando hanno ostruito i passaggi per i natanti, attualmente è possibile eseguire trasporti fra ROMA e Poggio Mirteto Stazione (e quindi trasportare materiali per tutte le destinazioni precedenti a questa località) e viceversa nonchè tra ROMA e Fiumicino e viceversa.

Qualora fosse tolto il leggero impedimento che esiste al passaggio del Ponte Montorso (Poggio Mirteto stazione) si potrebbe arrivare fino ad Orte.

I tempi di percorrenza sono i seguenti:

ROMA=P.MIRTETO	ore	9 circa
P.Mirteto=ROMA	"	4,30 circa
ROMA=Fiumicino	"	3,= circa
Fiumicino=ROMA	"	5,= "

2553

TARIFFE PER IL TRASPORTO DI MERCI= Poichè la nostra Cooperativa non ha carattere speculativo, ma solo di guadagnarsi la vita con il proprio lavoro, e tale appunto è stata la ragione della sua costituzione, sarebbe disposta a mettere la propria opera a disposizione di codesto On. Comando per L. 0,50 al Kg. di merce trasportata da Roma a P.Mirteto e viceversa e da Fiumicino a Roma e viceversa.

Questa Cooperativa ritiene che quanto esposto sia di grande interesse per codesto On. Comando, poichè con i trasporti fluviali oltre ad una forte economia di spesa si otterrebbe una grande economia di gomme per

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

ROMA, li 23 Dicembre 1944

Via Ferento, 6

Telef.

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Lo stesso dicasi per il percorso Fiumicino Roma e Roma Fiumicino. Disporrebbe di altro rimorchiatore "A.VOLTA" di HP.60 il quale trasporterebbe il doppio dei suddetti quantitativi nei percorsi sopraccennati.

Per il carico del materiale dispone di n.8 chiatte fluviali della portata singola di Q.li 70/80 a seconda del tipo di materiale da trasportare.

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Questa Cooperativa ritiene che quanto esposto sia di grande interesse per codesto On.Comando, poichè con i trasporti fluviali oltre ad una forte economia di spesa si otterrebbe una grande economia di gomme per autocarri. Inoltre saremo assai orgogliosi di contribuire con il nostro modesto lavoro alla vittoria finale.

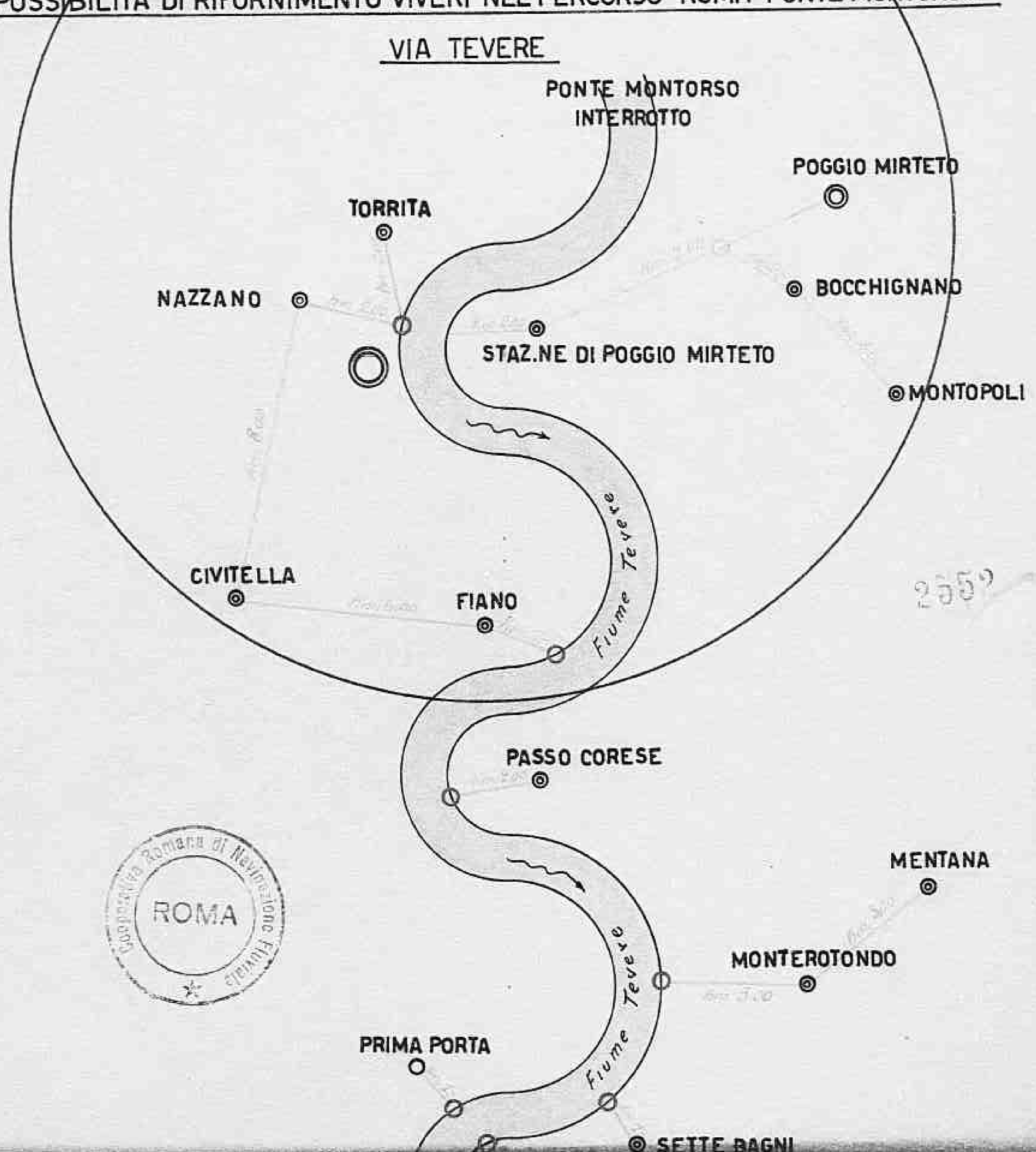
Gradiremo assai sentire il parere di codesto On.Comando ed in tale attesa sentitamente Vi ringraziamo.

IL PRESIDENTE
(*De Margheritti Adolfo*)

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

SCHIZZO DIMOSTRATIVO RAFFIGURANTE

LE POSSIBILITÀ DI RIFORNIMENTO VIVERI NEL PERCORSO "ROMA-PONTE MONTORSO



Compagnia Romana di Navigazione Fluviale
ROMA

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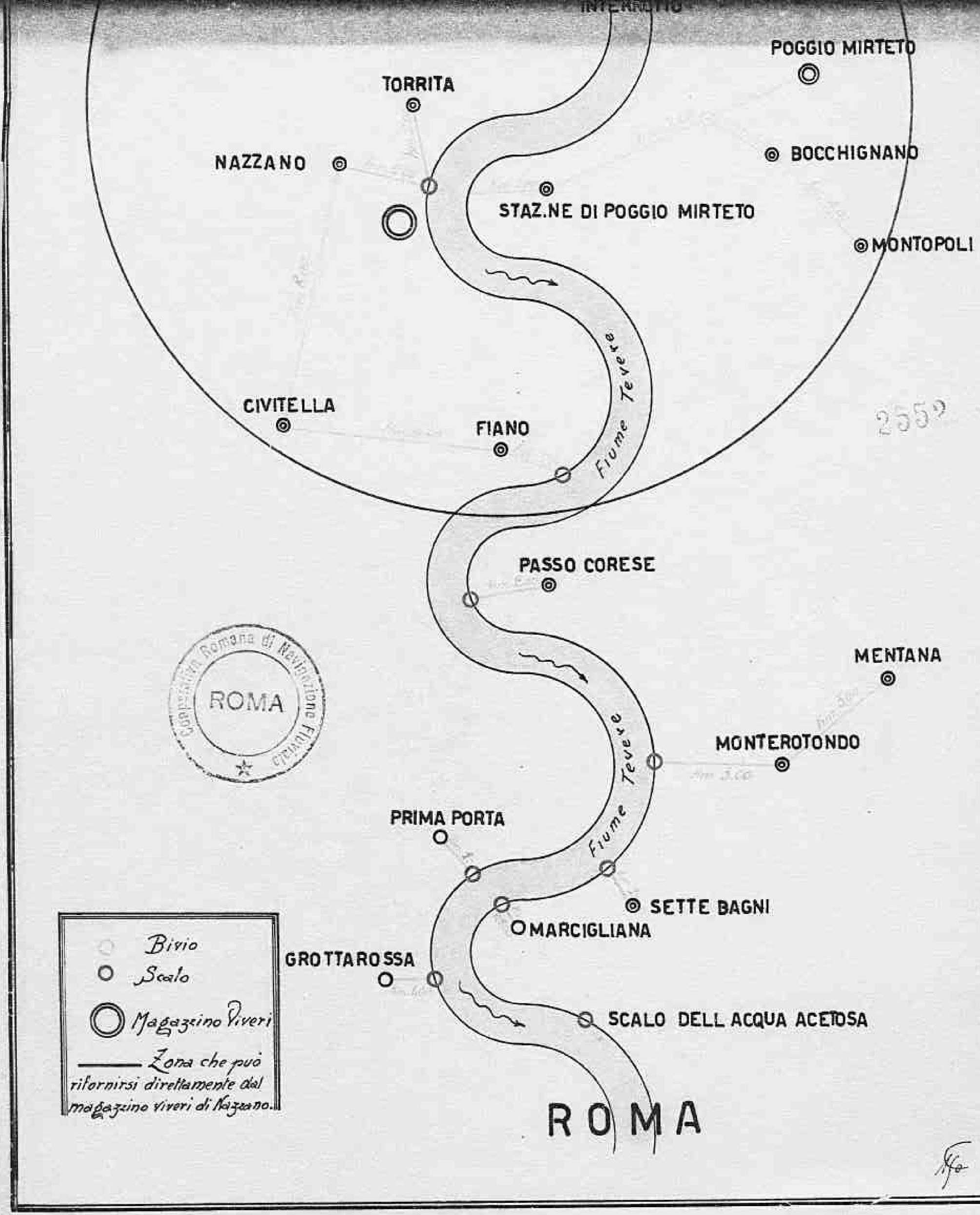

Commissione Romana di Navigazione Fluviale
ROMA

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: TH/58
Date/Time of Origin: JULY 141045B

Message Centre No: R/9791
Date Time Rec'd: JULY 151645
Precedence: ROUTINE

FROM: ALCOM CASERTA
TO : HQ ALCOM FOR TEDDY

RESTRICTED

RESTRICTED.

BIANCHI returning 16th with particulars proposed scheme for inland water transport. He will represent our views.

DIST

ACTION - TH 3G 2
INFO - CHIEF COMMISSIONER
ECON SEC
FILE 2
FLOAT

2551

ACTION

HEADQUARTERS
15 JUL 1945
A.

RESTRICTED

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TRANSPORTATION SUB COMMISSION
Ports & Warehouse Division

INTER OFFICE MEMO

(44)

RMB/mvm
9 July 1945

Tel. 290
Ref. AC/38/4/Tn6

SUBJECT: Inland Waterways - Po River

TO : Movements Division
(Att. Col. M. J. Sieff)

1. For your information and retention, attached are copies of the following:

a) Letter, dated 1 June 1945, from Comitato Industriale Delle Costruzioni Navali, Milano.

b) Letter, dated 26 May 1945, from Compagnia Industrie Navali Armamente, Milano.

2550

c) Memorandum, dated 23 May 1945, from Arden Bastogi, Milano.

d) Letter, dated 25 May 1945, from Comitato Industriale Delle Costruzioni Navali, Milano, with attached report entitled "Project of a Service for the Transportation of Goods on the River Po and Tributary Streams".

2. A signal was sent to the Transportation Officer, Milan requesting that he contact the above firms and send in his report. Upon receipt of this report, you will be further informed.

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachments:
As stated in para 1.

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COPY

COMITATO INDUSTRIALE DELLE COSTRUZIONI NAVALI

COPY

Milano, First of June 1945.

To the
Allied Military Government
Corso Matteotti, 9
Milano

And for knowledge to the
Central Economical Commission
Industrial Section
Corso Matteotti, 12,
Milano

Dear Sirs,

We would refer to our letter of the 25th ult., with which we had the pleasure of sending you a construction program of steel and wooden barges planned with a view to carry out quickly a program of river transport services on the River Po and tributary streams.

2549

The Ansaldo shipyards inform us that at the Mortara (Pavia) station there are 21 railroad trucks loaded with various naval materials, among which 12 river tow-boats with 120 h.p. motors, built by the Ansaldo works at Sestri for account of the German Command and sent from Sestri to Milano. These tow-boats are completely finished or need very little completion work. All this material has been blocked where it lies with the known order of the National Liberation Committee.

We would call to your attention the advisability, in case there are no other reasons against it, of reserving these tow-boats for the projected Po River transport services, and therefore would ask that you be good enough to get it free, as it would have to be transported by rail (on the Mortara-Milano-Pavia line) or by lorry to the Ansaldo shipyard at Pavia, where the tow-boats would be quickly put in working conditions.

Awaiting to establish to whom this material belongs, with reference to the definition of the financial side of the contract given out by the German Comand to the Ansaldo Company, this latter one could be appointed holder and keeper of the sequestered materials.

While we recommend that you be good enough to take in consideration our request, we would point out again the necessity of enlivening a traffic and trade current by means of the river services in the regions between Milano and Venezia, where presumably for a rather long time it will not be possible to have a regular railroad service.

Yours faithfully,

(signed) Il Commissario
(signature illegible)

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COPY

COMPAGNIA INDUSTRIE NAVALI ARMAMENTE

MILANO

COPY

26th May 1945

Ref. CB/PM

To the
Allied Military Government
Corso Matteotti, 9
Milano

Dear Sirs, River transport services between Venice and Milano

With reference to the wish of your Captain Thrustell, we have pleasure in giving you following information on the possibility of establishing river transport services by barges between Milano and Venice.

Navigability of the Po River.

The Po River is navigable:

2545

(?)	From Venice to	Mantova	with	600	tons	barges)	all metrical tons of carrying capacity
	" Mantova	"	"	200	"	")	
	" Cremona	" Piacenza & Pavia	"	100	"	")	
	" Pavia	" Milano	"	100	"	")	

The first rapids going upriver, of not considerable size, are to be met at Piacenza.

The Po River does not flow through Pavia, and it is the Ticino River that coming from the "Lago Maggiore" lake reaches the Po River at a point called "Confluente".

The Po River is not navigable all year long for 100 tons barges, under the present conditions.
Milano can be reached from Pavia through the so-called "Naviglio Grande" River, which has various basins that allow the passage of boats up to 100 tons.

The situation set forth above is the one existing at present.

In order to warrant the efficiency of the service, it would be necessary to dredge continuously the section between Piacenza and Milano, and thus it would be possible to keep the service going between these two towns.

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The so-called "Naviglio Grande" River flows through Milano, and passes also through Abbiategrasso, Robesso, Cuggiono, Turbigo, reaching the River Ticino, which originates from the "Lago Maggiore" lake.

Building of the Barges

The barges working at present on the river generally belong to sand quarry owners and are not well suited for the transportation of general cargo. It would, therefore, be advisable to replace them all with new suited for a well organized service.

It has therefore been contemplated to build anew a veritable fleet of boats suited for the purpose in view, installing a motor on one out of each boats. These boats to be of a standardized type of easy and economical construction.

The program would therefore be that the C.I.N.A. - Compagnia Industrie Navali Armamento, in addition to carrying out it's own program, should survey the construction of barges to be built by other shipyards with which it has already taken accords, and thus it would be possible to turn out within the end of December 1945 approximately:

76 barges - corresponding to 19 convoys, totalling

7600 tons of carrying space

In order to carry out this program we would need: 2547

800	cubic	metres	of	pine and sprúce wood
50	metric	tons	of	electrodes for electrical welding
32	"	"	"	rivets
10	"	"	"	bolts
130	"	"	"	cast iron and steel castings
1400	"	"	"	steel plates about 4 M/M thick
80	"	"	"	" " " 8 " "
80	"	"	"	angle steel 40 x 40 x 5 M/M
200	"	"	"	cement
36	"	"	"	paint

The conditions of the Po River as they are now would not allow to carry out a service with boats of the size mentioned above, due to the low depth of the river, as the river bottom is obstructed by waste matter, shoals, gravel, which could be removed by dredging.

We shall be glad to supply any further information or details you may need, and trusting to hear from you favourable at an early date, we remain,

Yours faithfully,
(signed)
ARDEN PIETRO BASTOGI
Il Vicepresidente

1768

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

COPY

ARDEN
BASTOGI
Armatore
ia Flli. Gabba 8 - Tel. 84991

COPY

Milan, May 23, 1945

RIVER TRANSPORT SERVICES BETWEEN THE ADRIATIC SEA AND MILANO.

The need of transport services is so urgent that we do not deem it as necessary to illustrate the principal reasons for the necessity of quickly setting up a well organized river transport service from Trieste and Venice, through Mantova and Cremona, to Milano.

This program has been studied at various times by many experts in the past, however on a basis quite different from ours, i.e. contemplating to build up a very costly canal system in the Po River region, from Venice to Milano, to be completed within at least five years, at a minimum cost, estimated in the year 1938, of half a billion Lire.

We do not entertain such imposing plans, and are basing our program on what the river and canals of the Po River region would allow at present.

1. Navigability.

The navigability of the Po River depends on the dredging possibilities. The Po River tributary streams carry at flood times all kind of waste matter, mud and gravel, which gradually form shoals that do not allow the passage of even small tonnage crafts.

This difficulty could be easily overcome by placing at the mouths of the tributary steams a certain number of dredges, six or seven in all, to work continuously and keep free the passages. These dredges are already on hand at the Genio Civile (Civil Engineering) Offices at Mantova, Pavia, Cremona and of other towns on the river.

2. Conditions of the river barges.

The Po River barges belong chiefly to san quarry owners, who use them for transporting sand from the Po River and from Abbiategrasso to Milan. They are not suited for the transportation of general cargo, being of ancient built (years 1920-1925), and having been constructed by artisans, who never considered the technical necessities of the river navigation.

3. Types of boats to be built.

We contemplate building a standardized type of 85 tons barge (carrying capacity), suited for river, port and coasting service, of easy construction, with no curved surfaces, series built, which

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all would enable us to turn out a veritable fleet of barges within a comparatively short time.

The total number of barges to be built would amount to about four hundred units, totalling approximately 32000 tons, half of which built for transporting general cargo, and the remainder to be tankers suited for carrying crude and refined oils, lubricating oils, benzine and similars, in bulk.

One out of each four barges to be motorized, with a 110 HP lorry motor, thus allowing an independent towing service and a quick carrying out of the motorization.

It is to be noted that the carrying out of our program would not mean a competition but an easing up of the railroad services, freeing them from considerable quantities of bulk cargoes paying low freight rates, which would be of the utmost importance particularly at present, while the railroads are first of all being confronted with the problem of reorganizing the service and reconstructing or repairing the equipments necessary for the transportation of higher valued and better paying or even special cargoes and of passengers.

4. Landing Points and Wharves.

To enable carrying out our program it would be advisable that the Cremona, Pavia and Milano municipalities or the Italian Ministries concerned, put to our disposal city or state owned land adjoining the river, on which we would set up warehouses, wharves and cranes up to 1½ tons lifting power.

In order to be enabled to load and unload in the meantime, we have been studying a type of barge with the forward part turning down on hinges, allowing to discharge right into trucks standing on the river beach.

We could turn approximately within December of the current year seventy barges totalling 5600 tons, provided the supply of the necessary iron material, amounting to about 1400 tons, proceeds in due order.

We have on our staff experienced shipbuilders and traffic managers and assistants, and shall be glad to supply any detail or information that may be further required.

COMITATO INDUSTRIALE
DELLE COSTRUZIONI NAVALI
(D. L. 31-5-1944 - D. M. 25-6-1944)

340

Milano, li 5th May 1945 XX

Via Boccaccio, 47 - Telef. 42-400

Num. di prot. 1176 Allegg. 1

Risposta al foglio N. ..... del .....

OGGETTO : .....

To the Allied Military Government,
Corso Matteotti Nr. 3,
Milano.

Dear Sirs, River transport services in the Po River region.

Our comitee, in view of the existing urgent transport necessities, has prepared a program to be carried out in the near and more distant future, regarding transport services of goods on the River Po and tributary streams.

We have the pleasure of herewith enclosing this program.

Even leaving aside for the present the question of regulating the whole of the River Po from it's sources and it' tributary streams, we are of the opinion that not only it is possible to exploit the river waterways as they are but that this is necessary, with a view to favour an immediate flourishing of transportation, industries and trade.

Navigability. 2544

Navigation on the Po River is possible at present all year long from the mouths to Mantova. From Mantova to Cremona and from Cremona to Milano it is not possible during some short periods each year to get through with larger boats, this until some canals be not opened in some sections of the river bed, which are at present obstructed by sandshoals.

It can be assured that navigation from the mouths to Mantova can be effected right now, while from Mantova to Milano it can be effected with boats of lesser tonnage, with the exception of very low water periods.

Various navigation companies would be interested in carrying out

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340

Risposta al foglio N. ..... del .....

OGGETTO : .....

To the Allied Military Government,
Corso Matteotti Nr. 9,
Milano.

Dear Sirs, River transport services in the Po River region.

Our committee, in view of the existing urgent transport necessities, has prepared a program to be carried out in the near and more distant future, regarding transport services of goods on the River Po and tributary streams.

We have the pleasure of herewith enclosing this program.

Even leaving aside for the present the question of regulating the whole of the River Po from it's sources and it' tributary streams, we are of the opinion that not only it is possible to exploit the river waterways as they are but that this is necessary, with a view to favour an immediate flourishing of transportation, industries and trade.

2544

Navigability.

Navigation on the Po River is possible at present all year long from the mouths to Mantova. From Mantova to Cremona and from Cremona to Milano it is not possible during some short periods each year to get through with larger boats, this until some canals be not opened in some sections of the river bed, which are at present obstructed by sandbanks.

It can be assured that navigation from the mouths to Mantova can be effected right now, while from Mantova to Milano it can be effected with boats of lesser tonnage, with the exception of very low water periods.

Various navigation companies would be interested in carrying out these plans, and due to programs and projects already prepared, and having at their disposal the necessary financial means, could start immediately with the construction work necessary for beginning within a very short time with these river transport services.

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Boats needed.

The existing conditions advise to take in consideration the construction of barges up to 80/90 tons of carrying capacity, drawing not more than from one metre to one metre and ten centimetres.

Having in view the existing building possibilities of the shipyards we have prepared a building program of barges, tow-boats and out-board motors which would allow to have to our disposal by the end of the year 1945 a total of 320 wooden and steel barges sufficient for handling about 1800 tons of cargo daily.

Goods to be transported.

All goods arriving in the Adriatic ports directed to the Lombardy and Piedmont provinces and also the manufactured products and raw materials to be carried from those regions to the Venetians and Adriatic coast regions.

These would be mainly: coal, peat, bauxite, cotton, jute, hemp, mineral oils, lubricating oils, benzoline (benzin), soda, skins, oil seeds, wheat, wine, wood, fertilizers, coke, tars, lighters, sulphur; building materials; bricks, sand, cement, stones; machineries and steel structural parts, such as particularly bulky or heavy coilers parts, bridge beams; then also food, first of all wheat from the Ferrara, Rovigo, Padova, Mantova, Ravenna Forli and Bologna provinces.

2549

Landing points.

The navigations companies concerned would set again in order the ports and wharves along the river, among which an important port in the section.

Economical notes.

The river services have been always been the cheapest. A complete lorry convoy can carry, under road conditions as they are now, about 8 tons (metrical) and under normal conditions not more than 15 tons, while with a motor of the same power there can be driven on the river four barges of about 80 tons (metrical) each, i.e. in all 320 tons of goods.

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Boats needed.

The existing conditions advise to take in consideration the construction of barges up to 60/90 tons of carrying capacity, drawing not more thanm from one metre to one metre and ten centimetres.

Having in view the existing building possibilities of the shipyards we have prepared a building program of barges, tow-boats and out-board motors which would allow to have to our disposal by the end of the year 1945 a total of 220 wooden and steel barges efficient for handling about 1000 tons of cargo daily.

Goods to be transported.

All goods arriving in the Adriatic ports directed to the Lombardy and Piedmont provinces and also the manufactured products and raw materials to be carried from these regions to the Venetiano and Adriatic coast regions.

These would be mainly: coal, peat, bauxite, cotton, jute, hemp, mineral oils, lubricating oils, gasoline (benzin), soda, skins, oil seeds, wheat, wine, wood, fertilizers, cellulose, linters, sulphur; building materials; bricks, sand, cement, stones; machineries and steel structural parts, such as particularly bulky or heavy boilers parts, bridge beams; than also food, first of all wheat from the Ferrara, Rovigo, Padova, Mantova, Ravenna Forli and Bologna provinces.

2549

Landing points.

The navigations companies concerned would set again in order the ports and wharves along the river, among which an important port in the section.

Economical notes.

The river services have been always been the cheapest. A complete lorry convoy can carry, under road conditions as they are now, about 6 tons (metrical) and under normal conditions not more than 15 tons, while with a motor of the same power there can be driven on the river four barges of about 80 tons (metrical) each, i.e. in all 320 tons of goods.

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Materials needed.

In order to build within the year 1945 in all 125 steel barges and 115 wooden barges the materials needed would be approximately the following:

2200 tons of steel
10.300 cubic metres of oak, spruce and pine wood
70 tons of electrodes for electrical welding
170 tons of rivets and bolts
65 tons of paint
140 tons of tar
20 tons of tow (hemp hards)
265 tons of cement
85 cast iron and steel castings for machineries

Forming of a syndicate.

In order to give the necessary guarantees to the government authorities and to carry out the service in due and orderly manner it seems advisable to establish a syndicate among the firms interested in the navigation on the River Po.

In consideration of the above we propose that you examine and approve our general program and that the necessary authorizations be given, subject to the necessary guarantees, with the object of putting to disposal the materials needed.

2542

Enc. (1)

COMITATO INDUSTRIALE
DELLE COSTRUZIONI NAVALI
Il Commissario

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1775

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(43)

TRANSPORTATION SUB COMMISSION
Ports & Warehouse Division

INTER OFFICE MEMO

Tel. 290
Ref. AC/38/3/Tn6

RMB/mvm
9 July 1945

SUBJECT: Inland Waterways

TO: Movements Division
(Att. Col. M. J. Sieff)

1. Returned herewith is your file #502 with letter, ref. 250/M/TN2/ADV, dated 2 July 1945, signed by Major H. C. Talbot.

2. We have already taken care of request made in para 3 thereof.

3. Engineer Agostini returned to Rome and was expected to go back to continue with his survey. He delivered to us a preliminary report which is now being translated and, in due time, a copy will be passed on to you for your information and retention.

4. I am planning to make a trip to Genoa, Savona, Milano, Venice and Trieste the latter part of this month. If you would like to have a member of your staff also make this trip at the same time, please let me know.

2541

R. M. Bazzanella

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment:
As stated in para 1.

502

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HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
(Advanced Echelon)
APO 394

250/M/TN2/ADV 2nd July 1945

TO : HQ Allied Commission
Transportation Sub-Commission
APO 394

37a

SUBJECT : Inland Waterways.

1. With reference to your letter dated 23 June 45, reference 502/38/Tn3, enclosing a preliminary survey of the inland waterways through the Po Valley, the question of instituting inland waterway traffic in Lombardia Region has been examined by this Advanced Echelon, in conjunction with interested Italian parties.

2. It is proposed to establish in MILAN an Inland Waterway Control Board under the supervision of this Sub-Commission composed at first of 4 members for the Commercial Section and 2 for the Engineering and Construction Section, together with one representative from each of the barge owners in Milan, PAVIA, CREMONA and PIACENZA. The immediate function of this Board will be to organize and control all navigation in this area by chartering all existing craft on a time-charter basis and establishing suitable tariff rates for movement of traffic. The scheme will be explained to the boat owners this week and it is hoped to put it into operation shortly.

3. Before navigation is possible on the rivers Po and Adda in this area, a thorough survey must be made by the Genio Civile who is the responsible Italian Authority for maintenance of the waterways, as dredging and other works are necessary on these rivers. The Public Works and Utilities Division of Lombardia Region have been requested to take action with the Genio Civile HQ at PARMA on this question and it is noted that you are taking similar action with the Public Works and Utilities Sub-Commission and the Italian Government agencies concerned; the impression has been gained from Italian sources in MILAN, that the Genio Civile HQ at PARMA is not exhibiting sufficient interest in this matter and anything you can do to exercise pressure through the Italian Government in Rome will be appreciated. It is important that this work be started now if movement is to become possible in the early autumn.

4. The craft at present available in this area will be quite insufficient for the development of the Po traffic and it is proposed to construct 100 new barges of 100 tons carrying capacity, capable of working direct between VENICE

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and MILAN. One barge in 4 will have one 100 HP Diesel engine fitted, enabling it to be used as a tow for a convoy of 4 barges. Assistance in obtaining the necessary materials is being given by the Commerce Division, Lombardia Region, and the cost of construction will be borne by the large industrial firms in MILAN who will, ultimately, be the principal users of the barges.

5. Military Pontoon bridges across the Po prevent navigation, but if they have not been removed when it is desired to commence traffic movement, it should be possible to left them during the night for a certain period to enable barge convoys to pass.

6. Further progress will be advised you in due course.

H.C. Talbot

H.C.TALBOT
Major, R.E.

2539

HCT/vb.

File 502 Cartella 1817

(48)

DISTINTA TRASPORTI ESEGUITI DAL 1° GIUGNO AD OGGI CON BARCHE ADERENTI ALL'ASSOCIAZIONE NAZIONALE NAVIGAZ. INTERNA

grano da Cavarzere su ordine della A.N.G. di Padova:

barca	"Dario"	qli 1.869.54	Portogruaro	--Cons.	Udine
"	"Cherubina"	1.313.79	"	"	"
"	"Carlina"	880.31	"	"	"
"	"S.Mauro"	1.578.22	"	"	"
"	"Francesca"	1.027.25	"	"	"
"	"Volano"	907.84	"	"	"
"	"Campione"	1.802.99	"	"	"
"	"Antonio"	1.880.57	"	"	"
"	"N.Rocco"	2.441.23	"	"	"
"	"Ellenia"	2.123.20	"	"	"
"	"N.Angelo"	1.687.12	"	"	"
"	"Bramante"	1.496.19	"	"	"
"	"Fra'Diavolo"	1.327.21	"	"	"
"	"Maria"	1.347.18	"	"	"
"	"Tirana"	1.272.25	"	"	"
"	"Wally"	1.430.20	"	"	"
"	"Remo"	1.754.36	Lugugliana-	"	"
"	"Tecio"	2.056.06	"	"	"
"	"Maria"	2.180.42	Cervignano-	"	"
"	"Paolo"	2.651.24	"	"	"
"	"Geremia"	1.922.61	"	"	"
"	"Isidoro"	1.830.04	SGiorgio N.	"	"
"	"Giuseppe2°"	1.523.80	Silca-	Cons.	Treviso
"	"W La Pace"	929.14	"	"	"
"	"N.Vittorio"	1.306.51	"	"	"
"	"Rosina"	2.075.50	"	"	"
"	"Roma"	1.610.37	"	"	"
"	"S.Giuseppe"	723.70	"	"	"
"	"Costantino"	776.61	"	"	"
"	"Vincere"	1.377.60	"	"	"
"	"AnnaM."	1.370.93	"	"	"
"	"Antonio"	547.47	"	"	"
"	"Sergio"	401.02	"	"	"
"	"N.Rodolfo"	1.152.90	"	"	"
"	"Spes"	1.502.73	"	"	"
"	"Fides"	1.496.52	"	"	"
"	"304"	2.885.--	"	"	"
totale		qli 56.379.62			

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

"	"Cherubina"	1.515.19	"	"	"	
"	"Carlina"	888.31	"	"	"	
"	"S.Mauro"	1.578.22	"	"	"	
"	"Francesca"	1.027.25	"	"	"	
"	"Volano"	907.84	"	"	"	
"	"Campione"	1.802.99	"	"	"	
"	"Antonio"	1.880.57	"	"	"	
"	"N.Rocco"	2.441.23	"	"	"	
"	"Ellenia"	2.123.20	"	"	"	
"	"V.Angelo"	1.687.12	"	"	"	
"	"Bramante"	1.496.19	"	"	"	
"	"Fra'Diavolo"	1.327.21	"	"	"	
"	"Maria"	1.347.18	"	"	"	
"	"Tirena"	1.272.25	"	"	"	
"	"Wally"	1.430.20	"	"	"	
"	"Remo"	1.754.36	Lugugliana-	"	"	
"	"Decio"	2.056.06	"	"	"	
"	"Maria"	2.180.42	Cervignano-	"	"	
"	"Paolo"	2.651.24	"	"	"	
"	"Geremia"	1.922.61	"	"	"	
"	"Isidoro"	1.830.04	SGiorgio N.	"	"	
"	"Giuseppe2°"	1.523.80	Silca-	Cons.	Treviso	
"	"W La Pace"	929.14	"	"	"	
"	"N.Vittorio"	1.306.51	"	"	"	
"	"Rocina"	2.075.50	"	"	"	
"	"Roma"	1.610.37	"	"	"	
"	"S.Giuseppe"	723.70	"	"	"	
"	"Costantino"	776.61	"	"	"	
"	"Vincere"	1.377.60	"	"	"	
"	"AnnaM."	1.370.93	"	"	"	
"	"Antonio"	547.47	"	"	"	
"	"Sergio"	401.02	"	"	"	
"	"N.Rodolfo"	1.152.90	"	"	"	
"	"Spes"	1.502.73	"	"	"	
"	"Fides"	1.496.52	"	"	"	
"	"304"	2.885.—	"	"	"	
	totale	qli 56.379.62				

Major McClure
Mar Shipping
Claude Spark 12/7/7

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

grano da Cavarzere per conto il Cons. di Venezia:						
	barca	"Squilla"	qli 2.759.40	-Venezia-	Mol.Stucky	
	"	"Maria"	899.16	"	"	"
	"	"Antonio"	1.119.==	"	"	"
	"	"Aldo"	708.==	"	"	"
	"	"Ginitalo"	1.192.==	"	"	"
	"	"S.Giuseppe"	779.==	"	"	"
	"	"Teresina"	2.400.==	"	"	"
	"	"S.Lucia"	588.==	"	"	"
	"	"Maria Luigia"	1.800.==	"	"	"
granone da Prov. di Venezia per Sepral:						
	barca	"S.Giuseppe"	389.==	- Venezia-	Sepral	
	"	"N.Walter"	912.==	"	"	
	"	"Maria Luigia"	1.462.==	"	"	
	"	"Maria Teresa"	1.473.==	"	"	
	"	"Anna Maria"	1.393.==	"	"	
	"	"Anna Maria"	1.700.==	"	"	
	"	"Marco Foscar."	1.676.==	"	"	
	"	"SGaetano"	1.682.==	"	"	
	"	"Maria Luigia"	1.715.==	"	"	
	"	"Ercole"	598.==	"	"	
	"	"Rosa"	1.175.==	"	"	
	"	"Italo Bello"	672.==	"	"	
	"	"F.Gioja"	942.==	"	"	
	"	"Maria"	1.198.==	"	"	
	"	"G.D'Arco"	993.==	"	"	
	"	"A.Berta"	1.800.==	"	"	
grano trasbordato al Molino Stucky:						
	barca	"Ginitalo"	1.200.==	ferme a Venezia		
	"	"Anna Maria"	1.500.==	"	"	
	"	"Rosina"	2.100.==	"	"	
	"	"203"	2.100.==	"	"	
	"	"302"	3.000.==	"	2537	
	"	"Antonio"	2.000.==	"	"	
	"	"Remo"	1.500.==	"	"	
trasporti vari:						
farina Venezia-SDonà-	barca	"SGiuseppe"	700.==	per c/	Stucky	
cruscа " Jesolo-	"	"Roma"	500.==	"	"	"
fertilizzanti Vzia-P/gruaro-	barca	"162"	1.200.==	per c/	Cons. Venezia	
" " Silea-	barca	"Francesca"	1.100.==	"	"	Cons. Treviso
" " "	"	"Luciano"	1.000.==	"	"	" "
" " "	"	"Silvano"	1.000.==	"	"	" "
" " P/gruaro-	"	"Vincere"	1.340.==	"	"	Cons. Venezia
paglia Chioggia-Silea-	barca	"Ada"	444.==	"	"	Cartiere Riunite
" " "	"	"M.Aurelio"	614.==	"	"	" "

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"	"Aldo"	706.==			
"	"Giuitalo"	1.192.==	"	"	"
"	"S.Giuseppe"	779.==	"	"	"
"	"Teresina"	2.400.==	"	"	"
"	"S.Lucia"	588.==	"	"	"
"	"Maria Luigia"	1.800.==	"	"	"

grumone da Prov. di Venezia per Sepral:

barca	"S.Giuseppe"	389.==	Venezia-	Sepral	
"	"N.Walter"	912.==	"	"	
"	"Maria Luigia"	1.462.==	"	"	
"	"Maria Teresa"	1.473.==	"	"	
"	"Anna Maria"	1.393.==	"	"	
"	"Anna Maria"	1.700.==	"	"	
"	"Marco Foscar."	1.575.==	"	"	
"	"SGaetano"	1.682.==	"	"	
"	"Maria Luigia"	1.715.==	"	"	
"	"Ercole"	598.==	"	"	
"	"Rosa"	1.175.==	"	"	
"	"Italo Bello"	672.==	"	"	
"	"F.Gioja"	942.==	"	"	
"	"Maria"	1.198.==	"	"	
"	"G.D'Arco"	903.==	"	"	
"	"A.Berta"	1.800.==	"	"	

grano trasbordato al Molino Stucky:

barca	"Giuitalo"	1.200.==	ferme a Venezia		
"	"Anna Maria"	1.500.==	"	"	
"	"Rosina"	2.100.==	"	"	
"	"203"	2.100.==	"	"	
"	"302"	3.000.==	"		
"	"Antonio"	2.000.==	"		
"	"Remo"	1.500.==	"	"	

2537

trasporti vari:

farina	Venezia-S.Donà-	barca	"SGiuseppe"	700.==	per c/	Stucky	
crusca	" Jesolo-	"	"Roma"	500.==	"	"	"
fertilizzanti	Vzia-P/gruaro-	barca	"162"	1.200.==	per c/	Cons. Venezia	
"	" Silea-	barca	"Francesca"	1.100.==	"	"	Cons. Treviso
"	" "	"	"Luciano"	1.000.==	"	"	" "
"	" "	"	"Silvano"	1.000.==	"	"	" "
"	" P/gruaro-	"	"Vincere"	1.340.==	"	"	Cons. Venezia
paglia	Chioggia-Silea-	barca	"Ada"	444.==	"	"	Cartiere Riunite
"	" "	"	"M.Aurelio"	614.==	"	"	" "
"	" "	"	"Romilda"	565.==	"	"	" "

riporto ql153.897.56

./.

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riporto qli 53.897.56

paglia Chioggia-Silea-	barca	"Silvana"	601.==	per c/	Cartiere Riunite
" " "	"	"SGaetano""	631.==	"	" "
macchinari Valle-Ceggia-	"	"Grazia"	1.064.==	"	Zucch. Eridania
" " "	"	"Pede"	761.==	"	" "
" " "	"	"Guido"	1.015.==	"	" "
" " "	"	"Rosa"	931.==	"	" "
" " "	"	"Ortensio"	817.==	"	" "
" trasbordati Venezia-	"	"Ada"	1.400.==	"	Ag. Corinato
" " "	"	"Squilla"	3.000.==	"	" "
" " "	"	"Anna Maria"	2.000.==	"	" "
" " "	"	"Giuditalo"	1.200.==	"	" "
" " "	"	"Maria"	1.200.==	"	" "
" in attesa ordini part."		"M.Teresa"	1.800.==	"	Eridania- Ceggia
" " "	"	"SDomenico"	1.600.==	"	" "
" " "	"	"Venezia"	1.300.==	"	" "
" " "	"	"Giuseppe2°"	1.600.==	"	" "
bestiame e mangime dalla					
e per Provincia Venezia-	"	"Luisa"	2.000.==	"	Segral- Venezia
" " "	"	"Maria Luigia	2.000.==	"	" "
" " "	"	"M.Pasquini"	2.000.==	"	" "
semi oleosi da Prov.Venezia"		"Giuseppina"	838.==	"	" "
" " "	"	"Ercole"	906.==	"	" "
" " "	"	"Ercole"	578.==	"	" "
" " "	"	"Francesca"	528.==	"	" "
limoni trasbord. Venezia"		"M.Luigia"	700.==	"	" "

totale qli 84.367.56

2536

riepilogo qli 56.379.62
84.367.56
qli 140.747.18

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

JWB/elc

Shipping Branch (41)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tel : 478704

29 June 1945

335/23/Tn 3

SUBJECT : Road Link between Northern Private Railways and Inland waterways and/or Ports.

TO : Regional Commissioner, Lombardia Region

1. The attached memoranda prepared by Azienda Generale Caricatori, via Tenca 5, Milan, and forwarded to Regional Transportation Officer, have been studied by Transportation Sub-Commission.

2. It is obviously desirable that there should be an organised method by which traffic can be conveyed between the privately owned railways of Northern Italy and the Inland Waterways or Ports. The method proposed is by road, which involves long and uneconomical hauls. Furthermore, before anything can be done, the organisation concerned require a large number of additional trucks. It is suggested this is not a practical proposition, having regard to the present tyre and POL situation in this Country.

3. The Italian State Railways system in Northern Italy is fast being re-habilitated and all reports indicate that even with present limited coal availability, rail capacity has been sufficient to meet all demands. It is recommended that Azienda Generale Caricatori plan to make maximum use of the Italian State Railways system in preference to road haul.

By Command of Rear Admiral STONE

J. Sim Co.

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

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By Command of Rear Admiral STONE

M.J. SIEFF, Colonel

Copy to : File 502/Tn 3 ✓

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

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

JWB/mb

TRANSPORTATION SUB-COMMISSION

40

INTER OFFICE MEMORANDUM

Tele: 478704

29 June 1945

502/40/Tn.3.

SUBJECT: Inland Waterways

TO : Planning Staff (Tn.2.)

1. Attached memoranda and maps, prepared by Fratelli Gondrand, Milan, and passed to Regional Transportation Officer, Lombardia Region, are forwarded for your attention.

M.J. SMITH, Colonel

Copy to: Regional Commissioner, Lombardia Region
Transportation Sub-Commission (Adv.Sch.)
c/o H.Q. Lombardia Region.

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

JWB/alc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

(39)

Tel : 478704

29 June 1945

502/39/Tn 3

SUBJECT : Italian Transport Industry

TO : Commercial Attachè
British Embassy
Rome

1. Attached memorandum, prepared by Azienda Generale Caricatori, via Tenca 5, Milan, is forwarded for information and any action you may deem necessary.

M.J. SIEFF, Colonel

2532

CONFIDENTIAL

FILE

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

MJS/bjs

(39)

23rd June 1945

Tel. Ext 518

5B2/38/Tn.3

SUBJECT. Inland Waterways

TO. H.Q. A.M.G. Lombardia Region
H.Q. A.M.G. Venezia Region

1. Attached is a preliminary survey made of the inland waterways through the Po valley. This survey in no way pretends to be comprehensive.

2. Action is being taken with the Public Works and Utilities Sub commission, and the Italian Government agencies concerned to arrange for a comprehensive survey and to establish priorities for repair, taking into account the facilities available.

3. Utilisation has already commenced of the limited facilities available in certain areas of the inland waterway system; the extent of course to which use can be made is limited by demolitions of locks, bridges blocking waterways, etc. Local repairs are proceeding in certain areas at the instigation of the Allied and local Italian authorities.

4. In the meantime in view of the overall limited transportation capacity on land, you are asked to take such action locally to make full use of the facilities available as you are able, and to examine the suggestions contained in this paper. As soon as a coordinated plan for reconstruction and use of the inland waterways can be produced, information will be circulated to all concerned.

2539

By command of Rear Admiral Stone

E.J. SIEFF, Colonel.

Copy to Major Talbot, H.Q. A.M.G. Lombardia Region
[illegible] H.Q. A.M.G. Lombardia region

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

5B2/38/In.3

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By command of Rear Admiral Stone

L.J. SIEFF, Colonel.

Copy to Major Talbot, H.Q. A.M.G. Lombardia Region
Regional Transportation officer, H.Q. Lombardia region
Regional Transportation Officer, H.Q. Venezia Region
A.C. Port Liaison Officer, Venice
H.Q. Movements N.F. " , Italy
Public Works and Utilities Sub-commission
Port and Warehouse Division
G-5 A.F.H.Q.
G-4 (Mov & Tn) A.F.H.Q.
Economic Section.
H.Q. Movements N.F. Italy

MAJ. GODFREY
MAJ McCLURE
CAPT TOSI

CAPT Hoyké
LT HAZELTON

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

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By command of Rear Admiral Stone

L.J. SIFF, Colonel.

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Regional Transportation officer, H.Q. Lombardia region
Regional Transportation Officer, H.Q. Venezia Region
A.C. Port Liaison Officer, Venice
H.Q. Movements N.W. [illegible], Italy
Public Works and Utilities Sub-commission
Port and Warehouse Division
G-5 A.F.H.Q.
G-4 (Mov & Tn) A.F.H.Q.
Economic Section.
H.Q. Movements N.W. Italy

MAJ. GODFREY
MAJ MCCLURE
CAPT. TOSI

CAPT Hoyle
LT HAZELTON

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

CONFIDENTIAL

Rome, 11th June 1945

To: Headquarters,
Allied Commission.
Transportation Sub Commission.

I N L A N D W A T E R W A Y S.

This is a survey of the prevailing conditions in the Venezia and Lombardia Regions and recommendations for efficient re-organisation, carried out by the undersigned at the request of A.C.

1. DAMAGE TO THE INSTALLATIONS.

The damage, caused by both air-raids and German destruction, is very extensive in the lower stretches of the Po river and its surrounding canals. In particular the damage suffered by the all-important locks of Cavanella and Pioppa blocks effectively the main entrance into the river from the Lagoon, and the total destruction on the locks of the Po di Volano make it very difficult to reach Ferrara from the south (Ravenna).

All along the Po river the traffic would be in any case impossible due to the ruins of the bridges, not yet removed, and to a number of pontoon bridges.

Other ruined bridges and minor damage to gates must be removed and repaired before opening waterway traffic to such important inland ports as Rovigo, Padova and Battaglie. It is therefore possible that what steps have been taken locally by the Regional Transportation Sub Commission of A.M.G. might be more effective if similar pressure were brought to bear in Rome on the Ministero dei Lavori Pubblici for a speedy rehabilitation of the inland waterways.

Until such measures have been taken, the capacity of

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2334

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Until such measures have been taken, the capacity of the waterways system will be considerably reduced, but it must be clearly stated that considerable possibilities exist even at present.

With short hauls by truck or railway, some of the obstacles may be overcome, as in the case of grain amassing or redistribution and coal supplies to Ferrara, Padova and other cities; to brick furnaces and sugar factories scattered over a wide area in the lower Po, in which latter case the huge beet movements may find also a substantial outlet in water transportation.

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2. DAMAGE TO THE FLEET OF BARGES AND TUGS.

This is also very extensive; about 50% of all barges and 75% of all tugs were lost or damaged. The prospect for salvage and repairs is rather good, but the shortage of tugs will be acute.

The tugs upon which the proposed Pool can count to start operations inside this month are the following :-

Trieste	- 80 HP	- Diesel	
Adolfo F.	- 80 "	- "	
Victor	- 67 "	- "	
Carlo Alberto	-120 "	- "	
Torello	-150 "	- "	(ready 15/7/45)
Serons	-120 "	- "	
N.N.	- 40 "	- "	(under construction, ready 31/7/45)
Lucia	- 60 "	- "	
San Secondo	-110 "	- Steam	
Nero	- 40 "	- "	
Governolo	- 80 "	- Diesel	(special wheel-propelled
Miresole	-260 "	- Steam	for river navigation; both ready 30/6/45)

It is imperative that the tugs, which with their shallow draft (about m.1.40) are specially built for inland water traffic, should not be requisitioned or employed in other sectors of sea activities. It is to be noted that the Senior Sea Transportation Officer - Venice - is in complete agreement with this policy, as his needs for tugs and lighters have been easily covered by the harbour craft tonnage available in Venice.

The barges available, which range in size from 70 to 300 ton cargo-carrying capacity, with an average capacity of 170 tons, are about 130 for a total capacity of 25,000 tons. It is expected, with the help of the Pool earnings (see para 4-G) to salvage and repair, by the end of August, other additional tonnage. It is possible to forecast without undue optimism, approximately 250 barges for a total of 44,000 tons by the end of August.

3. SHIPPING ORGANISATION.

The shipping in the Po valley is still following old-established customs, which it is advisable to respect in an endeavour to re-organise it, in order to obtain active co-opera-

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Usually the owners of the barges sublet their craft to each "capo-barca" (captain) who collects 70% or 75% of the freight and pays all expenses, including traction (horse, tractor or tug). This direct interest of the crew makes it extremely difficult to achieve one of the principal aims, that is the impartial choice of a barge for whatever type of cargo is required for movement. To overcome this difficulty, the German organisations (Speer and Mittlemeer) tried, with catastrophic results, to put the crew on

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a day-to-day pay basis. It is not recommended that this experiment be tried again.

The German organisations, to solve the same problem of rational employment of barges and tugs, chose the system of giving direct contracts only to two of the bigger groups: (the Cooperativa Mantovana Barcari and the Navigazione Fluviale San Marco); the smaller groups were aggregated to these principal ones, who immediately tried to turn this fortunate position to their own advantage.

As a result of this and a similar procedure being adopted by the third large firm, headed by Mr. Bernardi (the shrewdest man in this business) which enjoyed a monopoly of all Consorzio Agrario Movements, the smaller firms were reluctant to enter into a Pool organisation which would only be controlled by the three large firms and in particular by Mr. Bernardi.

It must, however, be remembered that the heaviest relative losses in tugs have been suffered by the indipendent groups; who now find themselves at the mercy of the "Big Three". Also this peculiar situation of privilege makes the bigger organisations reluctant to give up this chance of monopoly.

4. PROPOSED NEW SET UP.

In the light of the foregoing observations, a certain number of conclusions have been reached with a view to speedy rehabilitation of this traffic. The following recommendations are therefore submitted.

A. The traffic in Venezia Region (including Ferrara Province and the lower Po up to Mantova) forms a distinct, separate trend from the traffic in Lombardia (Upper Po and Milan's canal system) both for technical and geographical reasons.

The barges that can reach Pavia and Milan must not exceed 80 - 100 tons maximum dead weight, while barges from 200 tons minimum dead weight are more suitable in the Venezia Region. Therefore, barring transhipment in Mantova, only exceptionally advisable and never economically convenient, all traffic for Milan must be done with specially built barges, usually owned by Milan and Pavia firms.

The formation of two distinct organisations, (a) an Inland Waterways Pool - East and (b) an Inland Waterways Pool - West, is therefore recommended.

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The formation of two distinct organisations, (a) an Inland Waterways Pool - East and (b) an Inland Waterways Pool - West, is therefore recommended.

In order to keep co-ordination and unity between the two organisations, in the Eastern (Venezia) Pool, all bids for through traffic for Milan, as well as all bids for local movements in the Venezia Region itself, should be centralised. Similarly, bids for local traffic in Lombardia Region should be dealt with by the Milan offices of the Western Pool.

B. The Eastern Pool should include all barge owners, pro-rata with their tonnage. The tug owners not to be

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a part of the Pool, as their ships will be taken over on a time-charter basis by the Pool, in order that only movements priorities will dictate their proper use.

C. The allocation to each owner should include all tonnage which he undertakes to salvage, repair and put into operation in a given time (say, six to nine months). In this manner Pool profits will be distributed also as a salvage premium, which will stimulate this activity.

D. The Pool to be managed by a Board of Directors, totaling five members, two of which will be selected by owners of a fleet of more than 3,000 tons D.W., two by owners of smaller fleets and one chosen by A.M.G. - Venezia Region.

The President of the Pool to be selected by all members, owners of a fleet over 1,000 tons and up to 5,000 to have one vote; owners of more than 5,000 tons D.W. to have two votes. Owners of fleets under 1,000 tons should form group in order to vote.

E. All movements of barges to be made only by order of the Pool; all bids to be screened and marked for Priority according to the requests of A.M.G. or other authority.

The Pool Head Offices to be in Venice and a liason office detached in Padova.

F. The Pool to collect all freight and be responsable for tugs and other traction, as well as payment to barge owners according to an agreed tariff. The owners to settle with their crew, according to local customs and in such a manner as to stimulate efficiency and a speedy turn-round of craft.

G. All Pool profits to be divided among owners in the manner above stated.

H. In Lombardia Region the procedure will require to be different. There all firms interested in transportation are generally not owners of the barges, which are hired according to need. It is felt that a Pool should, in this case, group not the small barge owners, but the more responsable firms who can be trusted to control barges in the desired manner.

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A fuller report as to how this procedure should be effected will be submitted at a later date when further information has been obtained.

Mario Bianchi

MARIO BIANCHI.

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

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

MEMORANDUM REGARDING THE ITALIAN TRASPORT POLICY AND THE OPPORTUNITIES TO INVEST BRITISH CAPITAL IN THE ITALIAN TRANSPORT INDUSTRY.

GENERAL SURVEY.

A basic error prevailed in the Italian transport policy during the twenty years preceding the outbreak of the wart that of the national tendency to monopolize all transport activity.

If one desires to lay the foundations of a transport industry on a sound and prosperous basis, one must bear in mind that the transport field goes beyind the frantiers of a certain country and that only as and when a close cooperation exists between the transport industry of a country with those of other countries, satisfactory results may be reached. Transports may cover the domestic requirements of a country, but they may be developed only when connections with foreign transports are established. This is true with Italy, whose geographical position is such ad to represent a natural link between Europe and Africa and Europe and Asia. Under the circumstances the greatest error made in the transport policy was that of not taking into consideration the importance of the British contribution to the development of traffic between Europe and Africa and between Europe and Asia.

Independently from the new political situation in which Italy finds herself in consequence of the end of the war, there is no doubt that if transports are to be developed in Italy in the future, the whole policy must be revised, and any new initiative will have to be developed within the general interests of Europe, particularly taking into consideration the British interests in the connections between Europe and Africa and Asia. A confirmation of this is given by the creation of the Adriatic Steamship Co. on the part of the American Export Lines, etc.
In other words, in the future, all Italian transport initiatives should be developed within the frame of the great British enterpri= ses, where connections between Europe and the African and the Asiatic Continents are concerned. The purposes of the British transport policy should be cooperated with.

Under such circumstances, the Italian mercantile marine should tak care of the distribution with coastwise ships, through the Italian and the Mediterranean ports, of all the goods unloaded at the Medi= terranean ports by the boats of the big British Steam ship Companies on their trips to and from the African and the Asiatic ports. The concerns operating the Italian inland waterway systems should, in turn, be so arranged as to be able to ensure a prompt and easy deli= very of the goods unloaded at Italian ports to the main industrial centers and allow the possibility of quoting direct freight rates from Cardiff, Egypt, India, etc. to Padua, Ferrara, Milano, Biella, etc. The concerns in charge of transports over land, particularly with canions, should ensure easy connections between the Italian ports and the United Kingdom through the Continent, for the convenance

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of the goods that cannot wait for the ships to undertake the whole trip through Gibraltar and the Biscay Gulf to reach the British Islands.

The foregoing evinces that a close cooperation between the Italian transport industry and British interests would be of great importance. To ascertain the manner in which this cooperation may be developed it is necessary to survey the position of the various Italian transport activities.

ITALIAN MERCANTILE MARINE.

Against the 3.500.000 gross tons representing the Italian mercantile marine on June 30, 1939, today there are not more than 400.000/ 500.000 tons left. At present the Italian vessels must above all cooperate with the Allies in the distribution through the Italian ports of the goods unloaded at the main ports - Genoa, Naples, Venice and Trieste - and for this purpose many motor sailing vessels are at disposal and plans have been made to build further tonnage of this type. Italian shipowners have secured important lumber resources in the Pisa and the Catanzaro Districts, but they lack ship engines and ship auxiliaries. The situation, therefore, offers excellent opportunities for the British small power Diesel engines like Gardners,etc. specially used in the construction of coastwise tonnage.

ITALIAN INLAND WATERWAY TRANSPORTS. The Po is not the Rhine or the Danube; yet it may offer, provided efficient dredging is undertaken, opportunities for transports between Trieste and Mantova and, during a certain portion of the year, even up to Cremona and Pavia. Furthermore, it should be noted that the Italian river barge fleet includes only old lumber outfits and that no care has ever been taken to improve the design of the tonnage employed, a matter of enormeous importance in the development of inland waterway transportation as may be realized from the fact, for instance, that in Germany navigation with barges of 600/800 tons has been made possible also where the depth of the waters does not exceed two meters. On the Po, instead, navigation is possible only with barges of 300 tons, the depth of the waters averaging 2 meters throughout the year and the immersion of the vessel reaching not less than 1,50 meters. The reason thereof lies in the fact that in Italy inland waterway navigation has always been carried out with very primitive systemes not only of traction. Only the following few industrial enterprises existed in the line:

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1) Italia Fluviale, with headquarters in Venice. The company is at present re-floating its entire fleet.

2) Bonafini Emilio, vessel owner in Venice - now in jail on the charge of collaboration with the Germans. He has lost 70% of his fleet.

3) Cooperative Mantovana Barcari which has lost 65% of its fleet.

4) S.A. Natanti Po, an associated company of Condrand, owner of two motor barges and 5 ordinary barges, at present out of operations on account of damages caused by the war and of the engines being worn out. These barges were never much important. In fact, to convey cellulose on behalf of Snia Viscosa, Condrand used to charter tonnage from other

1800

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

owners, including the Italia Fluviale, the Mantovana Barcari,etc.

Another important factor to be considered in river navigation in Italy is that of sparing coal necessary for train traction, especially from Venice to Milano. River traction is generally undertaken with trgs using oil crractors using petrol. Here also is an important field for collaboration between Italy and Great Britain. Why couldn't the British shipowners that are interested in the Italian trade, become interested in an investment in Italian waterway enterprises, through which they could obtain a quick despatch of their cargoes from the maritime ports to the hunterland without having to wait for availability of railway cars,of which there will be a shortage for a long time to come ? It should be recalled that also after the 1914 - 1918 war, when destructions in Italy were not so great as during the 1939/45 war, trouble was encountered in the country to ensure a speedy discharge of tonnage on account of the shortage of railway cars, etc. An important progress in Italian inland waterway transports could be reached by motorizing the barges; this would be an interesting field for the British manufactures of Diesel engines.

ITALIAN LAND TRASPORTS.

In the first place it should be considered that there are in Italy several privately owned railways which are in bad conditions owing to the fact that no step has ever been taken to modernize the plants and the traction, notwithstanding the fact that these lines serve important industrial or touristic centres. Here also is an interesting opportunity for the British manufacturers of light railway rolling material. That deserves much attention, however, is the road transport system, the operation of which has been effected in Italy by the monopolistic tendencies of the Fascist regime, which supported the trust policy of the Fiat Co. in Turin. There is no doubt that if the road transports are organized on a competitive basis, the situation could be greatly improved, especially with regard to intercontinental road transports to be developed normally. Among the main exports from Italy there are fresh fruits and vegetables which require cold transport facilities. Germany had brought to Italy refrigerated cargo camions which have given good results. Why couldn't British automobile manufacturers supply Italy with similar vehicles, the value of which could represent British investment of capital in Italian road trasports ? This question is of great importance also insofar as the development of Italo-British trade is concerned,which for quite some time cannot be relied upon refrigerator railway cars upon which it was based before the war.

Azienda Generale Cariocatori placesat the disposal of British interests for any combination within the lines described in this memorandum its transport organization, including:

a) L'Ausiliare, railway and road transport organization.

b) La Ligure Romana, transports by sea and river between Genoa and Rome.

c) La Costiera, coastwise shipping along the Italian coasts.

d) Italo-Baltica Line, fruit transport service between Italy and the Baltic ports.

e) Dalmazia Impresa Marittime, shipping services in the Adriatic.

f) L'Italia Fluviale, river conveyance on the Po.

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This organization is already engaged in carrying out the coordination work provided in the program of the European Central Inland Transport Organization, designed to regulate, according to a PWD-DWI report from London dated May 24th, the movement of International rail, road and water inland transports in Continental Europe and set up by the British Government.

Under such circumstances it is evident that the new Continental Organization could find in the Azienda Generale Caricatori at least the primitive structure for the development of its activity in Italy.

1802

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

37

DIRECTOR OF HARBOR CRAFT NAVY HOUSE NAPLES

18 18 JUNE 43 ROUTINE

RESTRICTED FD

PARA ONE FD SUPPLEMENTING OURS NINE JUNE NUMBER NINE FOUR FIVE SIX

IN REPLY YOURS NUMBER FIVE ONE SEVEN TIBER CUT BAKER DREDGING

OPERATIONS ON TIBER RIVER HAVE NOW COMMENCED AND EXPECT COMPLETED

SAME LATE JUNE EARLY JULY AT WHICH TIME RIVER TRAFFIC WILL BE OPEN

FOR BARGES WITH A MAXIMUM DRAFT OF FIVE FEET FD

PARAN TO DIRECTOR OF HARBOR CRAFT NAVY HOUSE NAPLES FROM HQ ALGOM

CITS ACCEPT PARAN

HOWEVER THIS CANNOT BE GUARANTEED AS RIVER HAS DROPPED LOWER THAN

NORMAL SEASONAL EXPECTATION DUE LACK OF RAIN FD

2525

COPY TO : NAV DIV (Attn. Major Godfrey)

TRANSPORTATION SC

290

NICHOLAS PICERNO
CWO U.S.A.
Asst.Adjutant

1803

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

36

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. AC/18/23/Tn6

GWB*/mvm
14 June 1945

SUBJECT: Fiumicino/Rome Canal

TO : Movements Division
(Att. Major G. B. Godfrey)

1. All the necessary equipment for the dredging of the Sardinia Bend and partial removal of the barrage at S. Paulo is now reported to be ready to start work. This morning the tug left Fiumicino for Rome with hopper barge in tow.

2. Estimated time for dredging of the Sardinia Bend and partial removal of barrage is 15 days, after which dredging will continue at other places along the river to facilitate navigation. In 15 days time, it is expected that the river will be open to traffic up to draft of 5 feet. This figure cannot be guaranteed as the river has already dropped lower than normal seasonal expectation and possibly in a few weeks time, navigation will no longer be a practical proposition.

3. The tug "Hermes" now at Naples under repair is expected to be ready in ten days time, but it is reported to have a draft of about 6 feet and its use on the river will depend on river conditions.

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4. The "Punt D'Anica" and "Dina" are now in operation and will be put on the river service as soon as the river can be navigated.

5. Every effort is being made to have the motor barge "Koenigsberg" and barge "Malente" (300 tons each) released by the R.N. for the river traffic.

6. The two steel barges recently arrived at Civitavecchia may be useful for this program.

F.M. Bazzanella

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

502

CONFIDENTIAL

36A

Rome, 11th June 1945

To: Headquarters,
Allied Commission.
Transportation Sub Commission.

INLAND WATERWAYS.

This is a survey of the prevailing conditions in the Venezia and Lombardia Regions and recommendations for efficient re-organisation, carried out by the undersigned at the request of A.C.

1. DAMAGE TO THE INSTALLATIONS.

The damage, caused by both air-raids and German destruction, is very extensive in the lower stretches of the Po river and its surrounding canals. In particular the damage suffered by the all-important locks of Cavanella and Pioppa blocks effectively the main entrance into the river from the Lagoon, and the total destruction on the locks of the Po di Volano make it very difficult to reach Ferrara from the south (Ravenna).

All along the Po river the traffic would be in any case impossible due to the ruins of the bridges, not yet removed, and to a number of pontoon bridges.

Other ruined bridges and minor damage to gates must be removed and repaired before opening waterway traffic to such important inland ports as Rovigo, Padova and Battaglie. It is therefore possible that what steps have been taken locally, by the Regional Transportation Sub Commission of A.M.G. might be more effective if similar pressure were brought to bear in Rome on the Ministero dei Lavori Pubblici for a speedy rehabilitation of the inland waterways.

Until such measures have been taken, the capacity of

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

Transportation Sub Commission.

I N L A N D W A T E R W A Y S.

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Until such measures have been taken, the capacity of the waterways system will be considerably reduced, but it must be clearly stated that considerable possibilities exist even at present.

With short hauls by truck or railway, some of the obstacles may be overcome, as in the case of grain amassing or redistribution and coal supplies to Ferrara, Padova and other cities; to brick furnaces and sugar factories scattered over a wide area in the lower Po, in which latter case the huge beet movements may find also a substantial outlet in water transportation.

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2. DAMAGE TO THE FLEET OF BARGES AND TUGS.

This is also very extensive; about 50% of all barges and 75% of all tugs were lost or damaged. The prospect for salvage and repairs is rather good, but the shortage of tugs will be acute.

The tugs upon which the proposed Pool can count to start operations inside this month are the following :-

Trieste	- 80 HP	- Diesel	
Adolfo F.	- 80 "	- "	
Victor	- 67 "	- "	
Carlo Alberto	-120 "	- "	
Torello	-150 "	- "	(ready 15/7/45)
Serons	-120 "	- "	
N.N.	- 40 "	- "	(under construction, ready 31/7/45)
Lucia	- 60 "	- "	
San Secondo	-110 "	- Steam	
Nero	- 40 "	- "	
Governolo	- 80 "	- Diesel	(special wheel-propelled for river navigation; both ready 30/6/45)
Mirasole	-260 "	- Steam	

It is imperative that the tugs, which with their shallow draft (about m.1.40) are specially built for inland water traffic, should not be requisitioned or employed in other sectors of sea activities. It is to be noted that the Senior Sea Transportation Officer - Venice - is in complete agreement with this policy, as his needs for tugs and lighters have been easily covered by the harbour craft tonnage available in Venice.

The barges available, which range in size from 70 to 300 ton cargo-carrying capacity, with an average capacity of 170 tons, are about 130 for a total capacity of 25,000 tons. It is expected, with the help of the Pool earnings (see para 4-G) to salvage and repair, by the end of August, other additional tonnage. It is possible to forecast without undue optimism, approximately 250 barges for a total of 44,000 tons by the end of August.

3. SHIPPING ORGANISATION.

The shipping in the Po valley is still following old-established customs, which it is advisable to respect in an endeavour to re-organise it, in order to obtain active co-opera-

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

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Usually the owners of the barges sublet their craft to each "capo-barca" (captain) who collects 70% or 75% of the freight and pays all expenses, including traction (horse, tractor or tug). This direct interest of the crew makes it extremely difficult to achieve one of the principal aims, that is the impartial choice of a barge for whatever type of cargo is required for movement. To overcome this difficulty, the German organisations (Speer and Mittlemeer) tried, with catastrophic results, to put the crew on

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a day-to-day pay basis. It is not recommended that this experiment be tried again.

The German organisations, to solve the same problem of rational employment of barges and tugs, chose the system of giving direct contracts only to two of the bigger groups: (the Cooperativa Mantovana Barcari and the Navigazione Fluviale San Marco); the smaller groups were aggregated to these principal ones, who immediately tried to turn this fortunate position to their own advantage.

As a result of this and a similar procedure being adopted by the third large firm, headed by Mr. Bernardi (the shrewdest man in this business) which enjoyed a monopoly of all Consorzio Agrario Movements, the smaller firms were reluctant to enter into a Pool organisation which would only be controlled by the three large firms and in particular by Mr. Bernardi.

It must, however, be remembered that the heaviest relative losses in tugs have been suffered by the indipendent groups; who now find themselves at the mercy of the "Big Three". Also this peculiar situation of privilege makes the bigger organisations reluctant to give up this chance of monopoly.

4. PROPOSED NEW SET UP.

In the light of the foregoing observations, a certain number of conclusions have been reached with a view to speedy rehabilitation of this traffic. The following recommendations are therefore submitted.

A. The traffic in Venezia Region (including Ferrara Province and the lower Po up to Mantova) forms a distinct, separate trend from the traffic in Lombardia (Upper Po and Milan's canal system) both for technical and geographical reasons.

The barges that can reach Pavia and Milan must not exceed 80 - 100 tons maximum dead weight, while barges from 200 tons minimum dead weight are more suitable in the Venezia Region. Therefore, barring transhipment in Mantova, only exceptionally advisable and never economically convenient, all traffic for Milan must be done with specially built barges, usually owned by Milan and Pavia firms.

The formation of two distinct organisations, (a) an Inland Waterways Pool - East and (b) an Inland Waterways Pool - West, is therefore recommended.

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The formation of two distinct organisations, (a) an Inland Waterways Pool - East and (b) an Inland Waterways Pool - West, is therefore recommended.

In order to keep co-ordination and unity between the two organisations, in the Eastern (Venezia) Pool, all bids for through traffic for Milan, as well as all bids for local movements in the Venezia Region itself, should be centralised. Similarly, bids for local traffic in Lombardia Region should be dealt with by the Milan offices of the Western Pool.

B. The Eastern Pool should include all barge owners, pro-rata with their tonnage. The tug owners not to be

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a part of the Pool, as their ships will be taken over on a time-charter basis by the Pool, in order that only movements priorities will dictate their proper use.

C. The allocation to each owner should include all tonnage which he undertakes to salvage, repair and put into operation in a given time (say, six to nine months). In this manner Pool profits will be distributed also as a salvage premium, which will stimulate this activity.

D. The Pool to be managed by a Board of Directors, totaling five members, two of which will be selected by owners of a fleet of more than 3,000 tons D.W., two by owners of smaller fleets and one chosen by A.M.G. - Venezia Region.

The President of the Pool to be selected by all members, owners of a fleet over 1,000 tons and up to 5,000 to have one vote; owners of more than 5,000 tons D.W. to have two votes. Owners of fleets under 1,000 tons should form group in order to vote.

E. All movements of barges to be made only by order of the Pool; all bids to be screened and marked for Priority according to the requests of A.M.G. or other authority.

The Pool Head Offices to be in Venice and a liason office detached in Padova.

F. The Pool to collect all freight and be responsable for tugs and other traction, as well as payment to barge owners according to an agreed tariff. The owners to settle with their crew, according to local customs and in such a manner as to stimulate efficiency and a speedy turn-round of craft.

G. All Pool profits to be divided among owners in the manner above stated.

H. In Lombardia Region the procedure will require to be different. There all firms interested in transportation are generally not owners of the barges, which are hired according to need. It is felt that a Pool should, in this case, group not the small barge owners, but the more responsable firms who can be trusted to control barges in the desired manner.

A fuller report as to how this procedure should be

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

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A fuller report as to how this procedure should be effected will be submitted at a later date when further information has been obtained.

Mario Bianchi

MARIO BIANCHI.

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

1872

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 179
Date/Time of Origin: MAY 301335

Message Centre No: E/3023
Date Time Rec'd: MAY 310830
Precedence: IMPORTANT

FROM: 15 ARMY GROUP
TO : HQ ALCOM CITE ACTPT, INFO: AMG EMILIA REGION, FREEDOM FHGDM FRGEG, FCR G4 BR CE, G4 AMG VENEZIE REGION, CE DISTONE

CONFIDENTIAL

CONFIDENTIAL.

Ref signal 8595 dated 272135. from HQ ALCOM cite ACTPT

1. Suitable barges area available.

2. Numbers and location as follows 3 at M25995 1 at G495005 2 at G488047 1 at G488051 5 at G573059 2 at G600040.

3. Loss of lift approx 2000 long tons.

4. Civilian responsible for barges is Signor GALIANO located at CONTARINA G505048 and barges were normally employed by Signor PIOMBO at sugar factory BOTTRICHE G493058.

5. For CE DISTONE no further info required from you.

ACTION

Distribution

Action: TN S/C 2
Info: Chief Commissioner
Econ Sec
File 2
Float

HEADQUARTERS
31 MAY 1945
A. C.

CONFIDENTIAL

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

34

AMG EMILIA REGION FREEDOM FHGEG FHGEG AMG VENEZIA REGION FOR INFO 15 ARMY GROUP 8 ARMY

8595 28 MAY 45 PRIORITY

IN CLEAR PD

PARA ONE PD CHIEF ENGINEER GEORGE DASH FOUR AFHQ WISHES TO USE PO RIVER BARGES TO CONSTRUCT BRIDGE ACROSS PO NEAR FERRARA PD PARE TO AMG EMILIA REGION TO FREEDOM FHGEE FHGEG FOR GEORGE DASH FOUR BRITISH CHIEF ENGINEER GEORGE DASH FOUR TO AMG VENEZIA REGION FOR INFO TO ONE FIVE ARMY GROUP TO EIGHT ARMY FROM HQ ALCOM CITE AGTET.. PAREN

PARA TWO ALL CRAFT ON PO SUITABLE FOR MOVEMENT SUPPLIES ORIGINALLY ALLOCATED BY AFHQ TO ABLE CHARLIE FOR CIVIL MOVEMENT PD

PARA THREE PD REPRESENTATIVE CHIEF ENGINEER WILL CONTACT REGIONAL COMMISSIONER AND CHIEF TRANSPORTATION OFFICER EMILIA REGION TO SEE IF SUITABLE BARGES AVAILABLE PD THIS HQ DESIRES KNOW LOSS OF LIFT WHICH WILL BE INVOLVED SO THAT COMPENSATING ADJUSTMENT CAN BE MADE IN MOVEMENT SCHEDULES PD

COPY TO ECONOMIC SECTION
PORTS & WHSE DIV

TRANSPORTATION S C

543

NICHOLAS PIOMBINO
CWO U.S.A.
Asst. Adjutant

1814

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

In clear

DRAFT PRIORITY 33/fd

AFHQ AFGC {G-4 BRITISH. CHIEF ENGINEER G-4

TO : AMG EMILIA REGION FREEDOM ~~GTGS-PRIOR~~ FOR

INFO AMG VENEZIA REGION 15 ARMY GROUP 8 ARMY

10 CHIEF ENGINEER G-4 AFHQ WISHES TO USE PO RIVER BARGES TO CONSTRUCT BRIDGE ACROSS PO NEAR FERRARA

20 ALL CRAFT ON ~~THE~~ PO SUITABLE FOR MOVEMENT SUPPLIES ORIGINALLY ALLOCATED BY AFHQ TO AC FOR ~~SUCH MOVEMENT~~ civil movement ⊙

30 REPRESENTATIVE ~~OF~~ CHIEF ENGINEER ~~G-4 AFHQ~~ WILL CONTACT REGIONAL COMMISSIONER AND CHIEF TRANSPORTATION OFFICER EMILIA REGION TO SEE IF SUITABLE BARGES AVAILABLE. THIS HQ DESIRES KNOW LOSS OF LIFT WHICH WILL BE INVOLVED SO THAT COMPENSATING ADJUSTMENT CAN BE MADE IN MOVEMENT SCHEDULES.

Army & Economic Sec
Roads & Bridges Div.

2510

8595

1815

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

RMB/mvm
Tel. 290
Ref. AC/38/1/Tn6
26 May 1945

SUBJECT: Inland Waterways in Northern Italy

TO : Movements Division
(Att. Col. M. J. Sieff)

1. For your information and retention, we attach hereto statistical data on inland waterways in Northern Italy which was furnished to us by C.A.P.A.I. - MAFE.

R. M. Bazzanella

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Attachment as stated above.

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2518

502

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

"C. A. F. A. I. - MARI"

SOCIETÀ GESTIONI MARITTIME TRASPORTI PRODOTTI AGRICOLI INDUSTRIALI
SOCIETÀ A RESPONSABILITÀ LIMITATA - CAPITALE VERSATO L. 900.000

31

ROMA, 12th May, 1945

Via Muzio Clementi, 70 - Tel. 378-950

Statistics and data of internal waterways in Northern Italy.

Waterways in Po Valley and Venetia Regions-

1. Po River (Ponte Gerola to mouth)	Km.	558
2. Ticino, Adda, Oglio, Mincio	"	135
3. Milan Province's Canals. (Naviglio Grande, della Martesana, di Bereguardo, di Pavia)	"	166
4. Ferrara Province's Canals(Po di Volano, Canale Marezzo)	"	94
5. Venezia-Brondolo-Po River and Polesine	"	278
6. Adige River(Cornino-Cavanella)	"	172
7. Venezia-Padova-Este and Battaglia-Brondolo	"	150
8. Venezia-Porto Gdobba and branch-lines	"	440
	Km.	1.993

2517

Types of merchandises carried

1. Grains	tons.	327.132
2. Other crops, animals	"	515.579
3. Fertilizers	"	222.077
4. Wood(lumber)	"	207.296
5. Minerals	"	21.318
6. Pig Iron, steel,	"	3.013
7. Construction materials, sand, stones	"	2.400.939
8. Petroleum products	"	93.484
9. Coal	"	460.684
10.Other machinery, tools, finished steel & iron	"	100.547
	tons	4.352.469

Mouvements of principal ports (in and out)

Venice	tons.	1.171.326	Pontelagoscuro	tons.	137.982
Milan	"	495.130	Padova	"	115.532
Noventa di Piave	"	244.896	Codigoro	"	98.601
Ferrara	"	198.577	Pontelongo	"	95.102
Mantova	"	196.253	Silea	"	93.225
Casier	"	184.896	Chioggia	"	82.427
Salgareda	"	151.340	Monselice	"	70.668

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION

RMB/mvm
23 May 1945

Tel. 290
Ref. AC/26/3/Tm6

SUBJECT: Po River Navigation Survey

TO : Movements Division
(Att. Col. M. J. Sieff)

1. In accordance with your suggestion, the Ministry of Marine was requested to send a direct representative to make a survey of the Po River inland waterways.

2. We are informed that the inland waterways do not come within the jurisdiction of the Ministry of Marine, but is within the jurisdiction of the Ministry of Industry, Commerce and Labor.

3. The Ministry of Marine calls our attention to the fact that the territory in question is AMG territory.

R. M. Bazzanella

R. M. BAZZANELLA, Chief
Ports & Warehouse Division

Shipping

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
TRANSPORTATION DIVISION
A.P.O. 394

30A

22 May 1945

TR/40/13

SUBJECT : Interim Report

TO : Allied Commission Rome .
Transportation S/C.

2514

Ref. your cable 7408 dated 12 May 45 the following report is submitted.

RAIL. Live Milan -Cremona now open . Cremona will be collection -centre for supplies brought by road from Rovigo, Ferrara, Mantova, Parma, Forli.

WATERWAYS. - 800 Tons efficient barge capacity available at Pavia . Waterway Pavia - Milano is open.
Waterway Milano -- Port of Venice NOT open owing to pontoon bridges over the Po. Investigation now being made of alternative routes.

ROAD. Shortage of trucks but new registrations of regularly owned vehicles are satisfactory. Lift of food into Milan City increased from 150 tons per day to 1200 tons per day period 13 May to 20 May . Minimum daily food requirements of the City are 1000 tons. There are no food reserves .
Roads generally are in good condition.
All Provinces report absence of any official transport organization at time of A.M.G. entry.
Truck pools are being formed now and results already apparent in increased number of trucks operating.

J.M. FITZGERALD

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

TR/40/13

SUBJECT : Interim Report

TO : Allied Commission Rome .

Transportation S/C.

2514

Ref. your cable 7408 dated 12 May 45 the following report is submitted.

RAIL. Live Milan -Cremona now open . Cremona will be collection -centre for supplies brought by road from Rovigo, Ferrara, Mantova, Parma, Forli.

WATERWAYS. - 800 Tons efficient barge capacity available at Pavia . Waterway Pavia - Milano is open.
Waterway Milano -- Port of Venice NOT open owing to pontoon bridges over the Po. Investigation now being made of alternative routes.

ROAD. Shortage of trucks but new registrations of regularly owned vehicles are satisfactory. Lift of food into Milan City increased from 150 tons per day to 1200 tons per day period 13 May to 20 May . Minimum daily food requirements of the City are 1000 tons. There are no food reserves .
Roads generally are in good condition.
All Provinces report absence of any official transport organization at time of A.M.G. entry.
Truck pools are being formed now and results already apparent in increased number of trucks operating.

J.M. FITZGERALD
Lt.Col.Q.M.C.
R.T.O.

502

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

1820

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

29

Tel. 394
REF. AC/18/13/Tn6

GWEW/lml
16 May 1945

SUBJECT : Transport of Coal-Fiumicino and Rome.

TO : Movements Division
Attention: Col. M. J. Sieff

28

1. Reference your AC/653/104/Tn3 dated 14 May 1945.

2313

2. After considerable difficulty the necessary equipment for the dredging of the Sardinia Bend on the river Tiber, has been located and repaired and all that is now required is a suitable tug to tow two dredging barges from Talamone to Fiumicino. The Navy Sub-Commission have this in hand and daily contacts are made stressing the urgent need of the tow.

3. Regarding the removal of the barrage at S. Paolo, certain technical difficulties have arisen. The Industry Sub-Commission are now examining the matter, view, to deciding how the barrage can be removed without effecting the Rome electricity supply during the summer months.

4. Advice regarding these two problems are expected any hour and you will be advised as to progress.

R. M. Bazzanella

R. M. BAZZANELLA
Chief, Ports & Whse. Division

502

1821

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

GHC/mdp

INTER OFFICE MEMO

28

Ref. : AC/653/I04/Tn 3 I4 May I945

SUBJECT : Transport of Coal Fiumicino and Rome.

TO : Port and Warehouse Division.

29

26

I. No reply has been received by this Division to our letter reference AC/653/03/Tn 3 dated 26 April I945 requesting completion dates of (a) removal of the barrage at S.Paolo, (b) dredging of the Tordinia Bend on the river Tiber, in order that the above barge and lighter service be utilised to a maximum.

2512

2. In view of the present railway wagon shortage, the urgency of utilising this service cannot be over-stressed and it is therefore requested that completion dates of this work be obtained without delay.

[redacted] :

N.J. SHEFF,
Colonel.

FILE

1822

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

GWEW/er

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB COMMISSION
Ports & Warehouse Division

27

Ref : AC/18/6/TN6

2 May 1945

SUBJECT : Removal of artificial barrage on river Tiber.

TO : Società Romana di Elettricità-Direzione Generale
14,Via Poli, ROME.

1. As a result of previous arrangements with this Hdqts, Genio Civile(Ufficio Speciale per il Tevere e l'Agro Romano) instructed your Company to remove the barrage.

2. Up to date no action has been taken.

2511

3. The existence of this artificial barrage running across the river at Porto S.Paolo,near the pumping station,constitutes a major obstacle for normal river traffic.

4. It is imperative that this barrage be removed as quickly as possible in order to allow navigation.

5. Since the above mentioned barrage was built by your Company,its removal is requested.

6. The urgency of this request cannot be overstressed since a schedule for bringing supplies to Rome,via river,has been planned.

7. Please,advise this Hdqts of estimated date of completion.

R.M. BAZZANELLA,Chief
Ports & Whse Division

copy to:
Movements Div.
Genio Civile,Ufficio speciale per il Tevere e l'Agro Romano.
via Monzambano,Rome.

502

1823

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

GBG/mdp

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission

Ref. : AG/65 /95/Tn 3 28 April 1945

SUBJECT : Transport of Coal Fiumicino and Rome.

TO : Port and Warehouse Division.

I. In view of the present railway wagon shortage it is most important that the above barge and lighter service be utilised to a maximum.

2. May this Division please be advised therefore of the completion dates of (a) removal of barrage at S. Paolo, (b) dredging of Sardinia Bend on the river Tiber.

For the Director :

G.B. GODFREY,
Major I.G.

1824

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

GEO/mdp

HQ QUARTERMASTER ALLIED COMMISSION
APO 394
Inter Offices Memo

AC/653/79/Tn 3 — 20 April 1945

SUBJECT : Coal Service Plombino to Vado.

FROM : Chief Movements Division.

TO : Ports & Warehouse Division,
Transportation Sub-Comm.

1. Receipt is acknowledged of your letter AC/I7/3/Tn 5 dated 10 April 1945 together with enclosures.

2. The scheme suggested by the Compagnia Marittima for supplying Coal to the Solvay Company at Vado should be given every encouragement in view of the present wagon shortage. Please arrange to proceed with this scheme as early as possible, and advise this Section in due course expected date that this service can be put into operation.

C.B. GODFREY.
Major I.A.

Copy to : Shipping Sub-Commission.
Rail Section.

1825

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

24

INTER OFFICE MEMO

AMMC/ES

File N° AC/653/79/Tn.3. 16 April 1945

SUBJECT :- Coal Service Piombino to Vada

FROM :- Chief Movements Division

TO :- Ports & Warehouse Division, Transportation Sub-Commission

21

1. Receipt is acknowledged of your letter AC/17/3/Tn.6. dated 10 April '45 together with enclosures.

2. The scheme suggested by the Compagnia Marittima for supplying Coal to the Solvay Company at Vada should be given every encouragement provided it is feasible, particularly in view of the present wagon shortage. It is understood that the Solvay plant is within a mile of Vada and is served by decauville track, which with shortly be open along its whole length.

2508

M.J. SIEFF
Colonel

1826

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

BAIA	36 Tons.	1.3.45
ROBERTO	56	1.3.45
GIOVANNINA	26	4.3.45
ANNUNZIATA MADRE	40	7.3.45
FRANCESCO	45	10.3.45.
AGNESE	16.	12.3.45
NUOVA NUNZIATA	25	12.3.45

Note Some of the vessels
above have been withdrawn
from taking up arms
Con

Rh

2807

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

Antoniella	Madre	46 Tous.	2.2.45
Antonia	Madre	46	"
MAMMA TINA		40	"
LILIA RUGGERO		40	"
ALBERTO	PADRE	40	"
NICOLA		40	"
LUCIA	MADRE	37	3.2.45
GIOVANNINA		30	3.2.
ANNUNZIATA	MADRE	40	4.2
GIOVINEZZA			13.2.45
AGNESE		16	13.2.
NUOVA ANNUNZIATA.		15	14.2.
~~TRISTE~~			
ROBERTO		56	14.2.
NUOVO MARIO		30	18 2.
~~NUOVA ANNUNZIATA~~			
ANTONIO		30	22.2
BAIA		36	22 2
STELLA MARE		32	22 2
GIOVANNINA.		26	24.2
NUOVO MARIO		30	28.1

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

Rids passed to Medlis for
PERIOD
7/16 March COLUMBITYO TO
CITRUS 17
LIQUIRICE

1829

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

HEADQUARTERS ALLIED COMMISSION
APO 394
Industry Sub-Commission
Coal Division

CWO/jv

12 April 1945.

Tel: 478489

Ref: AC/IND/CD/55.

Subject: Stock-pile - Gaeta.

TO : Transportation Sub-Commission .

1. In view of the grave situation and reduction in output of coal from the mines in Sardinia, it is of considerable importance that the stock-pile of coal at Gaeta be distributed to essential users.

2. In order to remove it by sea quickly and in sufficient quantity, it is necessary that vessels be of the maximum size suitable for loading at Gaeta and discharging at Fiumicino or further north.

3. We will be pleased to know whether vessels can be released for this trade.

For the Chief Commissioner:

P.R. Evans Col.

for W.S.VAUGHAN
Director,
Industry Sub-Commission.

1830

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

SHAEF/GCS

File

22

SHAEF/GCS/471/Trans.3

11 April 1945

SUBJECT : Coal Traffic - U/T Puntamica and U/T Monte d'Oro.

TO : Lt Figura Romano,
Via della Mercede, 24
Rome.

18

1. Reference your letter dated 8 April 1945.

2. Confirming various conversations between your good-selves and this formation, it has been agreed by the Mediterranean Shipping Board that the above two vessels will be de-requisitioned on their arrival in Rome, for the purpose of operating in the Tiber coal traffic.

3. Sailing Instructions for U/T Puntamica, expected to complete loading in Palermo shortly, have already been issued by AFHQ and similar instructions for U/T Monte d'Oro will be issued hereon the date of vessels expected readiness.

2505

W.B. [illegible]
Colonel,
Deputy Director,
Transportation Sub-Commission.

Copy to:- Radio Shooner Control
Depots & Warehouses Div.
Shipping Sub-Commission.

25-letter Completed
153

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

RMB/lml
10 April 1945

Tel. 290
Ref. AC/17/3/Tn6

SUBJECT : Coal Service from Piombino to Vada for Solvay Company.

TO : Colonel M. J. Sieff
Movements Division

1. For your attention and consideration, I am enclosing a copy of a letter from Compagnia Marittima, which is self-explanatory.

2. I am also enclosing á copy of a report of trip made by Captain Warley and Lt. Marena, and your attention is directed to report under the subject "Vada Pier".

3. Recommend that this matter be given due consideration and if there is any further information you may require, please advise.

R. M. BAZZANELLA
Chief, Port & Whse. Division
Transportation Sub-Commission

Enclosure:

1- Copy of Letter
Compagnia Marittima, 3/31/45.

1- Copy of Report.

1832

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

(COPY) (COPY)

C O M P A G N I A M A R I T T I M A

21A

Ufficio di Roma-31 March 1945
Via Del Tritone 102

To the Allied Commission
Transportation Sub-Commission
Rome

Transportation of coal from Piombino to Vada
for the Solvay Company.

With reference to previous conversations regarding the carriage of coal from Piombino to the Solvay plants at Vada, as suggested by the Coal Division of the A.C., we beg to confirm that we are ready to undertake such transportation with our own barges in tow of a small tugboat that might be released for this traffic.

We consider that with two barges only, having a cargo capacity of 300 tons each, we could discharge at Vada the total quantity required which we understand is estimated to be about 10,000 tons per month.

After a personal inspection at loading and discharging places to be effected in the next days, together with officials of your services, we sh ll make a definite proposal so a s to give you the assurance that this transportation will be carried out by us satisfactorily in every regard.

Yours faithfully,
COMPAGNIA MARITTIMA

/S/Francesco Cameli

1833

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

REPORT ON REC'CE TO TALAMONE, PIOMBINO AND VADA
EFFECTED 2-4 APRIL 1945 BY CAPT. G. W. E. WARLEY
& LT. A. T. MARENA OF PORTS & WAREHOUSE DIVISION
TRANSPORTATION SUB-COMMISSION

TALAMONE : Two special barges for dumping dredging waste material located in the canal. Both barges belong to the Excavation Department, Ministry of Public Works.

Barge A-50-1 is in good shape. Several holes on her hull have already been patched and she is in condition to be towed.

Barge A-50-2 requires some repairs to equipment - wheel, chain, etc. On account of presence of a wreck of a dredge barring the exit of the canal, a widening of same is necessary in order to enable barges to get out. A few men with shovels could do the work required in a couple of days.

A tug boat will be required to tow barges to Fiumicino. One of the Tusa tugs in Civitavecchia might be used for the job, since there is not enough work for both tugs at Civitavecchia, and they are there on a staging basis.

PIOMBINO : S/S "SCHIAFFINO" berthed at Ilva Pier discharging Sardinian coal. Discharge proceeds satisfactorily. There has been a certain delay due to shortage of rail cars on the first 24 hours after ship's arrival, but discharge is now proceeding satisfactorily. Average daily discharge 1000/1200 tons. On a Liberty ship with longer booms rate of discharge would increase.

The ILVA Barge (N.5) recently salvaged by Royal Navy was berthed at the Darsena quay. The barge is in good condition and ~~it exit~~ is released to A. C. for transport of coal on the Ferry Service Piombino-Vada.

The two cranes on Darsena Quay are ready except for an electrical connection of pilot cables. Connection to be finished in two days. Electric power is available for 24 hours work.

Bottom along side of Darsena Quay where small coasters may be berthed thus saving much rail traffic on pier, is reported to be uneven due to debris. Inspection by divers is suggested in order to decide what kind of dredging equipment is most suitable.

In order to expedite railroad traffic in and out of the Ilva Plant, experts of the Ilva Company consider it necessary for the Italian State Railway to complete junction of the tracks to the Porto Vecchio Station. The saving of at least 1/2 hour's time for every shifting of rail cars in the Ilva yard will result, if junction is completed as per initial plan made by the State Railway. If heavier traffic of ships is to be expected at Piombino, an expeditious completion of this job is considered necessary. Italian State Railway is doing some work

1834

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

at the Porto Vecchio Station now, but is going too slowly.

VADA PIER : Safe Berth available for barges of 10 foot draught. Three narrow gauge tracks on pier leading to a single track is that middle portion of the pier that has been rebuilt after war damages. One 5 ton portal crane is to be assembled on pier's head and should be ready in four weeks. A similar crane will be repaired and assembled later. One portal hopper for loading cars is already assembled on pier's head. Pier connected by narrow gauge track with Solvay Plant. Part of this track dismantled over a small bridge near the main highway (about 100 meters). This could be restored in a few days. A letter from A. C. to Solvay Plant asking to rehabilitate pier and transportation equipment from pier to plant is requested by Solvay manager, in order to arrange with AMG authorities for permission to restore traffic in that zone. No difficulties expected. Possibility of discharge considered 200 tons per working day (24 hours) at present due to difficulty of clearance from pier. A week's notice required by Solvay plant before arrival of first barge in order to arrange for transfer of equipment from another nearby plant. General Manager of Solvay Plant states that operation could start on 1st of May. In view of the present limited possibility of discharge, it is considered that the Ferry Service from Piombino could start in the same way as at Civitavecchia, helping by barges to expedite turnover of ships and using them to the utmost clearance capacity of the pier.

Solvay people are very eager to get coal in order to start operation of plant and will certainly improve discharging capacity of pier.

2504

1835

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

16 (20)

Tel. 394
Ref. AC/18/6/Tn6

GWEW/lml
9 April 1945

SUBJECT : Tiber River Traffic.

TO : Movements Division
Transportation Sub-Commission

1. Reference attached letter and buck slips.

2. The Italian Civil Engineering Authorities have been contacted view to removing the barrage at S. Paolo. It is anticipated that the necessary work can be done by winching and with the assistance of a dredger which is available locally.

3. The dredging of the part of the river known as the "Sardinia Bend" will be taken in hand as soon as the tug boat, now under repairs at Fiumicino is ready to tow the barges. Two dredging barges have been now located at Talamone and are being towed to S. Paolo to carry away the mud from the dredger.

4. The responsible parties are being pursued in order that the work can be accelerated as much as possible.

R. M. Razzanella

R. M. RAZZANELLA
Chief, Port & Whse. Division
Transportation Sub-Commission

Attachments:

As stated in
Para. 1.

502/IV.3

1835

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

TELEGRAMMI { LIGUROM GENOVA
LIGUROMA ROMA

TELEFONO { GENOVA 581-066
ROMA 63-007

19

La Ligure Romana

SOCIETA' DI NAVIGAZIONE MARITTIMA E FLUVIALE
ANONIMA CAPITALE L. 3.000.000 VERSATO
C. F. E. GENOVA N. 18526

Nº 27

SEDE IN
GENOVA
VIA FIESCHI, 28-30 R.
AGENZIA IN
ROMA
VIA DELLA MERCEDE, 54

Roma, 24th March 1945

To
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
R O M E

Ref. Tiber - River Traffic

2499

1 - We had made, with M/s "DINA" one trial trip up this river. The schooner was loaded with 98 tons of coal, having been partially lightened at Fiumicino: she had m. 1,80 draft. The level of the river was exceptionally low, and such it has remained up to date.

2 - The trip against current was normal, up to Prto S.Paolo. Just before coming alongside peer, a barrage made to raise water level for the Electric Power plant pumping system, was just barely passed, with great difficulty. This obstacle must be removed before traffic can be resumed, particulary with the "Puntamica" and "Punta d'Ostro" and with normal load. The difficulty, it is believed, will increase with higher river levels.

3 - The return trip was much more difficult. Due to the very reduced width of the canal the schooner hit the muddy botton, fortunately with no damage, at the Sardinia bend, and was stranded there for two days before resuming her trip. Dredging must be resumed at this point before sending vessels up the river.

There are other dangerous points which require dredging, but we believe that, with great care on the Pilot's part, traffic needs not be suspended on this account.

These points are:

Near Cavallara; at Magliana Collettore; at Magliana Fosso. Besides, at the Ponte di Mezzo Cammino some wooden poles at one side and some of the ruins of the bridge on the other side must be removed.

4 - We believe that the dredge is almost ready to resume operations while some doubts exist about the power-boat necessary to tow the barges.

Yours sincerely
"LA LIGURE ROMANA" Soc. An.

502/Tiber

1837

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

TELEGRAMMI { LIGUROMA-GENOVA
LIGUROMA-ROMA

TELEFONO { GENOVA 561-066
ROMA 63-007

La Ligure Romana

SOCIETA' DI NAVIGAZIONE MARITTIMA E FLUVIALE
ANONIMA CAPITALE L. 3.000.000 VERSATO
C. P. E. GENOVA N. 10526

SEDE IN
GENOVA
VIA FIESCHI, 28-30 R.
AGENZIA IN
ROMA
VIA DELLA MERCEDE, 64

To

Allied Commission,
Transportation S/ Commission,
Rome.

Rome, 6th April 1945

Subject:- Coal Traffic: M/V Puntamica and S/V Punta d'Ostro.

1. The M/V Puntamica is now loading at Palermo, and will very shortly arrive to Rome with general cargo. On completing discharge, this vessel will be ready to start in the Tiber coal traffic.

2. To cover insurance, make provisions for fuel, stores, etc., we would feel very much obliged if you will give us written confirmation of the verbal instructions so far received. Same apply to S/V Punta d'Ostro, which will presumably be ready 31st May 1945.

Sincerely yours,

La Ligure Romana, Scc. di Navigazione.

LBC.

T838

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

SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

SECRET

MTS/bl (16)

651/1/TM 1

Tel: 318

21 Mar. '45

SUBJECT: Inland Water Transport

TO : AFHQ. G-4 (Mov & Tn)

1. Could you please inform us whether any plans have been made for the development of the inland water transport systems of Northern Italy?

2. Apart from such facilities as may exist in the Po Valley, it is understood from Intelligence Reports that there are facilities in the Turin area, which would enable stores to be moved by I.W.T.

W.J. SIFF. Colonel.
for MERRITT R. TAYLOR.
Director, Transp. S/C.

copy to: Lt.Col. Harris,
North West Planning Staff
Port & Warehouse Division
Shipping Section, Movements Division ✓

2497

SECRET

502/TM2

1839

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

COPY

COMPAGNIA MARITTIMA

Ufficio di Roma

Via Del Tritone, 102

COPY

15

20 March 1945

Allied Commission,
Transportation Sub-Commission,
Rome.

Transportation of coal from Civitavecchia and Gaeta to Fiumicino and Rome.

With reference to your letter dated 20th. ult. we trust that you will have realized that with the means at our disposal and when the coal was available at Civitavecchia we have carried out the transportation of coal at a rate which we feel confident you will have found satisfactory.

We beg therefore to request you to kindly authorize us to proceed with this service considering the experimental period satisfactorily closed.

As regards our arrangements with the Italian State Railways, we beg to inform you that we have taken entirely at our risk any loss of time incurred for any reason whatever at the loading, transportation and discharging of our means and that furthermore with the tariff established for the transportation from Civitavecchia to Fiumicino we also cover the carriage from Gaeta and up to the harbor of S. Paolo in Rome. Furthermore no extra charge for the Italian tax "tasse sull'entrata" has been included in the above tariff.

Looking forward to your confirmation,

Yours faithfully,

2438

COMPAGNIA MARITTIMA

/S/ F. Cameli

Francesco Cameli

FILE

MJS/bm 14

INTER OFFICE MEMO

AC/653/41/TN.3 17 March 1945

SUBJECT : Coal for Rome.

TO : Industry Sub-Comm.

13

1. Reference your AC/IND/CD/55 dated 14 Mar /45.

2. There is at present a shortage of rail capacity against demands for Movement by rail; this shortage is likely to increase.

3. It is essential develop so far as possible, alternative means of transport which will economise use of rail capacity.

4. There can therefore be no question of discontinuing the movement of coal by sea from Civitavecchia. It is intended to develop this traffic, but it is hoped to bring the bulk of the coal direct from Civitavecchia up the Tiber to the gasworks in Rome, thus not only helping shipping turn round, but saving the entire rail haul. The amount, which can be hauled this way, depends on the availability of certain shallow draft ships; the Mediterranean Shipping Board are making special arrangements to divert such ships into this trade.

2495.

5. The question of additional cost is fully appreciated, and freight charges will be discussed with you by the Port & Warehouse Division and the Shipping Section Movements Div. The problem can then be taken up with the shipping authorities concerned.

M.J. SIEFF
Colonel
for MERRITT H. TAYLOR,
Director,

Copy to:-
Ports & Warehouse Div.
Shipping Sub-Comm.

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

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M.J. SIEFF
Colonel
for MERRITT H. TAYLOR,
Director,

Copy to:-
Ports & Warehouse Div.
Shipping Sub-Comm.
M.W.T.
W.S.A.

Copy of IND.Sub-Comm. AC/IND/55 dated 14/March/45, attached.

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

1842

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

12 41A

CWO/jv

HEADQUARTERS ALLIED COMMISSION
APO 394
Industry Sub-Commission
Coal Division

14 March 1945.

Tel: 478489

Ref: AC/IND/CD/ 55.

Subject: Coal for Rome.

To : Transportation Sub-Commission.
Movement Division - Port & Warehouse Division.

1. Reference your letter dated 20th Feb. AC/I8/2/Tn.6.

2. We have received the attached copy of letter from the Ministero dei Trasporti and we would be pleased if you will consider their request.

3. For your information, the quantity of coal required from Civitavecchia by the Gas & Electric Works (the two most conveniently supplied from Fiumicino) will be: 500 tons per day, i.e. 400 tons for the Gas Works and 100 tons for the Electric Works. In addition, the railways themselves require about 100 tons per day.

4. The question is one of additional cost and we would like to discuss with you whether the cost of the sea run from Civitavecchia to Rome, necessary to assure a quick turn-around of ships and the saving of railway transport, must be borne by the Italian Government and/or consumers or whether the service should be discontinued at the end of this month.

For the Chief Commissioner:

W.S.VAUGHAN
Director,
Industry Sub-Commission.

Encls. as in para 2.

1843

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

(9)

TRANSLATION /mi

Soc. Coop. Romana di Navigazione Fluviale
8 Via Ferento
ROME

Ref : No;45 Rome 2nd January 1945

To: Allied Command
ROME

SUBJECT : Delivery of crafts from A.T.A.C.

This Cooperative begs that Command to urge the A.T.A.C. to deliver as soon as possible 8 pontoons and the Tug "A.Volta" at the conditions of freight proportioned to the amount of the capital which is of nearly 1.500.000 lires.
In this way this Cooperative will be able to test the material, to repair it and to initiate the ~~operation which will be decided~~ work which will be committed.
We are sure that that Command will consider our letter.
Many thanks.

THE PRESIDENT
(sgd. De Margheriti Adolfo)

2/93

Inland Waterways Transport

S/2

(8)

/fd

T R A N S L A T I O N

SOC. COOP. ROMANA DI NAVIGAZIONE FLUVIALE
6, Via Ferente
Rome

Ref.: No. 44 — Rome, 31 Dec. '44

To : Allied Command - Rome

Subject : Salvage of crafts.

Reference to what you requested us concerning the possibility of salvaging crafts which belonged to the Germans or to the Italian Army and then requisitioned by Germans, we can send to that Command the following informations which one of our officials had owing to some investigations he accomplished some months ago and exactly during last september.

The Germans left at Orte nearly twenty motor-boats, which could trail 8 or 12 pontoons. They were motor-boats which have been robbed from civilians, who appropriated themselves of them and used them for speculations. It will be very easy to retrace them if the Royal Carabinieri of the stations of Orte, Gallese, Stimigliano, Magliano Sabino; Poggio Mirteto (railway station), Torrita Tiberina, Marzano Romano, Ponzano, will be charged of the necessary investigations by that Command.

Besides, the civilians of the above mentioned localities have taken away the two 40 HP motors from a tug type A. Volta (A. Manzoni) of which the perfectly kept hull is in a garden belonging to a local fisherman, near Ponte del Grillo. 2/92

1

After Orte at the 76th Km. = 1 pontoon (near a small island)
Gallese - in front of the railway station = 1 pontoon
Località Ponti Nuovi - (Magliano S.) 1 pontoon (near a small island)
" " " 300 metres down stream = 1 pontoon
" " " 200 metres down stream = 3 pontoons
Borghetto = 600 metres down stream = 1 pontoon
Ponte Rossetto = Just down stream = 3 pontoons
at 2 Km. down stream 7 pontoons kept by Mr. Pinardi Aristo. 2/91
At Km. 61 = 1 pontoon
At Km.60 = 1 pontoon

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

To : Allied Command - Rome

Subject : Salvage of crafts.

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Gallese - in front of the railway station = 1 pontoon
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" " " 200 metres down stream = 3 pontoons
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Ponte Rossetto = Just down stream = 3 pontoons
at 2 Km. down stream 7 pontoons kept by Mr.Pinardi Aristo. 2/91
At Km. 61 = 1 pontoon
At Km.60 = 1 pontoon
At Km. 59= 2 pontoons
Ponte del Grillo : 1 hull (without motors) of the A.Manzoni.
Besides, there are 5 German pontoons at Castel Giubileo near the yard of the Gnetta Company. Other four more pontoons are kept by a civilian on a place on the tiber river, which is just in front of the Ministry of Marine. Two more are alongside the quays at Porto Fluviale (Rome) near the dredge "Francesca".

5/2

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

(8)

/fd

T R A N S L A T I O N

SOC. COOP. ROMANA DI NAVIGAZIONE FLUVIALE
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BESIDES ~~Also~~ the civilians of the above mentioned localities have ~~stolen~~ the two 40 H.P. motors from a tug type A.Volta (A.Manzoni) whose hull perfectly kept is located at the Ponte del Grillo in a local fisherman's garden.

For what concerns the abandoned pontoon we can give you these precise informations:

Orte : River port = 1 pontoon.
After Orte at the 76th Km. = 1 pontoon (near a small island)
Gallese - in front of the railway station = 1 pontoon
Località Ponti Nuovi - (Magliano S., 1 pontoon (near a small island)
" " " 300 metres down stream = 1 pontoon
" " " 200 metres down stream = 3 pontoons
Borghetto = 600 metres down stream = 1 pontoon
Ponte Rossetto = Just down stream = 3 pontoons
at 2 Km. down stream 7 pontoons kept by Mr.Pinardi Aristo.
At Km. 61 = 1 pontoon
At Km.60 = 1 pontoon
At Km. 59= 2 pontoons

2491

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

To : Allied Command - Rome

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2491

5/2

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

From what we reported it seems easy to understand that there is sufficient material to operate river navigation. This material is the most suitable for the navigation, and this Cooperative will guarantee the River transports either to the north or to the south in whatever season of the year.

The President

sgd. (DeMargheriti Adolfo)

2690

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

SOC. COOP. ROMANA DI NAVIGAZIONE FLUVIALE

(A RESPONSABILITÀ LIMITATA)

ROMA, li 31 Dicembre 1944
Via Ferento, 6

Telef. ____

Prot. N. 44

Risposta a lettera ____

OGGETTO:
Natanti da recuperare

On.
COMANDO ALLEATO
ROMA

In relazione a quanto da Voi richiestoci circa le possibilità di ricupero di natanti appartenenti ai Tedeschi o dal= l'Esercito Italiano, allora requisiti dai Tedeschi, possiamo fornire a codesto On. Comando le seguenti notizie apprese di persona in seguito ad una indagine eseguita da un'appartenente alla ns. Cooperativa alcuni mesi or sono e più precisamente nel mese di settembre u.s.

Ad Orte i tedeschi ebbero ad abbandonare una ventina di motoscafi capaci di trascinare fino ad 8/10 pontoni, motoscafi che vennero rapinati dai civili litoranei i quali se ne sono appropriati e conservati per loro speculazioni. Sarebbe facile rintracciarli qualora codesto On. Comando trasmettesse l'ordine di ricupero attraverso l'Arma dei RR. Carabinieri delle Stazioni di Orte, Gallese, Stimigliano, Magliano Sabino, Poggio Mirteto (Stazione Ferr.) Torrita Tiberina, Nazzano Romano, Ponzano.

Inoltre i civili delle suddette località hanno spogliato dei due motori, ciascuno di 40 HP. un rimorchiatore tipo A.Volta (A.Manzoni) di cui scafo, in perfetto stato di conservazione, si trova presso al Ponte del Grillo, in un orto tenuto da un pescatore locale.

Per i pontoni abbandonati possiamo darne precise indicazioni quali le seguenti:

ORTE=Porto Fluviale= 1 pontone
Dopo Orte al Km. 76= 1 pontone (presso un'isolotto)
GALLESE= Di fronte Stazione ferr.= 1 pontone
LOCALITA' PONTI NUOVI (Magliano S.) 1 pontone (presso l'isolotto)
" " " a 300 metri a valle= 1 Pontone
" " " ad altri 200 metri a valle= 3 pontoni a secco.
BORGHETTO= A 600 metri a valle del rio=1 pontone
CASTELLO FERR. 66.837= 1 Pontone.
PONTE ROSSELLO= Subito a valle= 3 pontoni
" " a 2 Km. a valle 1 pontone tenuto dal Sig. Rinaldi Aristo.
AL Km. 61= 1 Pontone
" 60= 1 "
" 59 2 "
FIANO=PORTO= 2 pontoni.
PONTE DEL GRILLO= 1 Scafo senza motori dell'A.Manzoni.

Inoltre esistono al ponte di Castel Giubileo n.3 pontoni tedeschi presso il cantiere dell'Impresa Ghella. Altri 4 sono tenuti da un civile sul Tevere in località posta esattamente di fronte al Ministero della Marina. Altri 2 si trovano attraccati al Porto Fluviale di Roma presso la draga "Francesca".

Da quanto si è esposto si rileva facilmente che materiale natan=

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

ROMA, li 31 Dicembre 1944

Prot. N. 44

Via Ferento, 8

Risposta a lettera .....

Telef. .....

On.

OGGETTO: COMANDO ALLEATO

Natanti da recuperare ROMA

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In relazione a quanto da Voi richiestoci circa le possibilità di ricupero di natanti appartenenti ai Tedeschi o dell'Esercito Italiano, allora requisiti dai Tedeschi, possiamo fornire a codesto On. Comando le seguenti notizie apprese di persona in seguito ad una indagine eseguita da un'appartenente alla ns. Cooperativa alcuni mesi or sono e più precisamente nel mese di settembre u.s.

Ad Orte i tedeschi ebbero ad abbandonare una ventina di motoscafi capaci di trascinare fino ad 8/12 pontoni, motoscafi che vennero rapinati dai civili litoranei i quali se ne sono appropriati e conservati per loro speculazioni. Sarebbe facile rintracciarli quelo a codesto On. Comando trasmettesse l'ordine di ricupero attraverso l'Arma dei RR. Carabinieri delle Stazioni di Orte, Gallese, Stimigliano, Magliano Sabino, Poggio Mirteto (Stazione Ferr.) Torrita Tiberina, Nazzano Romano, Ponzano.

Inoltre i civili delle suddetto località hanno spogliato dei due motori, ciascuno di 40 HP. un rimorchiatore tipo A.Volta (A.Mansoni) di cui scafo, in perfetto stato di conservazione, si trova prossimo al Ponte del Grillo, in un orto tenuto da un pescatore locale.

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ORTE=Porto Fluviale= 1 pontone

Dopo Orte al Km. 76= 1 pontone (presso un'isolotto)

GALLESE= Di fronte Stazione ferr.= 1 pontone

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" " " a 300 metri a valle= 1 Pontone

" " " ad altri 800 metri a valle= 3 pontoni a secco.

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CASTELLO FERR. 66.837= 1 Pontone.

PONTE ROSETTO= Subito a valle= 3 pontoni

" " a 2 Km. a valle 1 pontone tenuto dal Sig. Pinardi Aristo.

AL Km. 61= 1 Pontone

" 60= 1 "

" 59 2 "

PIANO=PORTO= 2 pontoni.

PONTE DEL GRILLO= 1 Scafo senza motori dell'A.Mansoni.

Inoltre esistono al ponte di Castel Giubileo n.5 pontoni tedeschi presso il cantiere dell'Impresa Ghella. Altri 4 sono tenuti da un civile sul Tevere in località posta esattamente di fronte al Ministero della Marina. Altri 8 si trovano attraccati al Porto Fluviale di Roma presso la draga "Francesca".

Da quanto si è esposto si rileva facilmente che materiale natante per una proficua navigazione fluviale ve ne sarebbe a sufficienza, materiale praticamente il più adatto per questa navigazione anche in tempo di massima magra, poichè con detto materiale questa Cooperativa può garantire i trasporti fluviali sia al nord che al sud in qualsiasi stagione.

IL PRESIDENTE
(De Margheritti Adolfo)

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

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

5374

(6)

HEADQUARTERS 10TH PORT OF EMBARKATION
APO 391

560 - EX

9 December 1944

SUBJECT: Salvage Operations in Pisa Canal.

TO: Director, Transportation Sub-Commission, Allied Commission, APO 394.

1. Your letter of 19 November 1944, addressed to N.O.I.C., Leghorn, was referred to this organization as a matter presumed to be of interest to this headquarters. Letter dated 7 December 1944 from N.O.I.C., Leghorn, addressed to this headquarters, and your letter dated 19 November 1944 are attached hereto.

2. The Port Commander is not in a position to advise whether salvage is a practical operation in the area specified in your request since it does not come under control of the Port of Leghorn.

For the Commanding Officer:

JOHN J. HAYER
Captain, AGD
Asst Adj Gen

2 Incls
Incl 1 - Ltr AC 19 Nov
Incl 2 - Ltr NOIC, Leghorn, 7 Dec

HEADQUARTERS 1 2 DIC 19 A. C.

5/2

1852

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

2A

Office of Naval Officer in Charge,
LEGHORN.

7th December, 1944.

No.134/24.
THE PORT COMMANDANT, LEGHORN.

SALVAGE OF BOATS - PISA/LEGHORN CANAL.

The attached letter is referred to you as the Royal Navy have no control over the Pisa Leghorn Canal.

2. The Royal Naval Salvage Officer states that the vessels in question are total wrecks and Salvage is not practical.

2487

RECEIVED
9 DEC 1944
HEADQUARTERS
10th PORT OF
EMBARKATION

R. McD. MacGregor

CAPTAIN
ROYAL NAVY.

5/2

1853

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

CWE/h1

(6B)

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission

19 November 1944

Tel: 478704
Our Ref: AC/1/Tn/S/134

TO : N.O.I.C.
Leghorn

See 6

SUBJECT: Salvage Operations

This Sub-Commission has been advised by Fratelli SCOTTI SOIANA (TERRICCIOLA) of Pisa that they have a considerable amount of floating material sunk in the Pisa-Leghorn Canal between Darsena Porta a Mare and the Caterata Sostegna Arno.

The estimated recoverable tonnage is 2,500 ~~2,486~~, including two tow boats, 7 boats 35/50 tons.

We should be pleased if you could advise us if salvage is a practical operation.

By Command of Commodore Stone

D.S. ADAMS
Lieut. RN
Colonel, G.E.
Director, Tn.Sub.Comm.

S/2

1854

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

Lt/Col Tannille.

Do you wish to handle this, please?

Chief Letter.

1865

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

Ispettorato generale della Motorizzazione Civile e dei Trasporti in Concessione -

Ministero Comunicazioni - ROMA

1856

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

To S.C. (5)

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO UMBRIA REGION
APO 394
MOTOR TRANSPORTATION DIVISION

0-4729

478551

MT/1303/8b

6 October 1944

TO : ACC.
Transportation Sub-Commission

SUBJECT: River Transport

1. Attached is translation of letter received from Ufficio Trasporti di Roma, which, as you know is the Rome truck pool.

2. We ask that you pass judgement on the policy involved of allowing a truck pool to control river movements. In as much as we have no tariff for river movements and obviously river transport is much cheaper than by road, we ask that a temporary tariff be set up immediately.

2485

3. Our position in this matter is that the Ufficio Trasporti di Roma has sufficient to do without dispatching river boats. We are heartily in favor of developing river transport under the pool idea, but run by persons familiar with that business. We stand ready to organize such a pool with your permission.

4. Your attention is invited to the statement that the three motor boats were formerly owned by the Germans. It is believed that title to these craft rest with the Allied Governments and steps should be taken to protect these rights, if not done so already.

5. Your early reply would be appreciated in as much as all available transport is desired to feed Rome.

M. HARRIS
Major C.E.
Chief of Division

HEADQUARTERS
7 OCT 1944
A. C. C.

Copy to: Ufficio Trasporti di Roma
" " ACC. War Materials Disposal Br.

MH/aa

S/2

1857

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

INLAND WATERWAYS.

3744

4

t up prior to June 1943.

Ministry of Communications.

Inspectorate Gen. Railroads. Street Rlys. and Automobiles Section.

General Affairs of Internal Navigation Services

Supervision of do.

16 Compartimental Inspectorates.

Port Inspectorates

Approach Delegations.

2784

Port Commandants.

1858

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

2483

INLAND WATERWAYS.

River PO and its network of canals (Plus very small lengths elsewhere) and lakes.

Freight carried 1939 over 5,000,000 includes 870,000 on lakes.
Passengers carried 1939 over 2,825,000 split up not known.

RIVERS AND CANALS.

Freight on PO network was transported an average distance of 27 miles and was composed as under :-

	Tons.
Construction Materials	2400939
Agricultural Products	843111
Coal	460484
Fertilizer	222077
Wood	207296
Manufactured Goods	95030
Petroleum	93484
	4322421

2489

VESSELS.

60 over 200 Tons.
690 from 25 - 200 "
1200 under 25 " of total tonnage of 7000 Tons.
105 Motor Boats of total tonnage of 1454 Tons.
52 Tugs.

Principal navigable rivers and canals. Total 1658 miles.

(1) Suitable for vessels of up to 600Tons.

Livorna - Pisa	11 miles.
Torine - Tornavento	68 "
San Benedetto - Venezia	35 "
Ferrera - Adriatic Sea	42 "
do. - PO River.	3 "
PO River - Venezia	12 "
Venezia - Sdobba	112 "
	282 "

(2) Vessels up to 300 Tons.

Pavia - San Benedetto	168 miles. *
Venezia - Padora	23 "
San Benedetto - Mantova	14 "
	185 "

* This length is presumably one in the plan on which work was started before the war to make the Milano - Venezia line suitable for 600 ton vessels.

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

Agricultural Products	843111
Coal	460484
Fertilizer	222077
Wood	207296
Manufactured Goods	95030
Petroleum	93484
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2189

VESSELS.

60 over 200 Tons.
690 from 25 - 200 "
1200 under 25 " of total tonnage of 7000 Tons.
105 Motor Boats of total tonnage of 1454 Tons.
52 Tugs.

Principal navigable rivers and canals. Total 1658 miles.

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San Benedetto - Mantova	14 "
	185 "

* This length is presumably one in the plan on which work was started before the war to make the Milano - Venezia line suitable for 600 ton vessels.

(3) Vessels up to 200 Tons.
Mantova - Lake Guardia 30 miles.

(4) Vessels less than 50 Tons.

Pisa - Firenza	50 miles.	
Terni - Roma	60 "	#
Lake Maggiore - Milano	53 "	#
Torino - confluence of rivers PO and Ticine	50 "	
Lake Bomo - PO	31 "	#
Torneverti - Milano	19 "	
Milano - Pavia	19 "	
Verona - Adriatic Sea	100 "	#

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

Tributary of PO	86 miles.	#
Branches of Venetian Coastal Canals.	160 "	
	628 "	

Lengths of these waterways are understood to be very shallow and only navigable by very small boats.

(5)	Sicily	20 miles.
(6)	Sardinia	13 "

LAKES.

Freight mainly coal machinery and food 870,000 Tons.

2781

Vessels.

160 of 20-90 Tons.
10 Steamer tugs of total tonnage 5842?

PRINCIPLE LAKES.

(a) Sub Alpine.
Orta - Como - Maggiore - Lugare - Guarda.
(b) Ventian Lagoons.
(c) Central Italy
Lake Trasimeno.

Total length of navigating lines on lakes in 1939 = 267 miles.

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

po/DR

371

MINISTERO DELLE COMUNICAZIONI

SOTTOSEGRETARIATO DI STATO

PER LE FERROVIE – MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

Prot. N. 5248 /2.9/4/segr.

Allegati N.

Brindisi, li 10 gennaio 1944

OGGETTO: Servizi di navigazione interna.-

Risposta al foglio N.

del

2489

Al Colonnello S.A. Fitch
Capo Sottocommissione Trasporti Interni, ACC
APHQ - Advanced Administrative Echelon
N A P O L I

2B

1. Mi riferisco al Vostro foglio n° ACC/Tn/37/2 in data 3 gennaio pervenuto il giorno 7.

2. Secondo le leggi italiane i pubblici servizi di navigazione interna con natanti a trazione meccanica sono esercitati in base a regolare concessione da parte dello Stato, con o senza sovvenzione, a seconda della situazione finanziaria delle società concessionarie.

3. Nell'interesse comune e per ragioni di sicurezza, lo Stato esercita la sorveglianza su tutte le linee di navigazione interna sulle quali si svolgono pubblici servizi, stabilendo le caratteristiche tecniche delle navi ammesse alla navigazione stessa. –

4. La competenza a dare la concessione e ad esercitare la sorveglianza, di cui sopra, è devoluta al Ministero delle Comunicazioni.

5. Questo Sottosegretariato di Stato è in sostanza in condizioni di:

a) fornire i dati sulle linee di navigazione interna sulle quali si svolgono pubblici servizi di trasporto;

b) comunicare le norme che regolano detti servizi.
Si tratta però di notizie che debbono essere aggiornate.

6. La competenza di questo Sottosegretariato è limitata alla navigazione sui fiumi, laghi, canali e lagune.

E' esclusa la navigazione di cabotaggio, che rientra nella competenza del Ministero della Marina.

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

Prot. N. 524* /2.9/4/segr.

Allegati N.

Brindisi, li 10 gennaio 194 4

OGGETTO: Servizi di navigazione interna.-

Risposta al foglio N.

del

2/58

Al Colonnello S.A. Fitch
Capo Sottocommissione Trasporti Interni, ACC
AFHQ - Advacned Administrative Echelon
NAPOLI

2B

1. Mi riferisco al Vostro foglio n° ACC/Tn/37/2 in data 3 gennaio pervenuto il giorno 7.

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E' esclusa la navigazione di cabotaggio, che rientra nella competenza del Ministero della Marina.

7. Nel territorio liberato dalla occupazione tedesca non esistono linee di navigazione interna.

IL SOTTOSEGRETARIO DI STATO

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

po/DR

17/15 2/1 (3)

37/3

MINISTERO DELLE COMUNICAZIONI

SOTTOSEGRETARIATO DI STATO

PER LE FERROVIE – MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

Prot. N. 524 / 2.9/4/segr.

Allegati N.

Brindisi, li 10 gennaio 1944

OGGETTO: Servizi di navigazione interna.-

Risposta al foglio N.

del

Al Colonnello S.A. Fitch
Capo Sottocommissione Trasporti Interni, ACC
AFHQ - Advaced Administrative Echelon

NAPOLI

2479

1. Mi riferisco al Vostro foglio n° ACC/Tn/37/2 in data 3 gennaio pervenuto il giorno 7.

2. Secondo le leggi italiane i pubblici servizi di navigazione interna con natanti a trazione meccanica sono esercitati in base a regolare concessione da parte dello Stato, con o senza sovvenzione, a seconda della situazione finanziaria delle società concessionarie.

3. Nell'interesse comune e per ragioni di sicurezza, lo Stato esercita la sorveglianza su tutte le linee di navigazione interna sulle quali si svolgono pubblici servizi, stabilendo le caratteristiche tecniche delle navi ammesse alla navigazione stessa.

4. La competenza a dare la concessione e ad esercitare la sorveglianza, di cui sopra, è devoluta al Ministero delle Comunicazioni.

5. Questo Sottosegretariato di Stato è in sostenza in condizioni di:

a) fornire i dati sulle linee di navigazione interna sulle quali si svolgono pubblici servizi di trasporto;

b) comunicare le norme che regolano detti servizi.
Si tratta però di notizie che debbono essere aggiornate.

6. La competenza di questo Sottosegretariato e limitata alla navigazione sui fiumi, laghi, canali e lagune.

E' esclusa la navigazione di cabotaggio, che rientra nella competenza del Ministero della Marina.

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

Prot. N. 524 / 2.9/4/segr.

Allegati N.

Brindisi, li 10 gennaio 1944

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Risposta al foglio N.

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IL SOTTOSEGRETARIO DI STATO
Ivan Raimondo

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

po/TRANSLATION

(24)

MINISTERO DELLE COMUNICAZIONI

SOTTOSEGRETARIATO DI STATO

PER LE FERROVIE – MOTORIZZAZIONE CIVILE E TRASPORTI IN CONCESSIONE

Prot. N. 524 / 2.9/4/segr.

Brindisi, li 10 January 1944

Allegati N.

OGGETTO :

Risposta al foglio N.

del

SUBJECT: Responsibility for Inland Water ways.-

TO : Col. S.A. Fitch
Chief of Internal Transportation Subcommission, ACC
AFHQ + Advanced Administrative Echelon

NAPLES

^^^^^^^^^^^^^^^

1. I refer to your letter file ACC/In/37/2 dated 3 January which arrived here on the 7thof January.

2. According to the italian laws, the public services of inland navigation with mechanic drawing are exploited in base to the regular grant from the State , with or without subvention, according to the financial situation of the companies.

3. In the common interest and for reasons of safety, the State controls all the inland navigation lines on which public services are effected , fixing the techincal carachteristics of the ships which effect the services.

4. The competency to grant the service and to affect the control above mentioned, is given to tha Ministry of Communications.

5. This Undersecretary, in fact, can furnish the following details

a) the details of the inland navigation limes on which public transportation services are effected

b) communicate the rules who regulate the service.

All these notices however must be adjourned.

6. The responsibility of this Undersecretaryship is limited to the navigation on the rivers, on the lakes, on tha canals and on the lagoons.

The coasting navigation is not in this Undersecretaryship's competency.

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

Prot. N. 524 / 2.9/4/segr.

Allegati N.

Brindisi, li 10 January 1944

OGGETTO :

Risposta al foglio N.

del

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TO : Col. S.A. Fitch
Chief of Internal Transportation Subcommission, ACC
AFHQ + Advanced Administrative Echelon

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The coasting navigation is not in this Undersecretaryship's competency.

7. In the territory free from the german occupation there are no inland navigation lines.

THE UNDERSECRETARY OF STATE
sig. Gen. G. di Raimondo

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1868

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

(2)B

Internal Transportation Sub Commission, ACC.
c/o Nov & Tn.,
AFHQ Advanced Administrative Echelon.
C.M.F.

See 3
See 2A

Our Reference : ACC Tn/37/2
Date : 5 Jan 44

TO : Gen di Raimondo,
Undersecretary of State for Railways & Highways.

SUBJECT : Responsibility for Inland Water Ways.

1. Reference this Sub Commission letter ACC Tn/37/1 dated 21 Dec 43.

2. Will you please let me have a reply as a matter of urgency.

P.A. Hotels Colonel
Chief of Internal Transportation Sub Commission, ACC

2477

Del. to Netto Angelo
at 1530, 6 Jan 44 WMG

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

Internal Transportation Sub-Commission, ACC.;
c/o Mov & Tn.,
AFHQ Advanced Administrative Echelon.
C.M.F.

(1)

Our Reference : ACC Tn/37/1
Date : 21 Dec 43.

TO : Gen di Raimondo.
Undersecretary of State for Railways and Highways.

SUBJECT : Responsibility for Inland Water-Ways.

1. Reference our conversation in Brindisi on 26 Nov 43.

2. Will you please confirm that your Department will be responsible for all matters concerning Inland Water-Ways(e.g. canals, navigable rivers and lakes).

3. An early reply will be appreciated.

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

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