

UNRRA - Imports
for Countries other than Italy, Czech, Austria, Yugoslav

10000/148/1369

Italy, Czech, Austria, Yugoslav

INCCMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Original's Reference: ~~757554~~ EA 57522
 Date/Time of Origin: DEC 31 1512A
 Message Centre No: G/6579
 JAN 021045A
 Date Time Rec'd:
 Precedence: PRIORITY

FROM: FREEDOM SIGNED SACRED CITE FHGM

ACTION: UNRRA LONDON FOR DE WAAL ORMOA ECITO BRUSSELS WAR OFFICE FOR DEMOC
 TO : WSA LONDON FOR MCCULLOUGH MFT LONDON FOR BOYLE AND ORMOA REAR ECITO AICOM
 ROME PASS TO BRIG FELLOWES ACABRIT CZECHOSLOVAK OFFICE FOR RELIEF AND
 REHABILITATION G STREET LONDON W 1 FOR BALA.

RESTRICTED.

Ref this HQ EA 56498 of 16 December and Ormoa Rear 133 undated neither signal to

all addressees.

1. Concur proposed Rome meeting to discuss UNRRA imports through North Italian ports should be held on 10 Jan 1946. Conference will start 0930 hours.
2. Subjects to be discussed (A) Coordination of UNRRA freight and Czechoslovakia. (B) Statement of UNRRA import requirements and priorities. (C) Statement and allocation of port discharge and clearance capacities. (D) Statement and allocation of rail capacities as limited line capacity and local and wagon availability. (E) Procedure and organization for control of future UNRRA import movement through North Italian ports within allocated capacities.
3. All addressees are requested to be represented on high level so that necessary decisions can be taken at meeting. Addressees are requested immediately to notify AFHQ CITE FHGM names of reps. where possible addressees are requested to arrange accommodation through their own local offices where no possible AFHQ will arrange if so specifically request.
4. Acabrit. Request you arrange representation on quadripartite basis. Would welcome separate US French Russian and British reps ~~from~~ from AC Austria.

AC DISTRIBUTION

INFO ACTION: TN S/C (2)

INFO: CHIEF COMMISSIONER, ECON SECTION (2)
 ECITO, FILE (2), ECOT

1922

RESTRICTED.

Ref this HQ EX 56498 of 16 December and Ormoa Rear 133 undated neither signal to

all addressees.

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199

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INFO ACTION: TN S/C (2) AC DISTRIBUTION
INFO: CHIEF COMMISSIONER, ECON SECTION (2)
ECITO, FILE (2), ELGAT

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 133

Date/Time of Origin: DEC.

Message Centre No: G/6465

Date Time Rec'd: DEC. 30 1000

FROM: CRMOA (PEAR) ECIT O BERKELEY SQUARE HOUSE LONDON W1 signed FETHERSTONHAUGH

TO : (FOR ACTION) 1- AFHQ (FRO BRIG D RHE PHILIP) 2- ALCOM ROME (BRIG

FELLOWS) 3-ALCOM ROME 4-CRMOA ECITO BRUSSELS 6-WAR OFFICE (FOR

DF MOV) 6-NSA LONDON (FOR MCCULLOUGH) 7-WWT LONDON (FOR BOWLE)

8-UNRRA LONDON (FOR DE WAAL) 9-CZECHOSLOVAK OFFICE FOR RELIEF

AND REHABILITATION LONDON (FOR BALA)

Precedence: PRIORITY

UNCLASSIFIED.

Reference your F X 56498 dated 16 December. Subject movement of freight to Czechoslovakia.

Your suggestion early meeting in Rome agreed by all concerned.

Request you call meeting. Suggested date 10 January 1946.

Further suggest following Headquarters invited to attend apart from those whom you may also consider necessary.

War Office D F Mov - M W T NSA UNRRA LONDON who will attend and warn their local reps in Italy they have agreed to be represented on high level so that necessary decisions can be taken Czechoslovak Office for relief and rehabilitation George Street London W 1 who will ensure attendance of high level representative from Prague A C A Austria.

(British Usa Russian and French representatives). Subject to be discussed.

1 - Coordination of freight movement to Austria Czechoslovakia and Yugoslavia through North Italian ports.

2 - UNRRA agreed have figures of required tonnages and be prepared allot necessary priorities.

3 - Port capacities.

4 - Routes and inland clearance capacities.

5 - Wagon and loco availability.

Signed. FETHERSTONHAUGH.

AC DIST

ACTION : TPTN 2

INFO : CHIEF COMMISSIONER

ECON 2

ECITO

FILE 2

FLCAT

4493

1924

785021

TO : (FOR ACTION) 1- AFHQ (FOR BRIG D RRE PHILIP) 2- ALCON ROME (BRIG
FELLOWS) 3-ALCON ROME 4-ORMOA ECITO BRUSSELS 6-WAR OFFICE (FOR
DP MOV) 6-WSA LONDON (FOR MCCULLOUGH) 7-MWT LONDON (FOR SCHIE)
8-UNRRA LONDON (FOR DE WAAL) 9-CZECHOSLOVAK OFFICE FOR RELIEF
AND REHABILITATION LONDON (FOR BALA)

UNCLASSIFIED.
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Your suggestion early meeting in Rome agreed by all concerned.
Request you call meeting. Suggested date 10 January 1946.
Further suggest following Headquarters invited to attend apart from
those whom you may also consider necessary.
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warn their local reps in Italy they have agreed to be represented
on high level so that necessary decisions can be taken Czechoslovak
Office for relief and rehabilitation George Street London W 1
who will ensure attendance of high level representative from Prague
A C A Austria.
(British Usa Russian and French representatives). Subject to be
discussed.
1 - Coordination of freight movement to Austria Czechoslovakia and
Yugoslavia through North Italian ports.
2 - UNRRA agreed have figures of required tonnages and be prepared
allot necessary priorities.
3 - Port capacities.
4 - Routes and inland clearance capacities.
5 - Wagon and loco availability.

Signed. FETHERSTONHAUGH.

AC DIST
ACTION : TPTN 2
INFO : CHIEF COMMISSIONER
ECON 2
ECITO
FILE 2
FLOAT

4092

1925

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Message Centre No: G/9216
Date Time Rec'd: FEB 131745
Precedence: IMPORTANT

Originator's Reference: Q 2084
Date/Time of Origin: FEB 131035A

FROM: REAR 13 CORPS
TO: CHQ CMF FOR Q(MOV)
INFO: ALCOM: ROME: MRS ROME: ECITO ROME: ACARIT

UNCLASSIFIED. *31*
REF OUR Q 2039 OF 3 FEBRUARY.

RAIL CLEARANCE CAN BE INCREASED BY 900 TONS PER DAY FROM 1 MARCH USING VILLA OPICINA STATION SITUATED 10 MILES FROM TRIESTE. M T REQUIRED FOR MOV OF STORES FROM TRIESTE DOCKS AND LABOUR AT VILLA COPICINA TO OPICINA TO BE PROVIDED BY UNRRA.

Action with UNRRA/10000

AC DIST

ACTION: TRANSPORTATION S/C 2

INFO: CHIEF COMMISSIONER

ECON SEC 2

FILE 2

FLOAT

Chief Clerk 4092

Open to be sent to

ACTION

(1) MRS

10000

10000 Rail Branch

Date/Time of Origin FEB 13 1035A

FROM: REAR 13 CORPS

TO : CHQ CMF FOR Q(MOV)

INFO: ALCON ROME: MRS ROME: ECITO ROME: ACABRIT

UNCLASSIFIED.

31

REF OUR Q 2039 OF 3 FEBRUARY.

RAIL CLEARANCE CAN BE INCREASED BY 900 TONS PER DAY FROM 1 MARCH USING VILLA OPICINA STATION SITUATED 10 MILES FROM TRIESTE. M T REQUIRED FOR MOV OF STORES FROM TRIESTE DOCKS AND LABOUR AT VILLA COPICINA TO OPICINA TO BE PROVIDED BY UNRRA.

Action with UNRRA/ACABRIT

AC DIST

ACTION: TRANSPORTATION S/C 2

INFO: CHIEF COMMISSIONER

ECON SEC 2

FILE 2

FLOAT

Chief Clerk
Open to be sent to

4092

ACTION

(1) MRS

W. M. S.

(2) Rail Branch

(3) Mr Crocker Pottery Ltd

Copy of 2000 34

Also file 567/101

HEADQUARTERS

1927

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

785021

* 169

PLB 121600A

6/9205

FEB 13/45

PRIORITY

INFO: HUNGARIAN LONDON FOR ORDOA (HEAR) *Troopers*

UNCLASSIFIED.

BIDS FOR MOVEMENT OF INTERNATIONAL FREIGHT TRAFFIC FOR SOUTH EAST EUROPE FOR NINTH MARCH AS MADE AT INTERNATIONAL MOVEMENT MEETING AT LOTO HQ LONDON ON 1-3 FEBRUARY FOR YOUR COORDINATION AND CLEARANCE ARE AS FOLLOWS

- ✓ 1. TO CZECHOSLOVAKIA BY VEHICLE 15000 TONS THROUGHOUTS VIA UDINE AND TARVISIO BY ITALY
AND 2 GRAINS DURING MONTH VIA SWITZERLAND AND AUSTRIA.
- ✓ 2. TO JUGOSLAVIA BY TRISTE 12700 TONS.
- ✓ 3. TO FRANCE ZONE VIERSE BY TRISTE 3000 TONS VIA UDINE AND TARVISIO BY VEHICLE 6000
TONS VIA UDINE AND TARVISIO.
- ✓ 4. TO AUSTRIA USTRA SUPPLIES BY VEHICLE 30000 TONS BY VARIOUS ROUTES IT WAS AGREED AT
THE MEETING THAT SUCH A BIDS ~~WEEK~~ SHOULD BE TAKEN AS TENTATIVE BIDS FOR APRIL.

HEADQUARTERS

13 FEB 1946

AC DIST

ACTION: LOTO

INFO: CHIEF COMMISSIONER

ACON 2

YETH 2

FEL 2

FLOAT

4091

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: **2039**

Date/Time of Origin: **031135Z**

Message Centre No: **0/2632**

Date Time Recd: **040900Z**

Precedence: **ROUTINE**

FROM: **13 COMUS**

TO: **(1) CHM CAS, INFO: (2) ALCON RUM (3) ARS NURE (4) ECINO ROME (5) GABRIET**

FOR: **(MAY)**

UNCLASSIFIED:

Ref your 0 16166 of 23.

Development Port of Trieste. Following decisions reached at meeting held on 1 February.

1. Agreed that available Berths are sufficient to meet all known commitments but rehabilitation of Port would continue in accordance with present programme.
2. Agreed covered storage now available in docks would be adequate to meet import commitments supplemented at peak periods by use of Tormaulins to be supplied by

UNCLAS.

3. Mail clearance from Trieste during February and March could be provided for 6000 tons per day. Capacity in April when further repairs completed and full electric power restored will be 8000 tons per day. Increase above 6000 tons a day will not be possible until full electric power restored. Full use already being made of steam.
4. Additional 10 Diesel shunting engines would be required. Demands had already been placed on APC.

5. Equipment required for maintenance of Port facilities including pneumatic tyred tractors. Demands to be placed on UNRRA who would arrange provision.
6. MF required for movement of stores within docks to be provided by UNRRA.

OVER

FROM: JAN 13 1963

TO: (1) CMC CMT, INFO: (2) ALCON ROMAL (3) MMS ROMAL (4) ECHU ROMAL (5) CMCMT

FOR: (MCM)

see 32

UNCLASSIFIED:

27
1963

Ref your C 16166 of 23.

Development Port of Trieste. Following decisions reached at meeting held on 1 Febru-

ary.

1. Agreed that available Berths are sufficient to meet all known commitments but rehabilitation of Port would continue in accordance with present programme.
2. Agreed covered storage now available in docks would be adequate to meet import commitments supplemented at peak periods by use of Tarpaulins to be supplied by

UNMOA.

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5. Equipment required for maintenance of Port facilities including pneumatic tyred tractors. Demands to be placed on UNMOA who would arrange provision.
6. RT required for movement of stores within docks to be provided by UNMOA.

OVER

4000

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference:

Date/Time of Origin:

Message Centre No: 6/2632

Date Time Rec'd:

Precedence:

FROM:

TO :

II PAGE

7. After allowing for other known commitments following tonnages could be made available for UNRRA.

(A). During February and March 4050 tons per day.

(B). During April when full electric power restored 6050 tons per day.

8. Use of Monfalcone possible when second crane repaired in approx 2 Months. Capacity and rail clearance maximum 500 tons per day when working. This will be additional to tonnage given in 7 (B). Only bulk cargo other than grain can be handled. No storage available.

9. Tonnages given in paras 7 and 8 above dependent on no large increase in export programmes through Trieste should this arise in future allocation of tonnages to UNRRA may have to be reassessed, reviewed.

10. Request you ensure early advice as to arrival of ships and cargoes otherwise delays will be inevitable.

INFO - ACTION

~~ACTION~~

AC DIS

INFO ACTION - TM 30 2

NAVY

INFO (HQS)

ACTING

INFO

CHIEF COMMISSION

HEADQUARTERS

4 FEB 1946

7089

1931

FROM:

TO :

II PAGE

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4089



INFO - ACTION
~~ACTION~~

AC LIST

INFO ACTION - THE SC 2

NAVY

AFCS (Rome)

SCITO

CHIEF COMRAILER

ECAN SEC 2

WIP

FLIGHT

INFO

UNITED NATIONS RELIEF AND REHABILITATION ADMINISTRATION
 ITALIAN MISSION - ROME
 BUREAU OF REQUIREMENTS AND DISTRIBUTION

HC/ee

Tel: 550

1 February 1946

Ref: RD/

SUBJECT: Function of UNRRA Transit Office in Trieste

TO : Sub-Bureau of Supply Operations (Capt. Peterson)

1. Reference your note attached to Air Vice-Marshal Saul's cable of 21 January, attached.

2. It certainly does look as if there was a misunderstanding about the function of the UNRRA Transit Office in Trieste. It was not my understanding that the Trieste office would be responsible for Trieste "overall control of movement of UNRRA supplies through Trieste and Venice".

3. My understanding is that the Transit Office would appoint a liaison officer to be in Venice, but that this liaison officer would be operationally responsible to the UNRRA Italian Mission representative in Venice. This arrangement was made in order to ensure a single channel for dealings between UNRRA and the Italian Government with respect to Venice, which is an Italian Government port.

4. I suggest that a cable be drafted embodying our understanding of this point. The cable should be addressed to the Caserta office with copies to all the addressees of Air Vice-Marshal Saul's cable.

5. Is there not some statement in your minutes of the meeting in Mr. Keeny's office, which covers this point?

HARLAN CLEVELAND
 HARLAN CLEVELAND
 Deputy Chief of Mission

cc: Mr. S. M. Keeny (UNRRA)
 Col. Buchanan
 Mr. Crooks
 Mr. Bordess (UNRRA)

File 64/TWB.

4088

Minutes of
 meeting of
 8-7-46

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: C 11794b

Date/Time of Origin: JAN 29 1640 A

Message Centre No: G/8301

Date Time Rec'd: JAN 30 0922

Precedence: PRIORITY

FROM: AFHQ FROM MOV AND TN AFHQ

TO : AFHQ 13 CORPS, INFO: ALCOM ROME MRS ROME ECITO (ORMOA) ROME ACABRIE

UNCLASSIFIED. *for*

Your Q2000 of 23 and our C 161600 of 23. ~~XXXXXXXXXXXX~~

1. following will attend meeting development port of TRIESTE
1 February.

- A) AFHQ MAJOR FETCH
- B) UNRRA COL RULF
- C) ALCOM MAJOR LARAMAN
- D) ECITO BRIG FELLOWES
- E) MRS COL BARNETT DD TN TRIESTE
- F) MPT MR DI GOVIC WSA TRIESTE AND
- MR FREMURA WSA VENICE TRIESTE.

2. COL RULF and MAJOR FETCH from CASERTA arrive by road after-
noon 31 January. Brig ~~XXXX~~ FELLOWES and MAJOR LARAMAN from
ROME arrive by road PM 31 January.

3. Propose meeting also examines possibility using MONFALCONE
for import UNRRA cargoes particularly phosphated C. UNRRA
TRIESTE letter of 19 January refers.

4087

AC DIST
INFO ACTION TRANSPORTATION 2
INFO CHIEF COMMISSIONER

ECITO
UNRRA 2
ECON 2
FILE
FLOAT

INFO-ACTION

UNCLASSIFIED

30 JAN 1946

Copy to Trieste file

1934

UNCLASSIFIED. *for*

Your Q2000 or 25 and our C 101600 of 23. ~~XXXXXXXXXX~~

1. Following will attend meeting development port of TRIESTE
1 February.

- A) AFHQ MAJOR FETCH
- B) UNRRA COL RULF
- C) ALCOM MAJOR LARAMAN
- D) ECITO BRIG FELLOWS
- E) MRS COL BARNETT DD TN TRIESTE
- F) MWTF MR DL GOVIC WSA TRIESTE AND
MR FREMUR WSA VENICE TRIESTE.

2. COL RULF and MAJOR FETCH from CASERTA arrive by road after-
noon 31 January. Brig ~~XXXX~~ FELLOWS and MAJOR LARAMAN from
ROME arrive by road PM 31 January.

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for import UNRRA cargoes particularly phosphated C. DMTWTR
TRIESTE letter of 19 January refers.

AC DIST	1087
INFO ACTION	TRANSPORTATION 2
INFO	CHIEF COMMISSIONER
ECITO	
UNRRA	
ECON	2
FILE	2
FLOAT	

INFO - ACTION



copy to Trieste file
50103

Q2000
JAN 251500

(28)

G/8108
JAN 261030A
ROUTINE

REAR 13 CORPS

AFHQ FOR Q(M) GHQ INFO ALCON ROME - MRS ROME - ECITO ROME
ACABRIT

See 29

UNCLASSIFIED

Follow 27

Ref your C 16166 of 23.

Development Port of TRIESTE.

1. Meeting will be held 0930 hrs 1 feb in conference room Navy House TRIESTE, under chairmanship of DA and AMG 13 CORPS.
2. Reps should arrive TRIESTE 31 Jan and will be accommodated Excelsior Hotel. Request names signalled earliest this HQ. In view limited ACCN numbers should be kept to minimum.

AC DIST

Action - TN S/C 2 Corps FILE 567/m3

Info- Chief Commr

Econ Sect 3

File 2

Float

1186

26 JAN 1948

File on 641/TN 3

1 9 3 6

TN.

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: U 10106

Date/Time of Origin: 231555A

Message Centre No: G/1948

Date Time Rec'd: JAN 200930A

Precedence: PRIORITY

FROM: AFHQ Q(M) GHQ CMF

TO : 13 CORPS INFO ALCOM ROME MRS ROME BULTO ROME ACABRIT FOR ACTPT

UNCLASSIFIED

See 28
See 29
See 31

1. Increasing UNRRA shipments to Jugoslavia Austria and Czechoslovakia make essential full development of port of Trieste and particularly improvement of rail clearance capacities. Particular improvement of rail clearance capacities. 2. Problem was considered at recent UNRRA meeting in Rome and suggestions were put forward as summarised in following paragraphs. 3. Port development. (A) clearance of wrecks on piers 9 10 15 and 16. (B) use of mole 4 now used for bunkering. (C) use of mole 3 west after raising destroyer. 4. Port operation. (A) handling of mil coastal traffic in old port. (B) release of any sheds now used as mil barracks and stores. 5. Rail. (A) repair of RIS on QUAYS assuming adequate facilities will be supplied. (B) Provision of 15 pneumatic tyred tractors. (C) Provision of 2 steam and 4 diesel shunting engines. (D) repair of marshalling yards. (E) use of electrified line Porto Duca D'Aosta to villa Opicina for clearance of loaded wagons. (F) use of line Erpelle-Divaccio in zone B of Venezia Giulia. 6. Request you convene early meeting of authorities concerned in operation of Trieste port to examine above proposals in conjunction with port control committee and to recommend necessary action indicating responsible authority in each case. 7. Meeting should be held in week 27 Jan - 2 Feb and time and place notified this U which will arrange representation of Mrs MWT WSA UNRRA and Ecito. 8. Agreed MTR PSTO and WSA.

AC DIST

INFO ACTION: TN S/C 2

INFO: CHIEF COMMISSIONER

ECOM SEC 2

FILE 2

WFOAT

Chief Clerk

File in UNRRA

Chas Ego file

24 JAN 1946

INFO ACTION

1 copy in
24 JAN 1946
100-100-100

TO : 13 CORPS INFO ALCOM ROME MRS ROME ECITO HOME ACABKIT FOR ACTPT

UNCLASSIFIED

1. Increasing UNKRA shipments to Jugoslavia Austria and Czechoslovakia make essential full development of port of Trieste and particularly improvement of rail clearance capacities. Particular improvement of rail clearance capacities. 2. Problem was considered at recent UNKRA meeting in Rome and suggestions were put forward as summarised in following paragraphs. 3. Port development. (A) clearance of wrecks on berths 9 10 15 and 16. (B) use of mole 4 now used for bunkering. (C) use of mole 3 west after raising destroyer. 4. Port operation. (A) handling of mil coastal traffic in old port. (B) release of any sheds now used as mil barracks and stores. 5. Rail. (A) repair of HRS on QUAYS assuming adequate facilities will be supplied. (B) Provision of 15 pneumatic tyred tractors. (C) Provision of 2 steam and 4 diesel shunting engines. (D) repair of marshalling yards. (E) use of electrified line porto Luca D'Aosta to villa Opicina for clearance of loaded wagons. (F) use of line Brpelle- Divaccio in zone B of Venezia Giulia. 6. Request you convene early meeting of authorities concerned in operation of Trieste port to examine above proposals in conjunction with port control committee and to recommend necessary action indicating responsible authority in each case. 7. Meeting should be held in week 2/ Jan - 2 Feb and time and place notified this U which will arrange representation of Mrs MWT WSA UNKRA and Ecito. 8. Agreed MWT PSTO and WSA.

AC DIST

INFO ACTION: TN S/C 2
INFO: CHIEF COMMISSIONER
ECON SEC 2
FILE 2
FLOAT

INFO - ACTION

Chief Clerk

File in UNKRA
Chiedo copy file

+ copy in

Trieste port

file

Dandy

16-10-1944
AGREES ON DECISIONS REACHED AT SUB-COMMITTEE MEETING HELD UNDER CHAIRMANSHIP
OF AIR VICE-MARSHAL SAUL, UNRRA, AFHQ LIAISON OFFICER, at 1400 hrs on
SATURDAY, 19 JANUARY.

Present:

Representatives of:-

UNRRA, ITALY
UNRRA, CZECHOSLOVAKIA
UNRRA, YUGOSLOVAKIA
UNRRA, each Allied Zone, AUSTRIA
ECITO (ORMOA)
A.C., ITALY

1. Working Committee - TRIESTE.

After considerable discussion it was agreed that:-

- (a) a committee composed as follows be set up at TRIESTE:-

Chairman - A representative nominated by UNRRA European
Office (London)

Members - A representative of UNRRA, AUSTRIA
" " " UNRRA, YUGOSLAVIA
" " " UNRRA, CZECHOSLOVAKIA (if
cargo is handled
through TRIESTE)

Representatives of each Government concerned, to
take over cargo.

- (b) The Chairman will be assisted by two assistants and a clerical staff
found by LONDON.

- (c) He will coordinate the arrival of ships and allocation of clearance
through the ports of TRIESTE and VENICE, where he will be represented
by a Liaison Officer.

- (d) It is hoped that the Chairman will be accepted on the Port Control
Committee. (See list at end)

2. Working Committee - VENICE.

- (a) The Committee will consist of:-

A Liaison Officer nominated by the Chairman of the Working
Committee at TRIESTE.

UNRRA representatives from each country importing through VENICE.

Representatives from each Government concerned, to take over cargo.

- (b) UNRRA, ITALY will be responsible for working UNRRA cargo through the

1. Working Committee - TRIESTE.

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(a) a committee composed as follows be set up at TRIESTE:-

Chairman - A representative nominated by UNRRA European Office (London)

Members - A representative of UNRRA, AUSTRIA
 " " " UNRRA, YUGOSLAVIA
 " " " UNRRA, CZECHOSLOVAKIA (if cargo is handled through TRIESTE)

Representatives of each Government concerned, to take over cargo.

(b) The Chairman will be assisted by two assistants and a clerical staff found by LONDON.

(c) He will co-ordinate the arrival of ships and allocation of clearance through the ports of TRIESTE and VENICE, where he will be represented by a Liaison Officer.

(d) It is hoped that the Chairman will be co-opted on the Port Control Committee. (Note: Not Asst)

2. Working Committee - VENICE.

(a) The Committee will consist of:-

A Liaison Officer nominated by the Chairman of the Working Committee at TRIESTE.

UNRRA representatives from each country importing through VENICE.

Representatives from each Government concerned, to take over cargo.

(b) UNRRA, ITALY will be responsible for working UNRRA cargo through the port.

3. Method of handling cargoes at TRIESTE and VENICE.

Cargoes will be handled in the normal commercial manner. Each of the countries concerned will appoint their own agents. The normal system of railway documentation will be used.

4. Guarding cargoes from ship's side to destination.

(a) It was agreed that:-

- (i) armed guards are necessary throughout the journey
- (ii) the responsibility for guarding the cargo passes to the consignee country when it takes over at the ship's side.

Copy to be sent to the UNRRA Liaison Officer at Trieste for his information.

-2-

- (b) It was stated and repeated by the representative of A.C., AUSTRIA that AFHQ would not allow foreign guards into Zone A. If this is the case it will apparently be necessary for 13 Corps to undertake the guarding of the cargo whilst in the port, and on rail as far as the frontier. This, it is understood, is the method at present employed with Yugoslav cargo.
- (c) It was agreed that it would be desirable to have one body of guards for the whole of AUSTRIA, but there is a shortage of Austrian police and only a limited number are allowed to carry arms. The Russian representative undertook to raise with the Allied Commission the question of the provision of guards for all the Zones.
- (d) The Yugoslav representative asked that proper arrangements be made to guard the traffic from the port to the frontier, in view of the increasing pilferage in Zone A. He offered to provide Yugoslav guards if AFHQ will agree - such guards to be issued with special passes by 13 Corps.
- (e) The Czechoslovak representative asked if they might be allowed to supply their own armed guards in the port and on the trains - as they did now for imports through HAMBURG and BREMEN. They estimate that accommodation for 100 ALL RANKS will be required at the port handling CZECH traffic.
- The Russian representative agreed that no objection would be made to the passage of Czech armed guards through the Russian Zone.
5. Next Meeting.
- (a) Mr. Dominick explained that he could not furnish any reliable data on shipping or cargo for consideration by the meeting before the 20th of the month. It was agreed that, although this was much later than was desirable, it was preferable to wait until the necessary data could be provided.
- (b) UNRRA, AFHQ Liaison undertook to assemble the next meeting to allocate the available port and clearance capacity for March between bidders. The meeting will be at VENICE on Wednesday, 20 February.
- (c) Representatives from UNRRA TRIESTE, UNRRA CZECHOSLOVAKIA, UNRRA AUSTRIA, UNRRA ITALY, UNRRA YUGOSLAVIA, and of the Military Government TRIESTE, ECITC/and MMT TRIESTE and A.C. AUSTRIA will be invited to attend.

WSA

NOTES ON DECISIONS REACHED AT SUB-COMMITTEE HELD AT 1600 hrs on Saturday, 15 January
UNDER THE CHAIRMANSHIP OF Mr. de WAAL, UNRRA.

Present:

Mr. Dominick, UNRRA, Washington.

Representatives of:-

UNRRA, AFHQ Liaison

increasing pilferage in Zone A. He offered to provide Yugoslav guards if AFHQ will agree - such guards to be issued with special passes by 13 Corps.

- (e) The Czechoslovak representative asked if they might be allowed to supply their own armed guards in the port and on the trains - as they did now for imports through HAMBURG and BREMEN. They estimate that accommodation for 100 ALL RANKS will be required at the port handling CZECH traffic.

The Russian representative agreed that no objection would be made to the passage of Czech armed guards through the Russian Zone.

5. Next Meeting.

- (a) Mr. Dominick explained that he could not furnish any reliable data on shipping or cargo for consideration by the meeting before the 20th of the month. It was agreed that, although this was much later than was desirable, it was preferable to wait until the necessary data could be provided.
- (b) UNRRA, AFHQ Liaison undertook to assemble the next meeting to allocate the available port and clearance capacity for March between bidders. The meeting will be at VENICE on Wednesday, 20 February.
- (c) Representatives from UNRRA TRIESTE, UNRRA CZECHOSLOVAKIA, UNRRA AUSTRIA, UNRRA ITALY, UNRRA YUGOSLAVIA, and of the Military Government TRIESTE, ECITC/and AMT TRIESTE and A.C. AUSTRIA will be invited to attend.
WSA

NOTES ON DECISIONS REACHED AT SUB-COMMITTEE HELD AT 1600 hrs on Saturday, 13 January UNDER THE CHAIRMANSHIP OF Mr. de WAAL, UNRRA.

Present:

Mr. Dominick, UNRRA, Washington.

Representatives of:-

UNRRA, AFHQ Liaison
UNRRA, ITALY
UNRRA, CZECHOSLOVAKIA
UNRRA, YUGOSLAVIA
UNRRA, each Allied Zone AUSTRIA
ECITC (ORMOA)
A.C., ITALY
I.S.P.
M.R.S.

1. Allocation of Port Capacity.

Mr. de Waal said that at the request of Brig. Philippe the additional 34,000 tons eventually accepted by AFHQ for February would be allocated to VENICE as

there was little, if any, spare clearance capacity at TRIESTE. CENCA should not be considered.

(b) Allocation was then agreed as follows:-

Allocation	TRIESTE	VENICE
Yugoslavia	127,000	-
MG Fr (Vienna)	3,000	6,000
Czech	-	15,000
Austria	-	30,000
		<u>51,000</u>

The 3,000 tons of French cargo for VIENNA was accepted at TRIESTE in this case as the ship was already en route.

2. Austrian allocation.

- Mr. Dominick proposed that all cargo for AUSTRIA be routed in bulk and allocated between Zones by the UNRRA Chairman of the Committee at TRIESTE on arrival at ports. This suggestion was welcomed by the Russian representative. No decision was, however, reached.
- Mr. Dominick said it was not possible to give any breakdown of the 30,000 tons of cargo programmed for AUSTRIA for February. It consisted mainly of wheat and seeds, but there were small amounts of medical supplies, clothing and tractors.

3. Cargo for Czechoslovakia.

The Czechoslovak representative stated that he was anxious to bring in phosphates as part of his allotment.

4. Railway Routing.

- The Yugoslav representative stated that not more than the 127,000 tons programmed through TRIESTE could be handled over the Yugoslav lines. The Russian traffic must go in by another route. He had previously stated that, should the ports of VARNA and SALONIKA not be available, an additional 23,000 tons of Yugoslav cargo MUST be taken through TRIESTE. He was asked by ECITO how he proposed to clear this if it did arrive, in view of his previous statement. He replied that 40,000 tons could be distributed locally in the area of LYUBIANA, ZONE B, ABEZIA and SUSAK. (In that case it would still appear that he could take a considerable tonnage in addition to the 127,000 tons through LJUBIANA and KRIBOR).

(b) Routing was agreed as follows:-

CZECH (15,000 tons) - UDINE - VILLACH - SALZBURG - LINZ - BUDOWICE

French Military Govt.
VIENNA and British,
US and Russian Zones

The 5,000 tons of French cargo for VIENNA was accepted at TRIESTE in this case as the ship was already en route.

2. Austrian allocation.

- (a) Mr. Dominick proposed that all cargo for AUSTRIA be routed in bulk and allocated between Zones by the UNRRA Chairman of the Committee at TRIESTE on arrival at ports. This suggestion was welcomed by the Russian representative. No decision was, however, reached.
- (b) Mr. Dominick said it was not possible to give any breakdown of the 30,000 tons of cargo programmed for AUSTRIA for February. It consisted mainly of wheat and seeds, but there were small amounts of medical supplies, clothing and tractors.

3. Cargo for Czechoslovakia.

The Czechoslovak representative stated that he was anxious to bring in phosphates as part of his allotment.

4. Railway Routing.

- (a) The Yugoslav representative stated that not more than the 127,000 tons programmed through TRIESTE could be handled over the Yugoslav lines. The Russian traffic must go in by another route. He had previously stated that, should the ports of VARNA and SALONIKA not be available, an additional 23,000 tons of Yugoslav cargo MUST be taken through TRIESTE. He was asked by ECITO how he proposed to clear this if it did arrive, in view of his previous statement. He replied that 40,000 tons could be distributed locally in the area of LYUBIANA, ZONE B, ARAZIA and SUSAK. (In that case it would still appear that he could take a considerable tonnage in addition to the 127,000 tons through LJUBIANA and MARIBOR).

- (b) Routing was agreed as follows:-

CZECH (15,000 tons)	-	UDINE - VILLACH - SALZBURG - LINZ - BUDOWICE
French Military Govt. VIENNA and British, US and Russian Zones AUSTRIA	-	UDINE - VILLACH
French Zone AUSTRIA	-	VERONA - BRENNER

- (c) The route inside AUSTRIA will be decided by the Allied Commission AUSTRIA

L. Locomotives and rolling-stock.

- (a) All countries and Zones concerned agreed to provide:-
 - (i) Locomotives for all traffic over the lines under their control.
 - (ii) rolling-stock for cargo consigned to them.

(b) Wagons for AUSTRIA will be arranged by the Allied Commission Quadrupartite Transportation Commission, treating the country as a whole. ACABRIT, AUSTRIA, considers that the country can supply wagons to move 70,000 tons a month. Outside assistance would be required for anything above that figure, and application will be made to ECITO.

(c) The Czech representatives requested that wagon supply be based on a Pool of Austrian and Czech wagons, to which Czechoslovakia would contribute 500. ECITO (ORMOA) did not, however, consider that any advantage would be gained at present by adopting this method, as the traffic was all one way. It was considered that the Czechs would get the best use out of their wagons by running them as special trains under guard both ways. A Wagon Control Office must be set up at VIENNA before rolling-stock can be exchanged in the normal manner.

7. Internal distribution in AUSTRIA by M.T.

The Russian representative asked for trucks to be supplied by UNRRA for distribution of supplies in the Russian Zone. He suggested that these might come from the American Zone. The British representative stated that there was also need for trucks in the British Zone.

8. Provision of Coal.

MRS, ITALY stated that coal was in very short supply, and asked for additional provision to be made to cover consumption due to the foreign traffic. Although the amount considered at this particular meeting was small (approx. 1,000 tons a month) it would rise as ports were developed.

After the Meeting the Czech representatives agreed to supply 300 tons of coal against their February programme, as this could be brought down in empties sent for phosphates.

W. L. Fellowes

R. W. L. FELLOWES
Divisional Officer
ECITO (ORMOA) ITALY.

Distribution:-

ECITO (London) (3)
ORMOA/ECITO (Brussels) (3)
G-4, Mov. & Tr. (2)

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Full Follow-up

R. W. L. FELLOWES
Divisional Officer
ECITO (ORMOA) ITALY.

Distribution:-

ECITO (London) (3)
ORMOA/ECITO (Brussels) (5)
G-4, Mov & In, AFHQ (2)
A.C. Transportation Sub-Commission (2)
A.C. Transportation Sub-Commission (Movements) (2)
ACAPRT, AUSTRIA
D.M.R.S., TRIESTE
Spares.

CONFERENCE ON OVERSEA EXPORTS THROUGH NORTH ITALIAN PORTS

ROME

18 JANUARY 1946.

DELEGATES.

A.F.S.Q.

Brig. A.T. de Rhe Philippe
Brig. R.D. Waghorn
Col. J.M. Cobb
Lt.Col. H.M. Brooks
Lt.Col. R.P. Crook-Johnson
Lt.Col. V. King
Lt.Col. K. Shannon
Maj. C.F. Ryan
Maj. I. Forsyth
S/Cmdr. J. Richardson
Capt. J. Grimshaw

(DQMG(M)
D(Tn)
MTOUSA (Tn)
G-4 (Tn.A)
G-5
Q (Nov)
Q (Nov)
D (Tn)
Q
G-5
Q (Nov)

A.C. AUSTRIA.

Director Gen. Kulagin
Maj.Gen. Zenev
Mr. Kulagin
Maj. Sadagouski
Mr. Kasalkin
M. Harrard
M. Chabrierie
Lt.Col. Tosi (USNET)
Mr. Lovett
Capt. Sisson (USFA)
Mr. Foy
Lt.Col. Howes
Miss Lamb
Dr. Schmidt

U.S.S.R.

French

U.S.A.

U.K.

Austrian Railways.

ECUO/ECITO (ORION)

Brig. R.W.I. Fellowes
Col. A. Darley
Col. Petherstonhaugh
Mrs. E.M. Sargison

(Italy)
(Brussels)
(London)
(London)

CZECH GOVT.

Brig. A.T. de Rbe Philippe
 Eric. R.D. Waghorn
 Col. J.M. Cobb
 Lt.Col. H.M. Brooks
 Lt.Col. R.P. Croome-Johnson
 Lt.Col. V. King.
 Lt.Col. K. Shannon
 Maj. C.F. Ryan
 Maj. I. Forsyth
 S/Cmdr. J. Richardson
 Capt. J. Grimshaw

A.C. AUSTRIA

Director Gen. Kulagin }
 Maj. Gen. Zenev }
 Mr. Kulagin }
 Maj. Sadagowski }
 Mr. Kasalokin }

M. Harward }
 M. Chabrorie }

Lt.Col. Tosi (USRET) }
 Mr. Lovett }
 Capt. Sisson (USFA) }

Mr. Foy }
 Lt.Col. Howes }
 Miss Lamb }

Dr. Schmidt

BOITO/BOITO (ORION)

Brig. R.W.I. Fellowes
 Col. A. Darley
 Col. Netherstorbaugh
 Mrs. E.M. Sarginson

CZECH GOVT.

Mr. E. Leiss
 Maj. Mares
 Capt. Leunch
 Lt. Dr. Masok
 Lt. Matousek.

(DONG(M)
 D(Tn)
 MTOUSA (Tn)
 G-4 (Tn.A)
 G-5
 Q (Mov)
 Q (Mov)
 D (Tn)
 Q
 G-5
 Q (Mov)

U.S.S.R.

French

U.S.A.

U.K.

Austrian Railways.

(Italy)
 (Brussels)
 (London)
 (London)

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ITALY

Col. P.J.G. Buchanan
Maj. C.F. Herrington
Maj. L.F. Lerman
Capt. A. Tosi

A.C. (Tptn. Sub-Com.)
ditto
ditto
ditto

Lt. Gen. Matteini
A.L. Merens
Col. E. Lauricella

Dir. Gen. Merch. Marine.
Min. of Marine
ditto

G. Diraimonio
S. Celli

Dir. Gen. I.S. Railways
ditto

S.M. Reedy
Col. C.W. Walton
Col. J.H. Bortess
Maj. R.J. Curran
J.C. Crooks
Capt. W.G. Petersen
S.A. Regan

Chief, UNRRA Italy Mission
UNRRA and A.C.
UNRRA
A.C.
UNRRA and A.C.
ditto
UNRRA

U.S.A.

C.W. Kallach
Mr. Spencer
G. Munira
M.J. Wolfson

(Chief, Medn)
(Trieste, Rep.)
(Lykes Bros.)

M.W.I.

G.A. Bell
R.B. Stoker

(Trieste)

UNRRA

E. De Waal
W.G. Dominick
J. Krasink
E. Eschenbach
J.S. Kralick
Col. Vidler

European Regional Office,
London
H.Q. Washington
Yugoslav Mission
Czech Mission
Austria Mission

Air Vice Marshal R.E. Saul
Col. G.H. Rulf
Col. H.R. Hunt

AHQ Liaison Office.

4084

<u>W.S.A.</u> Lt. Gen. Matteini Col. M. M. M. Col. E. Lauricella G. D. D. S. Celli S. M. M. Col. C. W. Walton Col. J. H. M. Mr. J. M. M. C. C. Crooks Capt. W. C. Petersen S. A. Regan	Dir. Gen. Merch. Marine. Min. of Marine ditto Dir. Gen. I.S. Railways ditto Chief, UNRRA Italy Mission UNRRA and A.C. UNRRA A.C. UNRRA and A.C. ditto UNRRA (Chief, Medn) (Trieste, Rep.) (Lykes Bros.) (Trieste) European Regional Office, London H.Q. Washington Yugoslav Mission Czech Mission Austria Mission AFHQ Liaison Office.
<u>M.W.P.</u> C. W. Kallach Mr. Spencer G. Mura M. J. Wolfson C. A. Bell R. E. Stoker	4084 4084
<u>UNRRA</u> H. De Nael W. G. Dominick J. Krasink D. Lehenbach J. S. Kralick Col. Vidler Air Vice Marshal R. E. Saul Col. G. H. Fulf Col. H. R. Hunt	4084 4084

CONFERENCE ON URRR IMPORTS THROUGH NORTH ITALIAN PORTS

ROME

18 JANUARY 1946.

AGENDA

1. Introductory statement by Chairman, Brig. A. T. de Rhe Philipe, DQMG(M) AFHQ.
2. Statement by AFHQ of present situation as regards URRR imports and problems involved so far as Italian ports and railways are concerned.
3. Statements of port and rail clearance capacities
 - (a) By AFHQ and ALCOM ITALY for North Italian ports and railways.
 - (b) By AC AUSTRIA as regards Austrian railways
 - (c) By URRR as regards YUGOSLAV ports and railways.
4. Statement by AFHQ of monthly programme to 30th June 1946 for essential military and military government imports for VENEZIA GIULIA and AUSTRIA.
5. Statement by AFHQ of proposed monthly import programme to 30th June 1946 for destination countries served by North Italian ports.
6. Statement by Shipping authorities (AMT and WSA) of probable shipping programme for URRR imports.
7. Consideration of allocation of available import and transit capacity as between imports for various consignees and destinations.
8. Future procedure for programming of imports and control of allocation of capacity.
9. Any other business.

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8. Future procedure for programming of imports and control of allocation of capacity.
9. Any other business.

2080

CONFERENCE ON UERRA, LEOPOLDS THROUGH NORTH ITALIAN PORTS.

ROME - 18 JANUARY 1946

MINUTES OF PRIMARY MEETING.

1. INTRODUCTION

Brigadier Philippe opened the proceedings by welcoming the various delegates and expressing his regrets for the quite unavoidable postponements that had occurred. He explained that although the subject of discussion was not primarily a military concern, UERRA had considered the meeting essential to discuss the series of unco-ordinated demands for the import of supplies to Central Europe that had been received, and which arose together were far in excess of the capacity of the ports and railways in Northern Italy to handle. UERRA were concerned, in the light of Mediterranean experiences during the last three years, to demonstrate the problem involved and to suggest methods for its solution. The executive responsibility would involve UERRA and other non-military authorities.

2. OBJECT

Brigadier Philippe therefore stated that the object of the meeting was to illustrate what port and rail capacities available in Northern Italy were available for UERRA traffic. The meeting could not adjudicate between the various bidders nor determine the priorities to be accorded to the various types of UERRA traffic. Having established the available capacities, UERRA would have the responsibility for programming future imports accordingly.

3. CAPACITY OF TRIESTE

Brigadier Philippe referred to the large map which was on exhibition and pointed out that in early December 1945 the port of Trieste was being used for the import of both military and UERRA Yugoslav supplies. During the first fortnight of December 1945 were asked to agree to the import through Trieste of 15,000 tons per month of UERRA supplies for Czechoslovakia, an additional amount of 70,000 tons per month for Yugoslavia, and a large new commitment in respect of Austria. These bids when added to the existing military commitments were far in excess of the capacity of the port to clear. Moreover, these various UERRA bids were made without relation to each other and had clearly not been co-ordinated by any central authority. The bids had been made on the port of Trieste largely because of its geographical convenience. A signal was therefore despatched to BOMBO and the European Office of UERRA setting out the problem which had arisen and suggesting that an early meeting on the subject should be called.

4. NORTHERN ITALIAN PORT AND RAILWAY CAPACITIES.

Brigadier Philippe explained that railway and port capacities

2.

CONCEPT

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3.

CAPACITY ON TRISTE

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4.

NORTHERN ITALIAN PORT AND RAILWAY CAPACITIES.

Brigadier Philippe explained that railway and port capacities in Northern Italy and Venezia Giulia were by reason of war damage inadequate to deal with tonnages of pre-war dimensions. Furthermore there was an overall shortage of locomotives and rollingstock. Brigadier Philippe therefore stated with great emphasis that throughout these discussions all figures quoted were based on the assumption that the necessary wagons to transport the stores would be supplied by the consignee country.

5.

PORTS AND ROUTES UNDER CONSIDERATION

Brigadier Philippe stated that the ports to be considered were

CM 1432

Trieste, Venice, Genoa, and Savona. Susak (Fiume) would also be included on the basis of information to be supplied by UNRRA and the Yugoslav authorities. The rail routes under consideration are:-

1. Ljubljana route.
2. Trstisio route.
3. Brenner route.
4. Yugoslav routes (information again to be supplied by UNRRA or Yugoslav authorities).

Colonel Harwood asked if it were not possible to consider the use of a route via Switzerland, and Brigadier Philipe replied that while this meeting could consider whether the use of a route through Switzerland was desirable, the introduction of such a route could be a matter for international negotiation.

6. STATEMENTS ON PORT AND RAIL CLEARANCE CAPACITIES.

Before proceeding with the details of these statements Brigadier Philipe again emphasized that sufficient wagons were not available in Italy to convey the tonnages which were about to be quoted. The transport of these tonnages from the ports to the various destinations were entirely dependent upon the provision of the wagons by the appropriate receiving countries. Moreover, in considering port capacities, regard must only be had to the tonnages which could be cleared from the port and consigned to consumers, as opposed to the tonnages which could be discharged from the ships on to the quays. The lessons of the last three years, said Brigadier Philipe, have taught us that to discharge tonnages at a faster rate than they can be cleared lead inevitably to congestion and finally to a complete stoppage of discharge.

On behalf of ANHQ Brigadier Philipe read out the agreed clearance capacities of the Northern Italian Ports and Railways together with the agreed military, military government, and Italian government bids. Considerable discussion ensued and figures finally agreed are attached to these minutes as Appendix A.

In addition to these figures it was established that until April, due to winter conditions inland, none of the capacity available through the Dalmatian ports of Sibenik, Split, and Dubrovnik, could be made available in relief of Trieste because their entire capacities were already committed to the UNRRA programme for the immediate area which the served. After April however the Dalmatian ports would be able to relieve Trieste of some of the UNRRA tonnage now scheduled on Yugoslav account. Mr. Isenbach explained that the port of Susak will not be available for use for about six months owing to the presence of mines in the harbour. There is also the port of Ploce which after minesweeping and repairs will be capable of handling 1,000 tons per day. The port of Zadar will be able to deal with increased imports in about three months time, when the mountain passes in the hinterland have been cleared of snow.

follows:

Mr. Krasink stated that rail capacities in Yugoslavia were as

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Mr. Krasniuk stated that rail capacities in Yugoslavia were as follows:

1.	Trieste to S. Pietro d. Garos Junction	5,000 tons per day
2.	Junction to bridge S.F. of Ljubljana	5,000 " "
3.	Bridge to Ljubljana	3,000 " "
4.	Ljubljana to Austrian border (approx)	3,000 " "
5.	Junction to Susak	2,000 " "
6.	Finis/Susak to Zagreb	1,000 " "
	(includes 500 tons priority Yugoslav Government tonnage)	

- 3 -

Mr. Bell stated that he was under the impression that the port of Ploce was now in use and had in fact received three ships. After discussion it transpired that the port itself was workable but the approaches to it were mined and C. in C. Med. was not prepared to accept the responsibility for permitting British and American ships to enter it. Brigadier Philippe therefore stated that the matter could not be pursued further at this meeting and the M.V.T. and W.S.A. representatives would have to take the question up through their own channels.

Mr. Kallach drew attention to the Italian bid of 12,300 tons and asked if it were not possible to divert some of these imports from Genoa to Leghorn. Colonel Cobb stated that there was no reason why up to 2,000 tons per day of Italian stores should not be imported through Leghorn in the near future.

Colonel Duckham replied that this proposal was not acceptable to Allied Commission for two reasons. Firstly because the railway line from Leghorn to Genoa is not yet open and secondly because Bologna was already over loaded and could not deal with additional north bound traffic.

Mr. Dominick then quoted the UMR bids for port capacity and these figures are incorporated in Appendix A. Mr. Poy objected to the principle of quoting average monthly figures. He stated that figures phased according to the various seasonal requirements would present a more accurate figure, but Brigadier Philippe ruled that for the purposes of the main meeting average monthly figures would simplify discussion. Detailed figures could be considered in sub-committee.

7.

POSSIBILITIES OF INCREASING EXISTING PORT CLEARANCE CAPACITIES.

Brigadier Philippe summarised the position by stating that the problem should now be divided into two parts:-

- (a) To decide by means of sub-committees the allocation of the various UMR tonnages to the various ports.
- (b) To examine whether it is possible to increase the capacities of these ports.

With regard to point (a) the formation of the necessary sub-committees is the subject of a later minute.

With regard to point (b) Mr. Stoker stated that he thought that the capacity of Trieste could be considerably increased. One of the main problems is the shortage of tractors or other shunting units. Efforts have been made over the past six months to obtain this equipment but without success. Furthermore, the transit sheds in the old port were occupied by military installations and were not therefore available for their normal function. Nevertheless, if the required shunting units could be supplied the clearance capacity of Trieste could be increased to 2,500 tons per day i.e. 8,000 by rail and 1,500 local. It was explained that there are two lines out of Trieste port area, one in use and the other only partially in use. Both lines are however necessary for working empty wagons to the port.

Mr. Kallach drew attention to the Italian situation and asked it it were not possible to divert some of these imports from Genoa to Leghorn. Colonel Cobb stated that there was no reason why up to 2,000 tons per day of Italian stores should not be imported through Leghorn in the near future.

Colonel Duchanin replied that this proposal was not acceptable to Allied Commission for two reasons. Firstly because the railway line from Leghorn to Genoa is not yet open and secondly because Belgrum was already over loaded and could not deal with additional north bound traffic.

Mr. Dominick then quoted the UERA bids for port capacity and these figures are incorporated in Appendix A. Mr. Foy objected to the principle of quoting average monthly figures. He stated that figures phased according to the various seasonal requirements would present a more accurate figure, but Brigadier Philine ruled that for the purposes of the main meeting average monthly figures would simplify discussion. Detailed figures could be considered in sub-committee.

POSSIBILITIES OF INCREASING EXISTING PORT CLEARANCE CAPACITIES.

Brigadier Philine summarised the position by stating that the problem should now be divided into two parts:-

- (a) To decide by means of sub-committees the allocation of the various UERA tonnages to the various ports.
- (b) To examine whether it is possible to increase the capacities of these ports.

With regard to point (a) the formation of the necessary sub-committees is the subject of a later minute.

With regard to point (b) Mr. Stoker stated that he thought that the capacity of Trieste could be considerably increased. One of the main problems is the shortage of tractors or other shunting units. Efforts have been made over the past six months to obtain this equipment but without success. Furthermore, the transit sheds in the old port were occupied by military installations and were not therefore available for their normal function. Nevertheless, if the required shunting units could be supplied the clearance capacity of Trieste could be increased to 9,500 tons per day i.e. 8,000 by rail and 1,500 local. It was explained that there are two lines out of Trieste port area, one in use and the other only partially in use. Both lines are however necessary for working empty wagons to the port.

Mr. Stoker's statement was endorsed by the W.S.A. representative from Trieste who added that Trieste has a wagon turn round capacity of 600 per day. The I.S.E. representative maintained that this figure is 450 wagons per day.

Mr. Kallach (W.S.A.) stressed his earlier statement that the clearance from Trieste could be substantially increased and asked for

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confirmation that the figures submitted by ARHQ were open to revision for future planning.

Brigadier Philippe summarised the position by stating that the figures shown on Appendix A were substantially accurate under present conditions. Since it has not been possible to obtain additional counting units during the last six months it seemed unlikely that they would be forthcoming in time to effect current shipping movements. The figures shown on Appendix A should therefore be taken as firm for the February programme and they will be reviewed by the sub-committees before the March programme is shipped.

8. FORMATION OF SUB-COMMITTEES

The following sub-committees were then formed:-

(1) The UNEFA Allocation Sub-Committee

Terms of Reference: To adjust the UNEFA import programme according to the port capacities available and to decide by what routes this traffic shall travel to its final destinations.

Membership:

UNEFA (to provide Chairman)
ECTTO
M.P.S.
A.C.
M.W.M.
W.S.A.
A.C. Austria.

(2) Trieste Development Sub-Committee

Terms of Reference: To make recommendations for increasing the port clearance capacity of the port of Trieste.

Membership:

ECTTO (to provide Chairman)
UNEFA
M.W.M. (Trieste)
W.S.A. (Trieste)
M.P.S.
I.S.R.

Both sub-committees to meet at 14.30 hours 18 January 1946.

9. CONCLUSION

Brigadier Philippe then adjourned the plenary session and directed that it should meet again at 17.30 hours to consider the findings of the sub-committees.

8.

FORMATION OF SUB-COMMITTEES

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(1) The UNEFA Allocation Sub-Committee

Terms of Reference:

To adjust the UNEFA import programme according to the port capacities available and to decide by what routes this traffic shall travel to its final destinations.

Membership:

UNEFA (to provide Chairman)
ECITO
U.S.S.
A.C.
M.S.F.
W.S.L.
A.C. Austria.

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Terms of Reference:

To make recommendations for increasing the port clearance capacity of the port of Trieste.

Membership:

ECITO (to provide Chairman)
UNEFA
M.W.F. (Trieste)
W.S.L. (Trieste)
U.S.S.
I.S.R.

Both sub-committees to meet at 14.30 hours 18 January 1946.

9. CONCLUSION

Director Philipe then adjourned the plenary session and directed that it should meet again at 17.30 hours to consider the findings of the sub-committees.

MINUTES OF SECOND SESSION

1. INTRODUCTION

Brigadier Phillips opened the second session of the plenary meeting by inviting the Chairman of the UNRRA Allocation Sub-Committee to report on the results of the afternoon's deliberations.

2. RESULTS OF THE UNRRA ALLOCATION SUB-COMMITTEE MEETING

Mr. de Wael as Chairman of this sub-committee stated that he was sorry to have to report that very little progress had been made. In endeavouring to establish more realistic figures for February, March and April we have come to the following conclusions:-

In February - UNRRA requires to import 161,000 tons which represents a surplus of 34,000 tons in excess of the capacity available.

In March - UNRRA requires to import 219,000 tons which represents a surplus of 72,000 tons in excess of the capacity available.

In April - UNRRA requires to import 185,000 tons which represents a surplus of 38,000 tons in excess of the capacity available.

Mr. de Wael went on to state that it was the general opinion of the sub-committee that the figures quoted above represent the bare minimum and are based on tonnages which are available for shipment. In the circumstances it is not possible to scale down the requirements to the available capacity of 147,000 tons and an alternative method of importing the surpluses will have to be found. The sub-committee therefore proposes that the UNRRA programme should be considered on an equal basis with the Italian civil import programme. The suggestion therefore was that the Italian civil import programme should be recast to permit of the import through Northern Italian ports of the following additional UNRRA tonnages:-

February	1,000 tons per day	4077
March	2,400 " " "	
April	1,300 " " "	

Brigadier Phillips stated that in order to import these additional tonnages through Northern Italian ports it would be necessary to transfer corresponding tonnages of the Italian civil import programme to ports further south, in particular, Ancona. He invited Allied Commission and UNRRA Italian Mission representatives to comment on this proposal.

Mr. Fay intervened to stress emphatically the point that the Austrian import programme was only being considered as 30,000 tons for February arrival but was in fact 70,000 tons per month minimum. He stated that it was essential that this difference of 40,000 tons per month should be provided.

Mr. de Vaul as Chairman of this sub-committee stated that he was sorry to have to report that very little progress had been made. In endeavouring to establish some realistic figures for February, March and April we have come to the following conclusions:-

- In February - UREKA requires to import 161,000 tons which represents a surplus of 34,000 tons in excess of the capacity available.
- In March - UREKA requires to import 219,000 tons which represents a surplus of 72,000 tons in excess of the capacity available.
- In April - UREKA requires to import 185,000 tons which represents a surplus of 38,000 tons in excess of the capacity available.

Mr. de Vaul went on to state that it was the general opinion of the sub-committee that the figures quoted above represent the bare minimum and are based on tonnages which are available for shipment. In the circumstances it is not possible to scale down the requirements to the available capacity of 167,000 tons and an alternative method of importing the surpluses will have to be found. The sub-committee therefore proposed that the UREKA programme should be considered on an equal basis with the Italian civil import programme. The suggestion therefore was that the Italian civil import programme should be recast to permit of the import through Northern Italian ports of the following additional UREKA tonnages:-

February	1,000 tons per day	4077
March	2,400 " " "	
April	1,300 " " "	

Ernst R. Philine stated that in order to import these additional tonnages through Northern Italian ports it would be necessary to transfer corresponding tonnages of the Italian civil import programme to ports further south, in particular, Ancona. He invited Allied Commission and UREKA Italian Mission representatives to comment on this proposal.

Mr. Fry intervened to stress emphatically the point that the Austrian import programme was only being considered as 30,000 tons for February arrival but was in fact 70,000 tons per month minimum. He stated that it was essential that this difference of 40,000 tons per month should be provided.

Ernst R. Philine replied that the meeting could only accept Mr. de Vaul's assurance that the UREKA programme is based on the amount of cargo and shipping available and the division of the cargo between the various nations is a matter for domestic solution by UREKA.

Mr. Foy stated he did not know whether this additional 40,000 tons was available for shipment but insisted that if it were not provided for in the URRRA programme it would have to be covered by the Military Government programme.

Lt. Col. Green-Johnson (G.S. AFHQ) in reply to Brigadier Philipe confirmed that there was no evidence to show that the additional 50,000 tons could in fact be made available for shipment for February arrival on Military Government account.

Colonel Chabrelio supported Mr. Foy and stated that the point was an important one because the Military Government and URRRA programmes for Austria are quite independent of each other.

Brigadier Philipe then returned to the original proposal of the sub-committee and asked if it were possible to accept a greater portion of the Italian civil imports programme tonnages at ports south of Venice and Genoa with particular reference to Ancona and Leghorn.

I.S.R. representative replied that limitations of rail capacities made the proposal unacceptable.

Brigadier Waghorn pointed out that the early opening of the line from Leghorn to Genoa would take some of the traffic off the bottleneck at Bologna and so permit additional tonnages to be cleared from Ancona.

I.S.R. representative replied that the capacity of the line from Leghorn to Genoa would only be 12 trains per day which would be allotted as follows: 2 local freight trains: 2 military trains: 5 civil passenger trains: leaving 3 train paths for other purposes.

Mr. Keen, Chief of URRRA Italy, said they were desirous of helping if this could be done without seriously affecting their programme for Italy. He stated that the wheat programme for Northern Italy had been closely examined but owing to the absence of reserves in that part of the country it was not possible to accept any reduction of the programme or agree to temporary back-piling. It therefore becomes a technical question as to whether the wheat can be discharged further south and railed to the North, and this would need further examination.

Mr. Crookes drew attention to the fact that when the whole problem is boiled down so far as the month of February is concerned the point at issue is whether an additional five ships can be accepted by the Northern Italian ports. He expressed the opinion that five ships could be accepted within the usual margin associated with any programme.

Brigadier Philipe agreed that this was a very sound suggestion and would in fact work out quite satisfactorily in practice. He added the important rider that this should not be interpreted to mean that, because five additional ships could be accepted, further additions could also be made. It would be the responsibility of URRRA to ensure that the programme is co-ordinated and controlled throughout otherwise a state of congestion will arise. The programme of 181,000 tons of URRRA imports for the month of February is therefore accepted. The March programme

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Colonel Chabrier supported Mr. Fay and stated that the point was an important one because the Military Government and UNRRA programmes for Austria are quite independent of each other.

Brigadier Philipe then returned to the original proposal of the sub-committee and asked if it were possible to accept a greater portion of the Italian civil imports programme tonnages at ports south of Venice and Genoa with particular reference to Ancona and Leghorn.

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Brigadier Waghorn pointed out that the early opening of the line from Leghorn to Genoa would take some of the traffic off the bottleneck at Bologna and so permit additional tonnages to be cleared from Ancona.

I.S.R. representative replied that the capacity of the line from Leghorn to Genoa would only be 12 trains per day which would be allotted as follows: 2 local freight trains: 2 military trains: 5 civil passenger trains: leaving 3 train paths for other purposes.

Mr. Reamy, Chief of UNRRA Italy, said they were desirous of helping if this could be done without seriously affecting their programme for Italy. He stated that the wheat programme for Northern Italy had been closely examined but owing to the absence of reserves in that part of the country it was not possible to accept any reduction of the programme or agree to temporary back-piling. It therefore becomes a technical question as to whether the wheat can be discharged further south and railed to the North, and this would need further examination.

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Air Vice Marshal Saul stated that he would proceed with the formation of this Co-ordinating Committee without delay and took note of Colonel Reamy's suggestion that the new Committee should work in close liaison with the existing Co-ordinating Committee of the UNRRA Italian Mission.

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Mr. Isenhardt stated that it was hoped to import 23,000 tons of UNRRA supplies to Yugoslavia through the ports of Salonika and Varna during the month of February. In this was found impracticable the traffic would have to be diverted through Trieste. Brigadier Philippe replied that this and other similar problems must in future become problems for the Co-ordinating Committee to solve and that a demand for automatic diversion to Trieste was not acceptable.

It. General Eulagin summarised the position by stating that an examination of the capacities of the Northern Italian ports and railways has shown that the cargoes which it is desired to bring to Italy can in fact be accepted. Even if it is found impossible to ship the additional 40,000 tons referred to by Mr. Fox the difference in the capacity which would be required by routes through Northern Italian ports only amounts to approximately 3,000 tons per day. He added that the problem can therefore be solved by transferring a corresponding 3,000 tons per day of the Italian civil imports programme to ports south of Venice and Genoa.

Brigadier Philippe agreed that there was no doubt that the tonnage as set up could be accepted by adjustment as between Northern and Central Italian ports. As regards South Italian ports the bottleneck was the limited railway communications between Southern and Northern Italy and diversion to South Italian ports was impracticable.

3. RESULTS OF THE TRIESTE DEVELOPMENT SUB-COMMITTEE.

Brigadier Pellewas as Chairman of this Sub-Committee reported that it had been agreed to recommend that AIRC called a meeting at Trieste at the earliest possible date to consider the possibility of increasing the capacities of the port by the following means:-

Port Development.

1. The clearance of wrecks now blocking berths 9 and 20 and 15 and 16. The first two have no cranes or sheds, but can be used for local traffic.
2. The use of Mole IV which is at present used for lumbering; about 20 ft.
3. The use of Mole III (west side) when destroyer is raised in the near future. This shed is at present full of ammunition.

Port Operation

1. The handling of military coastal traffic in the old port even if ship-cracks instead of cranes have to be used, thereby freeing liberty berths for UNRRA cargo.
2. The freeing of coast in sheds now used as military barracks and stores.

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an examination of the capacities of the Northern Italian ports and railways has shown that the cargoes which it is desired to bring to Italy can in fact be accepted. Even if it is found impossible to ship the additional 40,000 tons required to by Mr. Fay the difference in the cargo which would be required by ships through Northern Italian ports only amounts to approximately 3,000 tons per day. He added that the problem can therefore be solved by transferring a corresponding 3,000 tons per day of the Italian civil imports programme to ports south of Venice and Genoa.

Enrico Philip agreed that there was no doubt that the tonnage as set up could be accepted by adjustment as between Northern and Central Italian ports. As regards South Italian ports the bottleneck was the limited railway communications between Southern and Northern Italy and diversion to South Italian ports was impracticable.

3. RESULTS OF THE TRIESTE DEVELOPMENT SUB-COMMITTEE.

Brigadier Fellowes as Chairman of this Sub-Committee reported that it had been agreed to recommend that AMHQ called a meeting at Trieste at the earliest possible date to consider the possibility of increasing the capacities of the port by the following means:-

Port Development.

1. The clearance of wrecks now blocking berths 9 and 20 and 15 and 16. The first two have no cranes or sheds, but can be used for local traffic.
2. The use of Mole IV which is at present used for bunkering; about 20 ft.
3. The use of Mole III (west side) when destroyer is raised in the near future. The shed is at present full of ammunition.

Port Operation

1. The handling of military coastal traffic in the old port even if ship-cracks instead of cranes have to be used, thereby freeing liberty berths for UNRRA cargo.
2. The freeing of certain sheds now used as military barracks and stores.

Rail

1. Repair of railways on certain quays which has not been carried out as shunting facilities were inadequate for existing quays.
2. The provision of 15 pneumatic tyred tractors to make the total available up to 27.

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3. The provision of 2 steam and 4 diesel shunting engines. DAPS said the steam engines should be available and he would do his best to get these.
4. The repair of marshalling yards.
5. The use of the electrified line from Porto Duca d'Aoste-Villa Cigna for clearance of loaded wagons. This alters the present system which uses this line for empties only.
6. The use of the line Brallo - Biavada in Zone B of Vercelli Giulia which might help clearance. The Iugo-SL representative could not say if this is over.

Brigadier Phillips agreed to the proposed meeting at Trieste and undertook to facilitate the necessary action as early as possible.

4. FUTURE SUB-COMMITTEE MEETINGS.

Air Vice Marshal Seal undertook to call a meeting at 14.00 hours on Saturday 19th January 1946 to consider the formation of the UMRB Co-ordinating Committee. It was also agreed that the UMRB allocation Sub-Committee would meet again at 16.00 hours on Saturday 19th January 1946. Reports of these meetings are attached as Appendices '1' and '2'.

5. CONCLUSION

In closing this, the second and final session of the Trienay meeting, Brigadier Phillips thanked all the delegates for their interest and attention and expressed the hope that constructive executive action would be a result.

Air Vice Marshal Seal on behalf of the delegates thanked Brigadier Phillips for his invaluable services as Chairman.

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APPENDIX "A"

PORT CLEARANCE AND RAIL CAPACITIES

	LOCAL	RAIL	TOTAL
Trieste	1,500	5,500	7,000
Venice	2,000	6,000	8,000
Genoa	1,000	8,000	9,000
	4,500	19,500	24,000 tons per day

BIDS

Military	1,500	
AMG Venezia Giulia	1,800	
AMG Austria (British)	800	19,100
Italian Government	12,300	
Swiss Government	2,700	
Balance for Import		4,900 tons per day
		147,000 " " month.

UNRRA BIDS

Yugoslavia	90,000
Czechoslovakia	15,000
Austria	100,000
French Mil: Govt: Vienna	9,000
	222,000 tons per month.

RAIL CAPACITIES EXCLUDING TONNAGES ON MILITARY ACCOUNT WITHIN ITALY

BIDS		
Military	2,000	
AMG (Austria) (Fr.)	800	2,800
Balance for Transit		9,450 tons per day
		283,500 " " month.

NOTES.

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4,500 19,500 24,000 tons per day

BIDS

Military

AMG Venezia Giulia

AMG Austria (British)

Italian Government

Swiss Government

1,500
1,800
800
12,300
2,700

19,100

Balance for Import 4,900 tons per day
= 147,000 " " month.

UNREPA BIDS

Yugoslavia

Czechoslovakia

Austria

French Mil: Govt: Vienna

90,000
45,000
108,000
9,000

222,000 tons per month.

RAIL CAPACITIES EXCLUDING TONNAGES ON MILITARY ACCOUNT WITHIN ITALY

Brenner 3,250
Turvisio 5,500
Finale/Ljubljana 3,500

12,250

tons per day

4075

BIDS

Military

AMG (Austria) (Ir.)

2,000

800

2,800

Balance for Transit 9,450 tons per day
= 283,500 " " month.

NOTES.

1. Figures shown in the 'Local' column refer to tonnages which are delivered by road or I.R.T. to installations within approximately a 50 mile radius of the port of discharge.
2. The port of Saroni is a specialized port dealing only with the import of bulk coal for internal consumption in Italy. Its capacity is not therefor relevant to this Appendix.

1959

CONFERENCE ON UNRRA IMPORTS THROUGH NORTH ITALIAN PORTS

SUB-COMMITTEE MEETING

14.00 hrs. 19th January 1946

PRESENT

- | | | |
|-----------|-----------------------|---------------------------|
| Chairman: | Air Vice Marshal Saul | - UNRRA/AFHQ. |
| | W.G. Dominick | - UNRRA HQ Washington. |
| | H. De Waul | - UNRRA ERO London. |
| | Lt. Gen. Kulagin | - Soviet Zone Austria. |
| | Maj. Sadagowski | - Soviet Zone Austria. |
| | Col. Harland | - French Zone Austria. |
| | Mr. Shabrenie | - French Zone Austria. |
| | Mr. Poy | - British Zone Austria. |
| | Lt. Col. Hewes | - British Zone Austria. |
| | Dr. Schmidt | - Austrian Railways. |
| | Brig. R.W.L. Fellowes | - ECETO (ORMOA). |
| | Col. A. Burley | - ECETO (ORMOA). |
| | Mr. E. Weiss | - Czech Government. |
| | Maj. Maros | - Czech Government. |
| | Capt. Munch | - Czech Government. |
| | Lt. Dr. Maske | - Czech Government. |
| | Lt. Matousek | - Czech Government. |
| | J. Krasink | - UNRRA Yugoslav Mission. |
| | B. Eshenbach | - UNRRA Yugoslav Mission. |
| | J.S. Kralick | - UNRRA Czech Mission. |
| | Mr. Crookes | - UNRRA Italy Mission. |
| | Col. Rulf | - UNRRA/AFHQ. |

1. OBJECT OF MEETING

To consider how UNRRA imports for Austria, Yugoslavia and Czechoslovakia will be handled through Trieste and Venice.

2. STATEMENT BY CHAIRMAN

The Chairman outlined the proposals as follows:-

An UNRRA office will be set up with headquarters at Trieste (provisionally named UNRRA Trieste Transit Office - UTTO), for the purpose of overall control of the movement of UNRRA supplies to the above mentioned countries through the ports of Trieste and Venice.

To this office will be attached Liaison Officers from the UNRRA Missions concerned, i.e. Yugoslavia, Austria and Czechoslovakia.

There will also need to be attached Representatives from the several Governments concerned, i.e. Yugoslavia, Austria and Czechoslovakia.

Title to supplies will pass to the respective Governments over ship's side through their accredited representatives who will receipt for them and assume entire responsibility thereafter including warehousing

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Chairman: Air Vice Marshal Saul

- UNRRA/AFHQ.

W.C. Dominick
 H. De Waul
 Lt. Gen. Kulagin
 Maj. Sadagouski
 Col. Norwand
 Mr. Shabrenko
 Mr. Foy
 Lt. Col. Howes
 Dr. Schmitt
 Mr. R.W.L. Fellowes
 Col. A. Bailey
 Mr. E. Weiss
 Maj. Mares
 Capt. Mounch
 Lt. Dr. Maske
 Lt. Matousek
 J. Krasniuk
 D. Eschenbach
 J.S. Kralick
 Mr. Crookes
 Col. Pulp

- UNRRA HQ Washington.
 - UNRRA ERO London.
 - Soviet Zone Austria.
 - Soviet Zone Austria.
 - French Zone Austria.
 - French Zone Austria.
 - British Zone Austria.
 - British Zone Austria.
 - Austrian Railways.
 - ECITO (OMICA).
 - ECITO (OMICA).
 - Czech Government.
 - Czech Government.
 - Czech Government.
 - Czech Government.
 - Czech Government.
 - UNRRA Yugoslav Mission.
 - UNRRA Yugoslav Mission.
 - UNRRA Czech Mission.
 - UNRRA Italy Mission.
 - UNRRA/AFHQ.

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There will also need to be attached Representatives from the several Governments concerned, i.e. Yugoslavia, Austria and Czechoslovakia.

Title to supplies will pass to the respective Governments over ship's side through their accredited representatives who will receipt for them and assume entire responsibility thereafter including warehousing and all transit arrangements from port to destination.

Warehouse facilities at the ports will be pooled and allocated through UTTO in order that such facilities may be utilised in the best interests of all concerned.

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UNRRA Mission Liaison representatives attached to UNTO will account for their respective supplies in accordance with established UNRRA procedures.

Security of supplies and provision of transit guards will be the responsibility of the respective Governments concerned.

UNTO will co-ordinate and be responsible for overall control of port operations, working through attached UNRRA Mission Liaison Officers, Government representatives and their agents, and at Venice in consultation with UNRRA Italy Mission.

3. SECURITY OF SUPPLIES AT PORTS AND IN TRANSIT.

Considerable discussion ensued on this problem, but it was unanimously agreed as vital that supplies in transit must be provided with armed guards, and the Chairman emphasized that these guards must be provided by the Government concerned. The Czech Government representatives explained how they were handling a similar problem in moving UNRRA supplies from Bremen and Hamburg, and said they would have no difficulty in providing guards for movement of their supplies from North Italy ports. In respect of Yugoslav supplies, Mr. Franks said that under present arrangements, a British Military Guard was provided for the journey from Trieste port to the Lagan Line, and from there onwards there was a Yugoslav guard. This was not, however, a very satisfactory arrangement because of the rather considerable losses which now occurred before supplies reached the Lagan Line, and he asked if arrangements could be made for Yugoslav guards to accompany their supplies from port to destination. In any case, he said, there would be no difficulty in providing guards for Yugoslav supplies.

In the case of Austria, however, Mr. Roy stressed the difficulty of armed guards being supplied by the Austrian Government. Lt. Gen. Kulacin also spoke to this point, but agreed it was a problem for the authorities in Austria to solve, and said that it should be put to A.C. Austria, for action in conjunction with the Austrian Government.

In respect of guards for supplies on quays and in warehouses, it was recognised that this must be a matter for arrangement with the local authorities and would vary in different ports.

4. PERMANENT CO-ORDINATING COMMITTEE

In accordance with the decision reached at the second general session of the main Conference, the meeting proceeded to set up a Co-ordinating Committee, which will meet monthly to co-ordinate UNRRA programmes for the succeeding month, to agree total possible acceptances, to decide routings, to pursue the problems which have arisen at this Conference, and to generally deal with current operational problems in this connection.

Mr. De Wael emphasized the importance of a small working committee, and the following was agreed:

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In the case of Austria, however, Mr. Foy stressed the difficulty of armed guards being supplied by the Austrian Government. Lt. Gen. Kulagin also spoke to this point, but agreed it was a problem for the authorities in Austria to solve, and said that it should be put to A.C. Austria, for action in conjunction with the Austrian Government.

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Mr. De Haas emphasized the importance of a small workable committee, and the following was agreed:

Chairman: Chief, URRR
 Members: URRR Liaison Officers attached URRR.
 Government Representatives attached URRR.
 ECIO (ORICA) Representative.
 WSA/Trieste Representative.
 MGT/Trieste Representative.

UNRRA Italy Mission Representative,
ACA (Movements) Representative(s).
Port Authority Representatives.

It was accepted by Mr. De Wael that responsibility for this Committee and its meetings would be of EIC (UNRRA Headquarters London), but at his request, UNRRA/Caserta Office will make arrangements for the February meeting.

After discussion, it was agreed that the first meeting will be called for 20th February, in Venice.

5. ACTION AGREED.

UNRRA/Caserta Office.

- (a) to make formal request to Allied Commission Austria to negotiate arrangements for provision of guards for Austrian Government supplies.
- (b) to initiate negotiations with AEFQ and any other authorities re acceptance and administrative arrangements at Trieste/Venice for transit guards.
- (c) to request AEFQ whether arrangements can be made for Yugoslav guards to accompany Yugoslav supplies from Trieste port instead of from Mergen line only.

UNRRA European Regional Office (London)

- (2) to confirm establishment of and to set up UNRRO organisation and issue necessary Directive and Terms of Reference.
- (e) to issue Terms of Reference for Co-ordinating Committee.

OM 1452

4473

CONFERENCE ON URBAN THROUGH NORTH ITALIAN PORTS

REPORT OF URBAN ALLOCATING SUB-COMMITTEE

19th January 1946

Mr. De Waal, reminded the Sub-Committee that, on the basis of a total of 147,000 tons per month clearance capacity through Trieste and Venice for URBAN supplies for Austria, Czechoslovakia and Yugoslavia, AFIQ had stated that the capacities for such supplies through Trieste was 122,000 tons per month and through Venice the remaining 25,000 tons per month. With AFIQ's approval, an additional 34,000 tons had been accepted for February arrival. The question was, therefore, how to allocate through the two ports a total of 181,000 tons in February.

Mr. Crooks stated that it was his understanding that AFIQ had accepted the additional 34,000 tons for both ports. Col. Howes confirmed this, with the reservation that AFIQ desired the major part of the additional tonnage to be routed through Venice.

After full discussion, the following tonnage allocations were agreed for February arrival:

	Through Venice	Through Trieste	(in tons)
French Military for French Zone, Vienna	6,000	3,000	
Austria, all Zones	30,000	-	
Czechoslovakia	15,000	-	
Yugoslavia	-	127,000	
	51,000	130,000	181,000

The routing of supplies from the ports were agreed as follows:

For French Zone, Vienna, from Trieste : Udine - Tarvisio
 For French Zone, Vienna, from Venice : Udine - Tarvisio
 For Austria, French Zone, from Venice : Verona - Brenner.
 For Austria, USSR, US, & UK Zones, from Venice: Udine - Tarvisio
 For Czechoslovakia from Venice : Udine - Tarvisio -
 Linz - Budweis. 4072

In connection with the 3,000 tons for the French Zone, Vienna, routed via Trieste, Col. Howes explained that a vessel had already been laid on with approximately 2,800 tons of cargo from North Africa for early arrival at Trieste and he would very much prefer not to divert the vessel to Venice.

Gen. Kulagin recommended that, as a general principle, supplies for a given destination should be cleared through either Venice or Trieste. Mr. De Waal agreed that this principle would be followed as being in

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For Czechoslovakia from Venice :	Udine - Tarvisio -
	Linz - Sulzweiss.

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Gen. Kulagin recommended that, as a general principle, supplies for a given destination should be cleared through either Venice or Trieste. Mr. De Waal agreed that this principle would be followed as being in accordance with efficient shipping practice, but pointed out that circumstances might occasionally arise which would require the use of both ports for supplies to a particular destination. The General concurred with this.

- 2 -

Captain Simson pointed out that difficulties may well arise in connection with the transit of supplies through one military zone into another in Austria. Mr. Dominick recommended that, with respect to the transportation of relief and rehabilitation supplies provided by UNRRA, Austria be considered as a single entity and not four separate parts, otherwise great confusion and hardship might result. He suggested that this problem be referred for resolution to AGA as promptly as possible. Gen. Kulepin, Col. Howes, Col. Harnett and Capt. Simson agreed to present the pending aid transit problem to their respective elements at AGA.

Gen Kulepin requested that UNRRA provide promptly as many lorries as possible for use in distributing supplies in the Soviet Zone. Col. Howes likewise requested lorries for use in the British Zone. Although neither Gen. Kulepin nor Col. Howes were able to specify the number of lorries required, Mr. De Wall stated that he would see that a signal on this point was sent immediately to UNRRA Washington.

At Mr. De Wall's request, Brig. Fellowes agreed that ECITC/CMCA would advise UNRRA as soon as possible of its estimates of the monthly amount of coal that will be needed for mining relief and rehabilitation supplies consigned to Austria from the ports to the Italian border, and for the movement of such supplies within Austria.

In reply to a question from Mr. Dominick regarding the availability of railway wagons and locomotives to transport the supplies, Col. Howes stated that it was the understanding of AGA and the Austrian Government that the necessary wagons and locomotives definitely would be furnished by the Austrian Government with the approval of AGA to transport the supplies from the ports but that no coal could be provided from Austria for the operation of the locomotives outside of Austria. Maj. Egan (D.M.A.S., AFHQ) stated that Italian locomotives would be made available for the purpose of hauling trains to and from the Austrian border and N. Italy ports.

At Mr. Dominick's suggestion, Mr. Lovett submitted the following figures representing the monthly tonnages of civil supplies programmed by the U.S. military authorities for the U.S. Zone, Austria, from January through June 1946:

32,000 tons through Western European ports.
18,000 tons (chiefly grain and flour) through North western Italian ports.

The above figures do not include coal or POL.

Harvard and Capt. Simpson agreed to present the routing and transit problem to their respective elements of AGA.

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The above figures do not include coal or POL.

CM 1432

U. S. R. A.	
Bureau of Civil Affairs	
JAN 28 1946	18/1 109

Attached to Minutes
of UNRRA Meeting
19 January 1946

COMMODITIES FOR	TONN.	FROM	TO	SHIP SET UP	TONN.	DATE	TE
Austria	30.000		Venice				
Resumee		TRIESTE	VENICE				
Yugoslavia	127.000	-					
MG. Fr. (Vienna)	3.000	6.000					
Czech	-	15.000					
Austria	-	30.000					
Tot.	130.000	51.000					

1.979

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

Attached to Minutes

FEB 1946

of ~~USSR~~ Meeting
19 January 1946

TO	SHIP SET UP	TONN.	DATE	BALANCE	REMARKS
Venice					

1980

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

/ES

COMMODITIES For	TONN.	FROM	TO	SHIP SET UP	TONN.FE	MOVED	FROM	TC	DATE
MG. Fr. Vienna	3.000		Tiense						
	6.000		Venice						

1981

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

FEB 1946

TO	SHIP SET UP	TONN.FE	MOVED	FROM	TC	DATE	BALANCE	REMARKS
Trieste					4000			
Venice								

FEB 1946

TO	SHIP SET UP	TONN.FE	MOVED	FROM	TO	DATE	BALANCE	REMARKS
Service								

No. 785021

COMMODITIES FOR	TONN.	FROM	TO	SHIP SET UP	TONN. PL	MOVED	FROM	TO	D/T
YUGOSLAVIA	127.000		TRIESTE						

UNRRA File

174,900
64/103 24

ALLIED FORCE HEADQUARTERS

CONFERENCE ON UNRRA IMPORTS THROUGH NORTH ITALIAN PORTS
(To be held at 0930 hrs on Thursday 17 Jan 46 in Conference Room
UNRRA ITALY Mission Hq, 78 VIA S. NICOLA DA TOLENTINO, ROMA)

AGENDA

1. Introductory statement by D.M.C. (15) AFHQ. 10 - 1016
2. Statement by AFHQ of present situation as regards UNRRA imports and problems involved so far as Italian ports and railways are concerned. 10.12-10.27 Est 10.12-10.27
3. Statements of port and rail clearance capacities 1024- 18,000
 - (a) By AFHQ and ALOCHE ITALY for North Italian ports and railways. Yuto 18,000
 - (b) By AC AUSTRIA as regards Austrian railways. Quat 18,000
 - (c) By UNRRA as regards JUGOSLAV ports and railways. 98,000

Statement by AFHQ of monthly programme to 30 June 46 for essential military and military Government imports for VENEZIA GIULIA and AUSTRIA. 11.08

Statement by UNRRA of proposed monthly import programme to 30 June 46 for destination countries served by North Italian ports. 11.20 Porec 11.43

Statement by Shipping authorities (AMT and VSA) of probable shipping programme for UNRRA imports. 4067

Consideration of allocation of available import and transit capacity as between imports for various consignees and destinations.

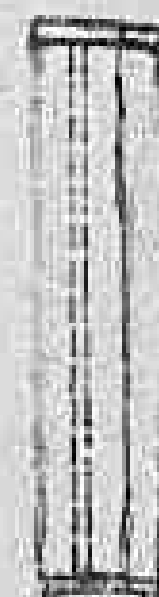
Future procedure for programming of imports and control of allocation of capacity.

Any other business.

Paris

1. FIRENCE 200

2. SPALATO 400



Rail
2. SPALATO

10 - 1010

Introductory statement by DANC(R) AFHQ.

Statement by AFHQ of present situation as regards UNRRA imports and problems involved so far as Italian ports and railways are concerned.

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- (a) By AFHQ and ALOCH ITALY for North Italian ports and railways.
- (b) By AC AUSTRIA as regards Austrian railways.
- (c) By UNRRA as regards JUGOSLAV ports and railways.

Statement by AFHQ of monthly programme to 30 June 46 for essential military and military government imports for VENETIA GIULIA and AUSTRIA.

5. Statement by UNRRA of proposed monthly import programme to 30 June 46 for destination countries served by North Italian ports.

6. Statement by Shipping authorities (AMT and WSA) of probable shipping programme for UNRRA imports.

7. Consideration of allocation of available import and transit capacity as between imports for various consignees and destinations.

8. Future procedure for programming of imports and control of allocation of capacity.

9. Any other business.

Rail
Zieme Zieme 1024

~~XXXXXX~~

RD 1280 S

Rail

15,000 (pd.)

IC

2500

1500

Paris

1. HEBENICO 200

2. SPALATO 400

3. Ragusa 330

930

PLICE 1000

ZADARA

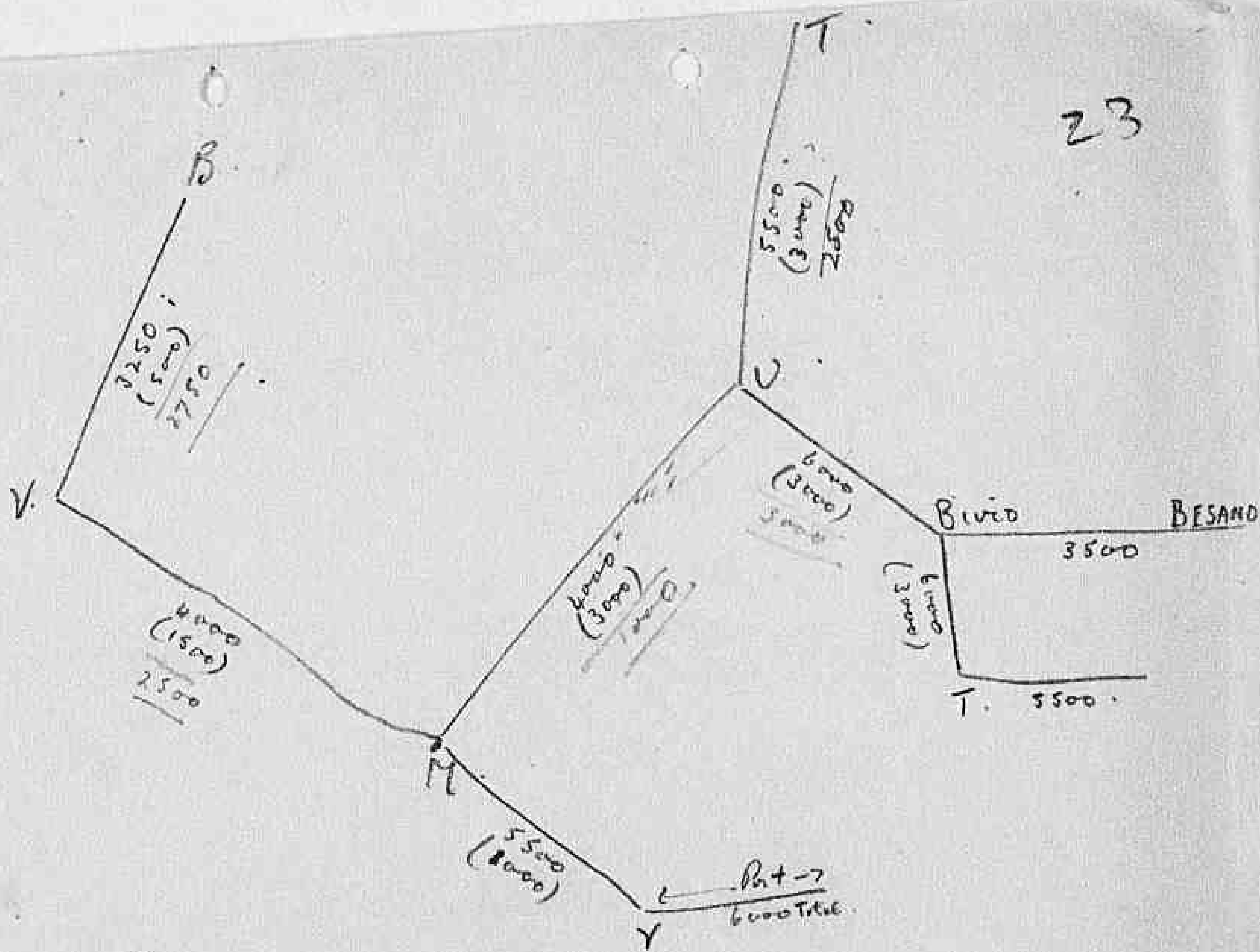
(NYG) - 200

(Notary) mine

4087

C3 15,000
Yugo 28,000
Aust 98,000

11.08
11.25 Pre-ads
11.43



line capacity
less 44.00

1168

Part 2 Split of Existing (Bids)			
	Trieste	Venice	Genoa
Mid.	650	850	—
Amb. V.G.	1500.	300.	—
Amb. Aus.	800.	—	—
Italian.	—	6000	6800
Swiss.	—	—	2700.
	2950		
	2500		
	5450		
	2950		
	1950		
	7000		
	2950		
	1900.		
		7750	17000
		7150	5250
			1550
		8100	1550.
		7150	850
		2950	15000
		10100	10100
			4700
			4265

4900

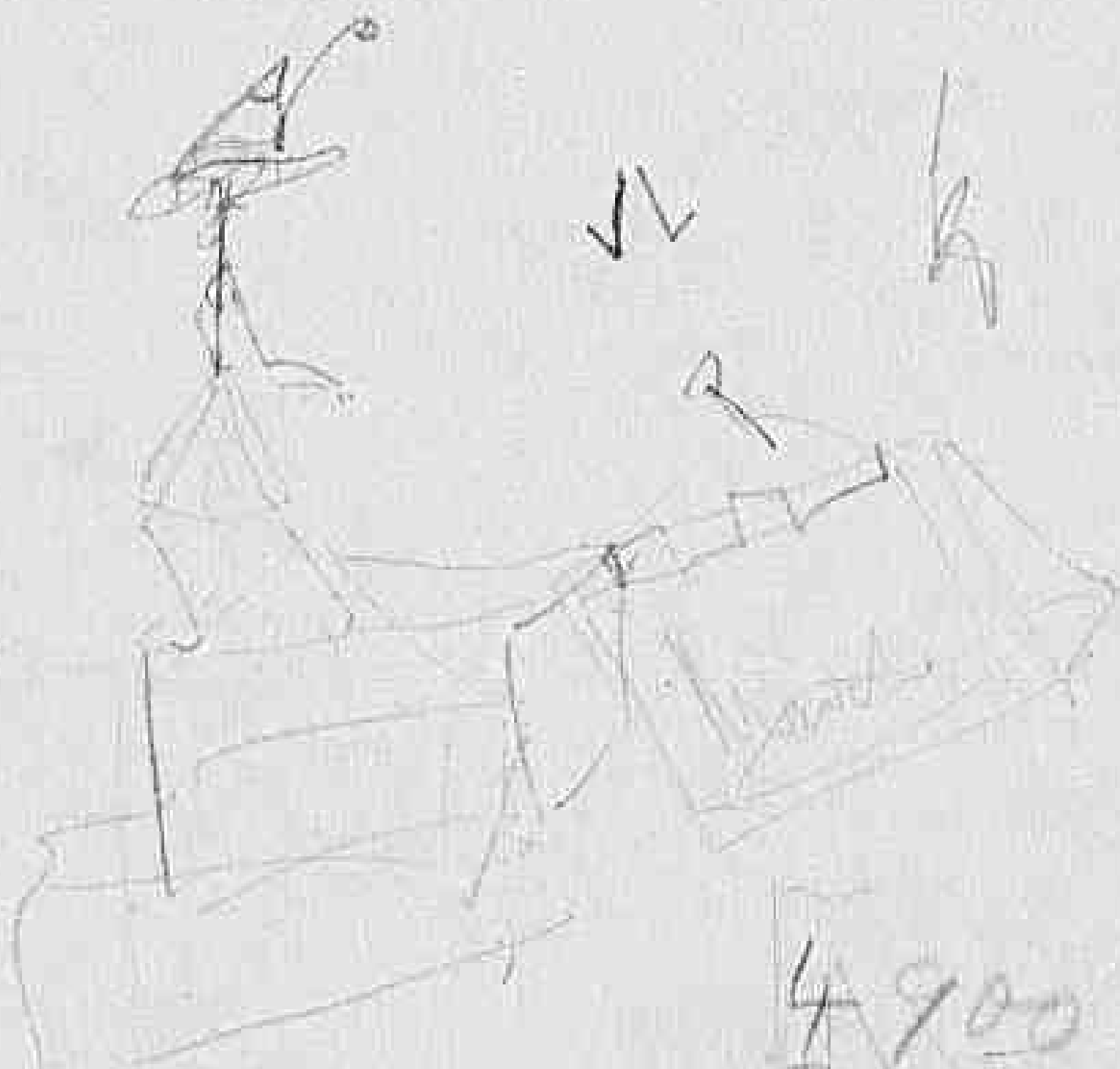
Ken 2000

Tr 3000

2500

2500

2500

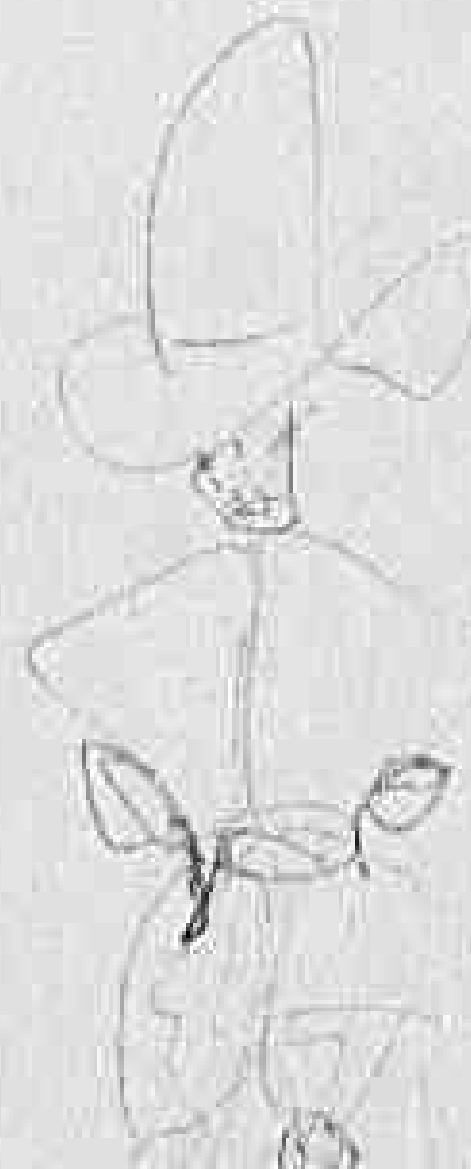


4900
2500

2400

800

1600



CH

BID FOR VENICE FEB. 1946

21

	<u>Tons</u>	
Wheat	56,000	) Extra Mediterranean
Miscellaneous food	8,000	)
Fruit & Wine	10,500	)
Miscellaneous food	750	)
Edible salt	3,000	)
Industrial salt	4,000	) Intra Mediterranean
Sulphur	300	)
Tobacco	100	)
Phosphates	9,700	)
Coal	84,000	)
	176,350	

4064

Port Capacities

Port Capacity
(Clearance)

	Through Rail Clearance	Local Road & Barge Clearance
Trieste	9000 ⁷⁰⁰⁰ ₈₀₀₀ ⁵⁵⁰⁰ ₈₀₀₀ ⁵⁰⁰⁰	1500 1000 (mil) 2000 { 1000 - Road 1000 - Barge
Venice	8000	6000
Genoa	9000	8000
Savona	7500	-

Rail Outlets to other countries

Ljubljana	6200 per day
Tarvis	5500 per day
Brenner	6000 per day

Line capacity and bids

Line	Total Capacity	It. Bid	Mil. Bid	Balance
Trieste-Aurisina	8000	2000	3000	3000 (500 Ilva Steel Works)
Aurisina-Udine	8000	2000	3000	3000
Aurisina-Sesana	5000	1500	-	3500
Venice-Mestre	12000	6500	1000	4500
Mestre-Udine	8400	3000	1500	3900
Udine-Tarvisio	5500	500	3000	2000
Mestre-Verona	12000	6500	1500	4000
Genoa-Milan (via Voghera)	12000	12000	-	-
Genoa-Milan (via Avara)	1500	1500	-	-
Verona-Brenner	6500	1200 ?	?	?

4063

Total Bids (Italian) Per month

Savona 7500 - 7500

Rail Outlets to other countries

Ljubljana 6200 per day
 Tarvis 5500 per day
 Brenner 6000 per day

Line capacity and bids

<u>Line</u>	<u>Total Capacity</u>	<u>It. Bid</u>	<u>Mil. Bid</u>	<u>Balance</u>
Trieste-Aurisina	8000	2000	3000	3000 (500 Ilva Steel Works)
Aurisina-Udine	8000	2000	3000	3000
Aurisina-Sesana	5000	1500	-	3500
Venice-Mestre	12000	6500	1000	4500
Mestre-Udine	8400	3000	1500	3900
Udine-Tarvisio	5500	500	3000	2000
Mestre-Verona	12000	6500	1500	4000
Genoa-Milan (via Voghera)	12000	12000	-	-
Genoa-Milan (via Avara)	1500	1500	-	-
Verona-Brenner	6500	1200 ?	?	?

4063

Total Bids (Italian)

Per month

Trieste 27,000 tons coal (may be included in Mly bid)
 Venice 176,000
 Genoa 300,000

yes

1904

1st Draft
May Benitez

0930. 17 Jan. UNARA Bdeq.

SUGGESTED QUESTIONS FOR U.N.R.R.A. MEETING ON 17 JANUARY

1. Priority needs to be established for Italian supplies over supplies for other countries, as it is presumed supplies for Italy will be given an assured priority.
2. Which routes will be used to various countries.
3. Total number of wagons each country will supply at ports against daily needs. What is turn-round time to various destinations.
4. In the event of rail car shortage who is responsible for taking necessary action.
5. Are all countries providing coal for rail transportation of cargoes and will a ratio be established.
6. Marshalling of wagons: to what extent are countries expecting marshalling in Italy: this will have to be reduced to minimum in order to attain maximum clearance.
7. Will UNRRA have a central organization for the diversion of ships and will it be in Rome. It should be located in Rome in order to co-ordinate arrivals.
8. Cable inf. To whom sailing signals be sent giving - cargo, tonnages, E.P.A., draught etc. Will DARR signals plus UNRRA series operate.

4062

series operate. in advance of types of

3. Total number of wagons each country will supply at ports against daily needs. What is turn-round time to various destinations.
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8. Cable inf. To whom sailing signals be sent giving - cargo, tonnages, E.T.A., draught etc. Will DARR signals plus UNRRA series operate.
9. Will full information be available in advance of types of cargoes, consignees. Will an advance programme be available and commodities in programme on monthly or other basis.

./.

10. Will heavy lifts be included and how will they be advised.
11. Will Agents be appointed in ports.
12. Payment for "services" in Italy: stevedore, shore labour etc. who will be responsible.
13. Title to cargoes: who receives cargoes and will it be at sling.
14. Will UNRRA take over adequate warehouse accommodation and will request be made thro' Ministry of Merchant Marine.
15. Silos in Venice. If bulk grain arrives for Czecho. etc. some of the available silo accommodation will need to be allocated to Czecho-UNRRA (taking into consideration Italian requirements). Bagging in the Hold will probably be necessary for a proportion of the cargo, if the tonnage is heavy.
16. Storage in Venice: who will be responsible for cargo, payment of fees, Staff etc.
17. Bags for bulk grain will be necessary and where will they be located and who will be responsible for their provision and allocation.
18. UNRRA port officials. Will PLO be appointed. 4081
19. Ships manifests. Who will receive these.
20. Ships out-turn reports. Will these be needed as has been the policy for AC cargoes.

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18. UNRRA port officials. Will PLO be appointed. 4061
19. Ships manifests. Who will receive these.
20. Ships out-turn reports. Will these be needed as has been the policy for AC cargoes.
21. How will rail traffic be documented and who will be responsible.
22. Escorts. Who will be responsible for arrangements and provision of guards.

NOTES ON VENICE AND TRIESTE

(as supplied by ECITO 14 Jan. 45)

VENICE

Marghera - Coal traffic

Berth 2 ships.

8 hours per day can discharge 3,000 tons.

16 hours per day can discharge peak figure of 6,000 tons per day with daily average throughout the month of 4,500 tons per day.

Possible to backpile 45,000 tons of coal.

Draft - 25' at coal ship berths.

25' at present up Vittorio Emanuele. Will be 27' when dredging is complete.

Mola A. Coal traffic.

When repairs completed at the end of month can berth 6 ships.

? Rate of discharge 400 tons per day.

Possible to backpile 120,000 tons of coal when repairs are completed.

Vetro-coke

1 ship berth.

Discharge 1,500 tons per day average for 1 month.

Maritime - Bulk grain.

Possible to discharge 1,000 tons into silos and 500 tons into barge with 16 hours working day.

Out-take (discharge) from silos at rate of 700 tons per day on to rail and 400 tons per day into barge.

Silo capacity 25,000 tons but can be raised to 30,000 tons.

Draft 25' but could be dredged to 27'.

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Silo capacity 25,000 tons but can be raised to 30,000 tons.

Draft 25' but could be dredged to 27'.

Stucchi Mill - Bulk grain.

Possible to discharge 700 tons per day into silos and 300 tons per day into barge.

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2000

- 2 -

Out-take (discharge) into barge at rate of 400 tons per day.
Storage capacity 12,000 metric tons.
Draft 25' could be dredged to 27'.

Chiari Forti - Bulk grain

Possible to discharge 800 tons per 16 hours working day.
Out-take (discharge) 400 tons per day into barge, 200 tons per day on
to rail.
Draft 24'.

Bacino Meritime - General cargo.

1 berth - possible to discharge 500 tons per day.
Draft 27'.
5 anchorage berths at 29' draft - could be used for lightening.

Clearance by rail.

Ex Venice 250 wagons per day (12 tons per wagon)	= 3,000 tons
Ex Marghera 250 wagons per day (15 tons per wagon)	= 3,750 "
Ex Chiari Forti	200 "
Total	<u>6,950 tons</u>

Line capacities.

Venice-Mestre - 8 trains of 700 tons each	= 5,600 tons
Mestre-Viadena - 8 trains of 700 tons each	= 5,600 "
Mestre-Udine - 12 trains of 450 tons each	= 5,400 "
Total	<u>16,400 tons</u>

4050

Clearance by barge.

According to A.N.M.I. possible to clear 40,000 tons average per month
(including Po river).

Ports to be used on the Po would be Mantova and Ferrara.

Bacino Maritime - General cargo.

1 berth - possible to discharge 500 tons per day.

Draft 27'.

5 anchorage berths at 29' draft - could be used for lightening.

Clearance by rail.

Ex Venice 250 wagons per day (12 tons per wagon)	= 3,000 tons
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Ex Chiari Forti	200 "
Total	<u>6,950 tons</u>

Line capacities.

Venice-Mestre - 8 trains of 700 tons each	= 5,600 tons
Mestre-Viacenza - 8 trains of 700 tons each	= 5,600 "
Mestre-Udine - 12 trains of 450 tons each	= 5,400 "
Total	<u>16,400 tons</u>

4050

Clearance by barge.

According to A.N.N.I. possible to clear 40,000 tons average per month (including Po river).

Ports to be used on the Po would be Mantova and Ferrara.

Cranes available at Mantova at Gas quay and Paper Coy. quay.

No cranes available at Ferrara. Saks would be required to bag in barge.

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Clearance by road.

Estimated at 1,000 tons average per day.

Summary of Port Clearances.

by rail	210,000 tons per month	18,000
by barge	40,000 " "	30,000
by road	30,000 " "	3,000
Total	280,000 tons per month	24,000

TRINSTE

Discharge.

Possible to discharge 5,000 tons Bulk grain per day and 1,000 tons coal per day.

Rail clearance.

5,500 tons per day.

Storage.

At new Port 23,000 tons (covered)
At old Port 12,000 tons (covered) (excluding RMA/BSD accommodation)

Berths.

At least 5 berths of 30' draft.
Possible to discharge 2 colliers working one shift only owing to shortage of dock labour.

4058

TRANSLATION

GG/sm

Rome 3 Jan. '46

"MEMORIA"

Wickham
 regarding the meeting held this morning at A.C. (Via Vittorio Veneto) about transports that on account of U.N.R.R.A.; should start from the ports of Venice - Trieste - and eventually Genoa.

Present to the Meeting :

Maj. Berridge	Tn. S/C A.C.
" Laraman	" "
Capt. Jeffreys	" "
Mr. Ghilardi	Port & Warehouse S/C
Capt. Tosi	Liaison Officer (Italian Navy)
Ing. Celli	I. S.R.

1. Maj. Berridge in the chair, informs that this meeting has the object to a preliminary contact, previous to agreements which will be played down at a bigger meeting to be held on the 10th inst in order to discipline transport of stores which will be despatched by U.N.R.R.A. to the ports of Venice - Trieste - and eventually at Genoa, not only on behalf of Italy but also of Yugoslavia, Austria and Czechoslovakia.

2. Within this month of January the following tons of goods are bound to arrive at Venice, for Italy.

	Tons	
Coal	130.000	
Grain & miscel. goods loose	" 43.000	4057
Tinned foodstuff	" 25.000	
Military commodity	" 2.000	
Total tons	200.000	

for the 130.000 tons of coal following railcars are needed :

Present to the Meeting :

Maj. Berridge Tn. S/C A.C.

Military commodity

Total tons 200.000

for the 130.000 tons of coal following railcars are needed :

Present to the Meeting :

Maj. Berridge	Th. S/C A.C.
" Lareman	" "
Capt. Jeffreys	" "
Mr. Ghilardi	Port & Warehouse S/C
Capt. Tosi	Liaison Officer (Italian Navy)
Ing. Celli	I. S.R.

1. Maj. Berridge in the chair, informs that this meeting has the object to ^{U.N.R.A.} preliminary contact, previous to agreements which will be delayed down at a bigger meeting to be held on the 10th inst in order to discipline transport of stores which will be despatched by U.N.R.R.A. to the ports of Venice - Trieste - and eventually at Genoa, not only on behalf of Italy but also of Jugoslavia, Austria and Czechoslovakia.

2. Within this month of January the following tons of goods are bound to arrive at Venice, for Italy.

Coal	Tons	130.000
Grain & miscel. goods loose	"	43.000
Tinned foodstuff	"	25.000
Military commodity	"	2.000
		<u>Total tons 200.000</u>

for the 130.000 tons of coal following railcars are needed :

daily	130.000	Cars	216
<u>20 tons X 30</u>			

for 70.000 of miscellaneous :

daily	70.000	Cars	155
<u>15 tons X 30</u>			
		Total Cars	<u>371</u>

3. For the same month and for the following months, not specified yet, there should arrive, at the ports of Trieste (specially) and Venice the following tonnage of goods :

78.000	Tons for Jugoslavia	2600 per day
15.000	" " Czechoslovakia	500 per day
70.000	" " Austria	2300 per day
163.000	Tons Total	

4. It has not been specified yet, the quality of the stores, but it is to be supposed that the same, will consist of grain ⁴⁰⁵⁸ tinneestuffs, and cotton.

5. Having to deal with various stores, it should be wise to account 15 tons for each cars, specially because the cars should be provided by the interested Nations, which mostly, cannot reckon, as we can, on big and specious boxcars.

153
15 tons X 30 g. 362 Cars daily

this cars should be allotted daily :

173 to Jugoslavia
34 " Czechoslovakia
155 " Austria
362 Total

6. Potentiality of the Port outfit at Venice;

I. Venice Maritime :

a) at this quay 8 steamers of miscellaneous freight ^{Shull} can ^{unloaded} ~~harbour~~, plus 2 + 3 of grain.

b) 4.000 tons can be unloaded, working for 16 hours with two shifts, no matter if unloading directly

4.

It has not been specified yet, the quality of the stores, but it is to be supposed that the same, will consist of grain
4056
tinnedstuffs, and cotton.

5.

Having to deal with various stores, it should be wise to account 15 tons for each cars, specially because the cars should be provided by the interested Nations, which mostly, cannot reckon, as we can, on big and specious boxcars.

153	362 Cars daily
<u>15 tons X 30 g.</u>	

this cars should be allotted daily :

173 to Jugoslavia	
34 " Czechoslovakia	
155 " Austria	
<u>362</u>	Total

6. Potentiality of the Port outfit at Venice;

I. Venice Maritime :

- a) at this quay 8 steamers of miscellaneous freight
Shull
can ^{unload} ~~berber~~, plus 2 + 3 of grain.
- b) 4.000 tons can be unloaded, working for 16 hours with two shifts, no matter if unloading directly on the wagons or warehouses.
- c) 200 cars daily can be shunted and despatched (equal to 3.000 tons of store(- 15 tons p. cars)

-3-

II. Venice Marghera

- a) at this quay 4 steamers can unload at the same time-
(2 unload with mechanical means 2 with the steamer
outfits).
- b) 3,500 - to - 4,000 tons of coal can be unloaded
in 11 hours work with special shifts.
- c) 200 cars daily can be shunted and despatched, i; e;
all 4,000 tons of coal, plus 100 cars which could
exceptionally unloaded and despatched by the Vetro-
coke (tons 1,500 - 2,000)

III. What concerns the possibility of daily unloading at
the port there is also to be reminded :

a) Chiari-Forti mills (Marghera) tons	800	4055
Stucchi mills (Giudecca)	" 900	

IV. To summarise, the Venice port can unload :

Maritime	4,000 tons grain & various
Chiari-Forti mills	800 "
Stucchi mills	900 "
Marghera	4,000 " coal
Vetrocoke	2,000 "
	Total 11,700

Daily rail despatching :

Marghera coal	4,000 tons	cars 200 gross	5,000
" Vetrocoke coal	2,000 "	" 100 "	3,000
Maritime various	3,000 "	" 200 "	5,000
		500	14,000

The despatching could take place with the following

exceptionally unloaded and despatched by the Vetro-coke (tons 1.500 - 21000)

III. What concerns the possibility of daily unloading at the port there is also to be reminded ;

- a) Chiari-Forti mills (Marghera) tons 800
- Stucchi mills (Gindecca) " 900

4053

IV. To summarise, the Venice port can unload :

- Maritime	4.000 tons grain & various
Chiari-Forti mills	800 "
Stucchi mills	900 "
Marghera	4.000 " coal
Vetrocoke	2.000 " "
Total 11.700	

Daily rail despatching :

Marghera coal	4.000 tons	cars 200	gross 6.000
" Vetrocoke coal	2.000 "	" 100 "	3.000
Maritime various	3.000 "	" 200 "	5.000
			14.000
500			

The despatching could take place with the following trains, besides the usual traffic :

towards Verona	10 trains	880 tons p. train	tons 8.800
" Treviso	10 "	860 " "	" 8.600

15/15

- a) 6 steamers can unload
- b) All stores can be unloaded, but loose grain and coal.
- c) Working 8 hours, plus extra timing, 1,500 tons can be unloaded at warehouses . 1,500 tons on the wagons, considering 15 tons p. car, 100 cars can be unloaded.

- a) 9 steamers can unloaded.
- b) All goods can be unloaded, coal inclusive.
- c) At warehouses 2.500 tons daily can be unloaded
on the wagons 6.500 " " " "
with normal working hours.
- d) 400 wagons can be loaded and shunted.

4052

III. Summarising the Priest's part, can actually unload :

Triest Central	3,000 tons daily
Triest Campo Marzio	9,000 " "
	12,000 tons daily

But daily raildespatching can take place as follows :

Triest Central, various 1.500 tons 100 cars gross 2.500
Triest Campo Marzio, supposing that 30 wagons should
be coal and 370 cars various

500 tons with 30 cars	gross weight tons	900
various 5.500 "	" "	" 9250

(2) $\frac{12550}{10591}$

The despatching may take place with the following train:
trains :

2 trains of various goods from Campo Marzio

II. Triest Campo Marzio

- a) 9 steamers can be unloaded.
- b) All goods can be unloaded, coal inclusive.
- c) At warehouses 2,500 tons daily can be unloaded on the wagons 6,500 " " " " with normal working hours.
- d) 400 wagons can be loaded and shunted.

4054

III. Summarising the Triest's port, can actually be unloaded :

Triest Central	3,000 tons daily
Triest Campo Marzio	9,000 " "
	12,000 tons daily

But daily raildespatching can take place as follows :

Triest Central, various 1,500 tons 100 cars gross 2,500
 Triest Campo Marzio, supposing that 30 wagons should be coal and 370 cars various

500 tons with 30 cars	gross weight tons 900
various 5,500 " " 370 " "	" " 9,250

12,550
 10,150

The despatching may take place with the following trains :

2 trains of various goods from Campo Marzio via Poggio Reale for Tarvisio - 420 tons each train gross 840, (all together 34 cars for Czechoslovakia) 9,250 840
 7 trains various goods, Triest Central, proceeding from Campo Marzio, for Aurisina Sesana

500 tons each train	gross w. 4,200
(all together 173 cars for Yugoslavia)	8,400
Total	5,040

5 trains various from Triest Central proceeding from Campo Marzio, bound for Udine tons 800 all together 155 cars for Austria gross w. tons 3875

1 train, coal for Triest Central proceeding from Campo Marzio, bound for Udine tons 800

in all 15 trains gross w. 9715 tons

8. Actual potentiality of unloading at the Port of Genoa :

a)	Genoa S. Benigno	600 cars	{	coal at Canzio quay
			{	" S. Giorgio quay
			{	100 cars grain at Ffio-
				ria quay
	" S. Limbania	100 "		Sylos
	"			cotton
	"			cellulose
	" Caricamento	100 "		salt
				wine
				tinned stuff

b) Maximum despatching towards Voghera 25 trains of gross w. 900 tons

c) No items can be given about warehouses as the same are private.

d) At the present 350 cars of coal, and 250 cars of grain and various are loaded.

Of the 800 cars, supposing medium weight for car at 27,7 tons

450 X 30 tons	=	13.500
13.500		

350 X 25	=	8.750
8750		
222250	: 25 =	890 p. train

that in order to meet the

a) Genoa S. Benigno 500 cars
 " " S. Giorgio quay
 100 cars grain at Etio-
 pia quay

"	S. Limbania	100	"	Sylos
"				cotton
"	Caricamento	100	"	cellulose
				salt
				wine
				tinned stuff

b) Maximum despatching towards Voghera 25 trains of gross
 w. 900 tons

c) No items can be given about warehouses as the same
 are private.

d) At the present 350 cars of coal, and 250 cars of grain
 and various are loaded.

Of the 800 cars, supposing medium weight for car at
 27,7 tons

$$\frac{450 \times 30 \text{ tons}}{13.500} = 13.500$$

$$\frac{350 \times 25}{8750} = \frac{8.750}{222250 : 25 = 890 \text{ p. train}}$$

I called the attention at the meeting, that in order to meet the
 unloading as above mentioned, it is necessary that the shunting
 work, should be reduced to the minimum, and this could be obtai-
 ned by loading the cars, altogether for one destination and
 despatching the wagons as they are united.

Roma, 11 3/1/1946

P R O M E M O R I A

RELATIVO ALLA RIUNIONE TENUTA STAMANE ALL'A.C. (VIA VITTORIO VENETO)
CIRCA I TRASPORTI CHE PER CONTO DELL'U.N.R.A. DOVRANNO FAR CAPO PROSSI-
MAMENTE AI PORTI DI VENEZIA - TRIESTE ED EVENTUALMENTE GENOVA. =

Partecipano alla Riunione :

Maggiore BERIDGE	della Sottocommissione Trasporti
" LARAMAN	" " "
Capitano JEFFREYS	" " "
Sig. CHILARDI	dell'Ufficio Porti e Magazzino
Capitano TOSI	del Ministero Marina (Ufficiale di Collegamento
Ing. GELLI	per le Ferrovie dello Stato

1)- Il Maggiore BERIDGE, che presiede la Riunione informa che lo scopo è quello di prendere preliminari contatti, che devono precedere gli accordi che saranno fissati in una grande conferenza, da tener si il 10 corrente per disciplinare i trasporti di merci che verranno inviate dall'U.N.R.A. ai Porti di Venezia - Trieste ed eventualmente Genova, non solo a favore dell'Italia, ma anche della Jugoslavia - Austria e Cecoslovacchia. =

2)- Nel corrente mese di gennaio al Porto di Venezia dovranno arrivare *per*

<i>l'Italia</i>	tonnellate	130000	di carbone
		43000	di grano ed altre merci alla rinfusa
		25000	scatolame
		2000	di merci per i militari
	<u>TOTALE</u>	<u>200.000</u>	

Per le 130.000 tonn. di carbone occorrono

giornalmente	<u>130.000</u>	carri 216
	20 tonn. X 30 g.	

Per le 70.000 tonn. di merci varie occorrono

giornalmente	<u>70.000</u>	" <u>155</u>
	15 tonn. X 30 g.	<u>371</u>

3)- Nell. stesso mese e per altri 1.000.000 non precisati, dovranno arrivare ai Porti di Trieste, specialmente, di Venezia i seguenti quantitativi di merci:

78.000 tonn.	per la Jugoslavia
13.000 " "	" Cecoslovacchia
70.000 " "	" 1 ^a Austria

163.000 Totale

4)- Non è stato precisato di quali merci si tratti; comunque è da ritenersi che siano quasi esclusivamente: grano - scotolano e cotone.-

5)- Trattandosi di merci varie, è prudente calcolare che ogni carro possa essere caricato con 15 tonn., tanto più che i carri devono essere forniti dalle Nazioni interessate, le quali non hanno in prevalenza, come il nostro parco, carri chiusi a gran capacità.-

$$\frac{163.000}{15 \text{ tonn.} \times 30 \text{ g.}} = 362 \text{ carri giorno}$$

Di questi carri dovrebbero essere forniti giornalmente:

173	dalla Jugoslavia
34	" Cecoslovacchia
155	dall'Austria
<u>362</u>	

4053

6)- Potenzialità degli impianti portuali di Venezia.-

1) Venezia Marittima.-

a) Possono attraccare otto piroscafi di merci varie e
2-3 di grano

b) Possono essere scaricate lavorando per 16 ore con due turni
tonn. 4.000 e ciò indifferentemente scaricando direttamente
nei carri o nei magazzini.

c) Possono essere manovrati e messi in partenza 200 carri giornalmente e cioè 3.000 tonn. di merce (peso carro 15 tonn.)

...//...

II)- Venezia Marghera - 2 -

- a) Possono attraccare 4 piroscafi di carbone (2 scaricano con mezzi meccanici, 2 con quelli di bordo)
- b) possono essere scaricate lavorando 11 ore, con turno speciale, tonn. 3.500 - 4000 di carbone
- c) possono essere manovrati e messi in partenza 200 carri giornalmente, cioè tutte/e 4000 tonn. di carbone, oltre altri 100 carri che eccezionalmente potrebbero essere scaricati ed inoltrati dalle Vetrocke tonn. 1500-2000.

III) Per quanto riguarda la possibilità di scarico giornaliero nel porto sono da tenere presenti ancora:

- a) Molino Chiari - Porti (Marghera) tonn. 800
- b) Molino Stucchi (Giudecca) " 900

IV) Rinechiando il porto di Venezia attualmente può scaricare:

Marittima	4.000	tonn. grano e merci varie
Molino Chiari-Porti	800	" "
" Stucchi	900	" "
Marghera	4.000	" carbone
Vetrocke	2.000	" "
Totale		11.700

Può avvenire l'inoltro giornaliero a mezzo ferrovia:

Marghera carbone	tonn. 4.000	carri 200	tonn. lorde 6.000
" Vetrocke "	2.000	" 100	" 3.000
Marittima merci varie	3.000	" 200	" 5.000
		500	14.000

L'inoltro può avvenire effettuando i seguenti treni che possono essere inoltrati oltre l'attuale traffico:

verso Verona	10 treni	pase tonn. 880	treno = tonn. 8.800
" <i>Torino</i> 10 "	"	" 880	" = " 8.800
			17.600

- 8 -

7) Potenzialità degli impianti portuali di Trieste.

I Trieste Centrale

- a) possono attraccare 6 piroscafi
- b) si possono scaricare tutte le merci meno carbone e grano alla rinfusa
- c) lavorando 8 ore e facendo anche del fuori orario si possono scaricare tonn. 1.500 nei Magazzini, e 1.500 nei carri, considerando 15 tonn. per carro si caricano 100 carri.-

II Trieste Campo Marzio

- a) possono attraccare 3 piroscafi
- b) possono scaricarsi tutte le merci compreso carbone
- c) possono scaricarsi nei Magazzini tonn. 2.500
sui carri " 6.500
con orario normale di lavoro.-
- d) possono essere caricati e manovrati 400 carri.-

III Riassumendo il Porto di Trieste attualmente può scaricare:

Trieste Centrale 3.000 tonn.

Trieste Campo Marzio 9.000 "

12.000

4050

Però può avvenire l'incremento giornaliero a mezzo ferrovia:

Trieste Centrale merci varie tonn. 1.500 carri 100 tonn. lorde 2500
 Campo Marzio supponendo che 30 carri siano di carbone e
 370 di merci varie

tonn. 600	-	con 30 carri	peso lordo	900
merci varie "	5.550	-	" 370 "	" " "
				9.250
tonnellaggio totale				12.650

L'incremento può effettuarsi con i seguenti treni da intradarsi:

2 treni merci varie da Campo Marzio via Reggio Reale per Tarvisio	tonn. 480 ciascuno	tonn. lorde	840
complessivamente 34 carri (Cecoslovacchia)			
7 treni merci varie da Trieste Centrale provenienti da Campo Marzio per Ancona Venezia	tonn. 600 ciascuno		4200
complessivamente ai 173 carri per Jugoslavia a ripetersi			5040

5

riporto ⁹ 18 treni

tonn.

5049

- 5 " merci varie da Trieste Centrale provenienti
da Campo Marzio per Udine tonn. 800
completivamente a 155 carri per Austria tonn. 3875
- 1 " carbone per Trieste Centrale proveniente
da Campo Marzio per Udine tonn. 800

15 treni

tonn. 9715

B) Potenzialità attuale degli impianti portuali di Genova

a) Genova S. Benigno

600 carri

carbone calata Ganzio
" S. Giorgio
grano 100 " carri Etiopia

" S. Limbania 100 " Silos

" Caricamento 100 " {
cotone
cellulosa
sale
vino
scatolame

b) Massimo inoltre verso Voghera 25 treni di tonn. 900

c) Non si possono dare elementi circa lo scarico dei magazzini perchè sono privati.-

d) Attualmente si caricano 350 carri carbone e 250 grano e merci varie

Degli 800 carri ammettendo peso medio carro tonn. 27,7 - 27,5

450 X 30 tonn.
13500

13500

350 X 25
8750

8750

4049

22250 : 25 = 890 per treno. =

Come ho fatto presente nella Riunione, perchè si possa fronteggiare lo scarico suddetto è necessario che il lavoro di manovra sia ridotto al minimo e ciò si può ottenere caricando i carri di seguito per ciascuna destinazione e destinando i carri carichi come sono raggruppati. =

~~Il lavoro di manovra è stato ridotto al minimo e ciò si può ottenere caricando i carri di seguito per ciascuna destinazione e destinando i carri carichi come sono raggruppati. =~~

Ug.

83

HEADQUARTERS

JAN 1946

G/6634

JAN 040900 A

PRIORITY

RESTRICTED

ACARRIT VIENNA

FREEDOM, INFO; UNRRA LONDON FOR DEFAAL; ORMOA ECITO BRUSSELS;
 WAR OFFICE FOR DMEOG; WSA LONDON FOR MCCULLOUGH; EWT LONDON FOR
 BOYLE AND ORMOA; REAR ECITO ALCON ROME; CZECHOSLOVAK OFFICE FOR
 RELIEF AND REHABILITATION GEORGE STREET LONDON W1 FOR BALA.

RESTRICTED.

Reference your FX 57522 to 311512A.

1. Reference para 2(B) as far as is known here there are as yet no definite figures for imports by UNRRA into AUSTRIA. Ability of conference to work out detailed plan for movement UNRRA supplies for AUSTRIA through north Italian ports will depend on fuel information regarding their proposed program. We assume UNRRA representatives will have this information.
2. In any case conference would achieve valuable work in establishing capacities of ports and rail upon which a tentative movements plan might be drawn up.
3. British element ACA will undertake transport of representatives of 4 elements of ACA. We are proposing to our colleagues that representation should consist on one economic and one movements representative from each element total 8. Names will follow.

AC DIST

RESTRICTED

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

4048
 Mrs. L. W.
 Dunbar,

2049

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FI 57692
Date/Time of Origin 051950A
Message Centre No: 9/6683
Date Time Rec'd: JAN 4 1000

Precedence: IMMEDIATE

FROM: FREEDOM SIGNED SACRED UNHRA LONDON FOR DE HAAL ORMOA ECITO BRUSSELS WAR OFFICE FORDT MOV WSA LONDON

TO : UNHRA LONDON FOR DE HAAL ORMOA ECITO BRUSSELS WAR OFFICE FORDT MOV WSA LONDON
FOR McCULLOUGH MWT LONDON FOR BOYLE AND ORMOA (PEAR) ECINO ALCOM ROME PASS

TO BRIG FELLOWES ACABRIT CZECHOSLOVAK OFFICE FOR REHABILITATION GEORGE STREET

LONDON W 1 FOR BALA

RESTRICTED

RESTRICTED:

REF MY FAS 522 OF 31 DECEMBER. AT UNHRA LONDON REQUEST MEETING IN ROME FIXEL

FOR 17 JANUARY INSTEAD OF 10 JANUARY AS STATED IN PARA 2 OF REF SIGNAL

AC DIST

ACTION: TPTPS 2

INFO : CHIEF COMMISSIONER

CON (2)

FILE (2)

FLOOR



RESTRICTED

ACOTIO

4047

File
way
APR 14 1966
CPE/elo
to me.
CPE/elo
(13)

Movements Div., Tn. Sub-Comm.
" " " " "
Ports & Whse Div. Tn. Sub-Comm.
Rail Division, Tn. Sub-Comm.
Interpreter " " "
Movements Division, I.S.R.

Object

The object of the Meeting was to obtain information regarding the shipment of supplies through North Italian ports including UNRRA supplies for Jugoslavia, Czechoslovakia and Austria.

Verble

The following figures were quoted as the tentative monthly bids for January and February :-

Italian supplies through Venice	200695	tons
UNRRA supplies for Yugoslavia	78000	"
" " " "	15000	"
" " " "	70000	"

The ISR representative stated that it will be possible to handle and clear from Venice a total of 200000 tons bid for January. This figure included 130000 tons of coal which would be dealt at Porto Marghera. It was considered possible by the ISR to clear at least 170000 tons per month by rail including coal through Porto Marghera. In addition to this there would be clearance by I.W.T. and local consumption. ^{acceptance} It was proposed to the ISR that the total port clearance of Venice was 360000 tons per month working a 16 hours shift per day. If this was confirmed, it might therefore be possible to handle through Venice the Czech and Austrian UNRRA supplies. The ISR pointed out that these supplies would consist of general cargo and it was not agreed that this additional traffic could be handled through Venice.

Action

The ICR representative would give an early reply as to the considered opinion of the ICR of the amount of the additional traffic which could be dealt at this port. They would indicate if the figure they quoted was limited by port capacity or by railway operating difficulties in clearance from the port.

The object of the Meeting was to obtain information regarding the shipment of supplies through North Italian ports including UNRRA supplies for Yugoslavia, Czechoslovakia and Austria.

3.

Venice

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UNRRA supplies for Yugoslavia	78000 "
" " " Czechoslovakia	15000 "
" " " Austria	70000 "

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In addition to this there would be clearance by I.W.T. and local consumption.

It was proposed to the ISR that the total port ^{acceptance} clearance of Venice was 360000 tons per month working a 16 hours shift per day. If this was confirmed, it might therefore be possible to handle through Venice the Czech and Austrian UNRRA supplies. The ISR pointed out that these supplies would consist of general cargo and it was not agreed that this additional traffic could be handled through Venice.

4046

Action

The ISR representative would give an early reply as to the considered opinion of the ISR of the amount of the additional traffic which could be dealt at this port. They would indicate if the figure they quoted was limited by port capacity or by railway operating difficulties in clearance from the port.

4.

Trieste

It was pointed out that APMQ have stated that there was available 800 tons maximum daily clearance capacity irrespective of wagon availability after priority military requirements (including civil supplies on military account for Austria and Venezia Giulia) have been met.

The ISR representative stated that the maximum rail clearance from Trieste was 7500 tons per day. The present rail clearance was approximately 5000 tons per day which indicated that it was possible to deal with an additional 2500 tons per day.

Action

The ISR representative agreed to confirm this figure as quickly as possible.

5. Warehouse Accommodations

(a) Venice

It has been stated that storage capacity for allocation to UNRRA supplies was available at Venice for at least 3000 tons.

Capt. Tosi stated that in addition there was 50000 tons silo capacity.

(b) Trieste

Capt. Tosi stated that the silo capacity is 30000 tons at this port.

Ports and Warehouse Division representative agreed to confirm these figures as soon as possible.

6. Genoa

The possibility of using Genoa was discussed. The ISR representative considered the present maximum rail clearance from Genoa was 9000 tons per day; although only 5000 tons per day was at present passing through the port.

Also this maximum figure was likely to be increased within the next few weeks, when ^{current} railway reconstruction work between Genoa and ^{Genoa} ~~Trieste~~ was complete.

Action

The ISR representative was asked to confirm as early as possible the figures he had quoted and also to indicate what the figure will be when the above railway reconstruction was complete.

7. Wagon supply

It was agreed that all the above rail clearance figures were only possible provided there is an adequate wagon supply. It was considered there was sufficient wagons to cater for the Italian supplies, but if any of the supplies destined for countries outside Italy were to pass through the North Italian

(a) Venice

It has been stated that storage capacity for allocation to UNRRA supplies was available at Venice for at least 1000 tons. Capt. Teet stated that in addition there was 50000 tons silo capacity.

(b) Trieste

Capt. Teet stated that the silo capacity is 10000 tons at this port.

Ports and Warehouse Division representative agreed to confirm these figures as soon as possible.

Genoa

The possibility of using Genoa was discussed. The ISR representative considered the present maximum rail clearance from Genoa was 9000 tons per day; although only 6000 tons per day was at present passing through the port.

Also this maximum figure was likely to be increased within the next few weeks, when railway reconstruction work between Genoa and ^{La Spezia} was complete.

Action

The ISR representative was asked to confirm as early as possible the figures he had quoted and also to indicate what the figure will be when the above railway reconstruction was complete.

Wagon supply

It was agreed that all the above rail clearance figures were only possible provided there is an adequate wagon supply. It was considered there was sufficient wagons to cater for the Italian supplies, but if any of the supplies destined for countries outside Italy were to pass through the North Italian ports, it would be essential for the countries concerned to supply the necessary wagons.

It was agreed that the following number of wagons would be required daily at the ports to move UNRRA supplies :-

4045

Country	Monthly total (tons)	Daily number of wagons
Yugoslavia	78000	173
Czechoslovakia	15000	33
Austria	70000	155.

8. Despatch

The Ick also asked in view of past experiences that there should be no detailed sorting of wagons at the port, but that the traffic should be despatched in full train loads and the marshalling and sorting should be done in the countries concerned. Responsible representatives of UNRRA should also be available at the ports to help despatch the traffic.

9. Coal

It was agreed coal would also have to be supplied to Italy to work the traffic over the lines in her territory, so the existing coal stocks were only sufficient to meet Italian requirements.

CHS.

12
HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation and Shipping Sub-Commission

Tel. 376

28 December 1945

TO: Acting Vice President
Economic Section

SUBJECT: Use of North Italian Ports By UNRRA.

1. Reference attached papers, I do not see how we can avoid being involved in this question in either case as follows:

(a) As AG (during the remainder of its life). We must ensure that the present import programme into North Italy is not prejudiced by the allocation of Northern Italian ports to UNRRA cargoes destined for other countries, and must watch the interests of Italian economy in general as opposed to the interests of UNRRA in other countries. In fact, we must hold a watching brief on behalf of the Italian government.

(b) As UNRRA. Similarly, it is necessary to watch the interests of UNRRA (Italy) as against the interests of UNRRA for other countries, to ensure that UNRRA Italian cargoes are not squeezed out of Venice (or other North Italian ports) in preference to those of UNRRA other countries. In fact, we must hold a watching brief on behalf of UNRRA, Italy.

2. The important point is that cargoes for Italy should have the priority use of Italian ports. Even if foreign wagons are promised for port clearance, they are not always forthcoming at the right time, and, when they fail to arrive, the local warehouse accommodation becomes congested and the port is not currently cleared. Hence there is a risk of -

(a) Cargoes destined for Italy being shut out in favour of cargoes intended for other countries.

(b) Precious warehouse accommodation in Italian ports being sacrificed for the use of other countries if foreign wagons are not available in the port at the right time, since Italian wagons can not be spared out of Italy.

P.D.G. Buchanan
Colonel
Director

CC: Movements Division

4046
In reply to following letter.

Note to Col. Buchanan
Transportation S/c 22/12/45

Ref. our conversation with Brigadier Philipe. To what extent and in what respect do you think that we should get involved in the attached problem? - i.e., either with our AG or our UNRRA hat? Harlan Cleveland.

Ten bids for Venice.

Bulk Food	43,695	
Gen. Cargo	<u>25,000</u>	
	68,695	
Military Cargo	2,000	
Coal	<u>130,000</u>	
	200,695	= 6689 tpd.

16 hour shift

Coal	6500 tpd
Cereals	4000
General	<u>2833</u>
	<u>13,333</u>

Clearance Rail ? 60,000 per month.

2027

Declassified E.O. 12356 Section 3.3/NND

No. 785021

INCOMING MESSAGE
HEADQUARTERS ALLIED COMMISSION

Originator's Reference: P 8487

Message Centre No: G/6165

Date Time of Origin: DEC

Date Time Rec'd: DEC 231030

Routine: IMPORTANT

FROM : HQ BRIT TROOPS AUSTRIA MAIN COMEN USFA CITE PAACA

TO : ORMOA REAR ECITO BERKELEY SQUARE HOUSE LONDON W 1 AFHQ

INFO: ALCOM ROME 13 CORPS ORMOA ECITO BRUSSELS WSA NAPLES

MVT NAPLES TRANSPORT DIV ACA (BRITISH ELEMENT)

UNCLASSIFIED.

Ref ORMOA REAR 34125 dated 11th December.

Tonnages quoted can be handled through United States zone
Austria and through Russian zone from Linz Austria to
Budwe in Czechoslovakia providing recipient Czechoslovakian
Government secures necessary transit permission from Russian
occupational authorities Austria.

AC DIST.

INFO ACTION : TPTN 2

INFO : CHIEF COMMISSION

ECOM SEC 2

ECITO (TPTN)

WSA

MVTR

FILE 2

FLOAT

4042

HEADQUARTERS

23 DEC 1945

A.C.

INFO-ACTION

COPY OF SIGNAL DATED 221255
SENT TO

- (ACTION) EUROTRANS LONDON FOR ORMOA REAR
ACABRIT VIENNA FOR GORDON
(INFO) ORMOA / ECITO C/O BRITISH MILITARY MISSION BRUSSELS
AFHQ
UNRRA MISSION VIENNA

Subject imports through Italy of UNRRA supplies for Czechoslovakia
Austria and Jugoslavia. *70613*

First. Recommend urgent action to assemble conference in Rome proposed
by AFHQ in their EX 56498 of 15 Dec to ORMOA REAR and EX 56673
of 18 Dec to ACABRIT both repeated European Regional Office UNRRA. *70616*

Second. Meeting will have to consider use of Northern Italian ports
including Genoa and clearance via BRENNER TARVISIO AND Ljubljana ROUTE

Third. Suggest ACABRIT ask members of quadripartite Transportation
Commission what tonnage can be moved over the various routes in
their respective zones as this must greatly influence decisions
at meeting. Without previous guarantee of acceptance rail clearance
through each zone concerned AFHQ will not accept discharge at
Italian ports.

Fourth. Storage capacity available at VENICE for at least 3000 tons.

Fifth. For ACABRIT. Consider ROME meeting better than visit of
Fellows to Vienna proposed by your 10210 of 18 Dec agreed with
Hawer. *70610.7*
W.H.

Copy to A.C. Transportation & Shipping Sub Commission.

Capt. Hagelton

[Handwritten signature]

9A

Col: Buchanan requests your attention to the following:

Look up Brig. Fellowes message concerning the use of the Port of Trieste for various UN Coordinated UNRRA shipments also the ORMEA message referred to in the last line of Brig. Fellowes message.

Brig. Fellowes desires to know:-

1. Can ONE ship, either the J.T. WHITTIER or the J.T. ROBAR, be accepted at service, due about 21 Dec.

2. Can W'hee accommodation for about 3000 Tons of cargo be made available until such time as it can be cleared by Czech wagons - Shipment is for UNRRA & Czech: "

Will you please reply as early this afternoon as possible,

Rn

[Handwritten signature]
21-12-45

10/12/45
[Handwritten initials]
641 NW

2030

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: MS 119
Date/Time of Origin: DEC
Message Centre No: G/583b
Date Time Rec'd: DEC 190900
Precedence: ROUTINE

FROM: WSA NAPLES FROM KALLOCH
TO : AFHQ M AND TN INFO: ALCOM ROME UNRRA AFHQ

UNCLASSIFIED.

fact.
Reference LONDON 34126 111, MJ in 2362 import Czech supplies through TRIESTE in regard to subject enquiry from ORMOA information received from WSA both TRIESTE and VENICE is clearance of cargoes and adequate railcar clearance and passage through Russian occupied territory require handling by AFHQ. If this can be arranged we are informed other difficulties non existant. Can AFHQ assist in clarifying and arranging at discharging port is requested for January first.

AC DIST

INFO ACTION TN SC 2
INFO CHIEF COMMISSIONER
ECON SEC 2
ECITO (c/o TN SC)
MUTR
WSA ROME
FILE 2
FLOATA

HEADQUARTERS
19 DEC 45
A.C.C.

UNRRA on the distribution of this report

INFO - ACTION

UNCLASSIFIED.

follow.
 Reference LONDON 34126 111, MC in 2362 import Czech supplies through TRIESTE in regard to subject enquiry from ORMOA information received from WSA both TRIESTE and VENICE is clearance of cargoes and adequate railcar clearance and passage through Russian occupied territory require handling by AFHQ. If this can be arranged we are informed other difficulties non existant. Can AFHQ assist in clarifying and arranging at discharging port is requested for January first.

AC DIST

INFO ACTION	TN SC 2
INFO	CHIEF COMMISSIONER
	ECON SEC 2
	ECITO (c/o TN SC)
	EWTR
	WSA ROME
	FILE 2
	FLOATA

INFO - ACTION

*UNCLASSIFIED distribution
 of the copy 40: 40: 40*

10210
DEC 181130A

Tr:
(7)
G/6019
DEC 210900A
ROUTINE

ACABRTS VIENNA FROM GZROON

ACTION: FELLOWS ECOMO (ITALY) ROME

INFO: AMHQ ORMOA BRUSSELS

see 9

UNCLASSIFIED.

Following signal has been agreed with Hower. Please contact AMHQ in connection with examination being made of receipt and despatch from Italian parts of UNRRA supplies for Austria if necessary you should come Vienna to co-ordinate arrangements.

DISTRIBUTION

ACTION: ECOMO

INFO: CHIEF COMMISSIONER
TN S/6 (2)
ECOM REC (2)
FILE (2)
FLOOT

RECEIVED
21 DEC 1945
A. C.

4038

TN S/C

(6)

EX 56673
DEC 18 MPTG/5936
DEC 200930A
IMPORTANT

AFHQ SIGMED SIGNED CITE FIXER

ACTION: ACABRII INFO: EUROPEAN REGIONAL OFFICE UNRRA PORTLAND PLA GB LONDON
UNRRA MISSION VIENNA, INFO ITALY

RESTRICTED

see 9

RESTRICTED.

N.R.

1. Your 10140 of 15 Dec (not to all) subject UNRRA Austrian relief programme totalling 140000 tons for Jan and Feb.
2. Have now received UNRRA demands through Italian ports.
 - (A) Imports to Yugoslavia totalling 75000 tons.
 - (B) To Czechoslovakia totalling 15000 tons.
 - (C) To Austria totalling 70000 tons. These are tonnages per month.
3. Use of Venice and possibly Genoa for UNRRA imports in addition to Trieste will be examined but use of Italian ports and Italian railways for non military supplies for destinations outside Italy requires prior co-ordinated agreement of AFHQ, ALCOM and Italian Government.
4. Have proposed to UNRRA London and ECITO that a very early meeting should be held in Rome to arrange acceptance of future UNRRA shipments as in para 2.
5. Consider that Acabrit and UNRRA Austria reps should attend. Will inform you arrangements as soon as known.
6. Request you repeat figures in para 4 your 10140 as figures do not correspond to overall total of 70000 tons per month.

HEADQUARTERS

20 DEC 45

RESTRICTED

DISTRIBUTION

4037

INFO ACTION: DIRS, ITALY
INFO: CHIEF COMMISSIONER
ECOM SECTION (2)
TN S/C (2)
ECITO (c/c TN S/C)
FILE (2)
FLCAT

AFHQ (ACTION) WSA NAPLES (INFO)

9440

18 DEC. 1945

PRIORITY

UNCLASSIFIED PD

PARA ONE PD SUBJECT IMPORT OF CZECH SUPPLIES PD

PAREN TO AFHQ FOR ACTION TO WSA NAPLES FOR INFO FROM HQ ALCON CITE

ACFTT PAREN

REFERENCE WSA ONE THREE ONE FIVE FIVE ^{Folio 2.} ~~ONE~~ ²⁶⁶ ABLE PD

PARA TWO PD CONSIDER VENICE SHOULD BE USED ONLY FOR DISCHARGE OF THESE SUPPLIES WHEN TRIESTE UNABLE TO ACCEPT VESSELS PD

PARA THREE PD VESSELS SHOULD BE NOMINATED INDIVIDUALLY FOR ACCEPTANCE IN VENICE AND REQUEST MADE BY AUTHORITY PLANNING DIVERSIONS PD

PARA FOUR PD UNDERSTOOD CZECH RAILWAY WAGONS AND NECESSARY GUARDS WILL ALWAYS BE AVAILABLE WHEN VENICE USED PD

PARA FIVE PD HAVE CZECHS ANY AVAILABLE WAREHOUSE ACCOMODATION IN VENICE IN EVENT OF DELAY TO RAILWAY WAGONS PD

PARA SIX PD REQUEST INDICATION BE GIVEN OF CARGOES CMA TONNAGES AND ETAS OF ANY SUCH VESSELS IN ORDER TO ESTIMATE POSSIBLE TONNAGE PASSING THROUGH VENICE FOR FUTURE PORT ALLOCATION PD

PARA SEVEN PD PLEASE ADVISE DECISIONS MADE PD

COPY TO : WSA ROME

MWR ITALIAN AREA ROME, UNRRA, BRIG. FELLOWS ECITO ROME, PORTS & WHSE DIV, RAIL BRANCH, RAIL DIVISION

TRANS. AND SHIP. S/C
534

G.J. LEONE
CWO U.S.A.
ASST. ADJUTANT

6036
601/103

Attention
Maj. Berridge agreed
Col Buchanan. Agreed
—
18 Dec

Signal now received
from Brig Phillips.

—
This signal should not,
I think, alter the sense of
our reply to a 7 Dec.

Do you agree?

L. L. L. L. L.

10142
16DEC1145A

G/5734 1A
17DEC1045
PRIORITY

ACARIT

ORMOA REAR ECITO BERKELEY SQUARE HOUSE

UNCLASSIFIED.

FOUO. 1.
REF ORMOA REAR 34126 OF 11 DECEMBER PROVIDED AFHQ AGREE USE OF TRIESTE TONNAGES
QUOTED COULD BE HANDLED THROUGH BRITISH ZONE AUSTRIA BUT UNRRA EMERGENCY RELIEF
PROGRAMME REQUIRES 70080 TONS PER MONTH IMPORTS COMMENCING JANUARY NOT LIKELY
ALL OF THIS CAN BE HANDLED SUGGEST THEREFORE UNRRA ESTABLISH PRIORITY COPY OF
YOUR SIGNAL HAS BEEN HANDED TO UNRRA MISSION TO AUSTRIA

AC DIST

ACTN: TN S/C 2
INFO: CHIEF COMMISSIONER
ECON SEC 2
ECITO (c/o Tn S/C)
WSA (Rome)
MWR
File 2
FLOAT

*Chief
Clark*

*Copy to the Chief Clerk sent
to the Chief Clerk 19/12/45*

RESTRICTED

FX56498
BAC 151918AG/5722
DTC 181 170900A
PRIORITY

AFHQ FROM AT DE RUE PHILIPPE BRIGADIER SIGNEE SIGNED CITE FROM

ICITO BARKLEY SQUARE HOUSE LONDON

INFO: EUROPEAN REGIONAL OFFICE UNRRA

PORTLAND PLACE LONDON. ALCOM

RESTRICTED.

Ref UNRRA(REF) ICITO 34126111 DEA.

- (1) Separate and apparently uncoordinated UNRRA demands on capacity of Trieste have been made for (A) Imports to Jugoslavia totaling 78000 tons a month.
(B) Imports to Czechoslovakia totalling 15000 tons. Letter UNRRA/240 of 11 December refer.
(C) Tentative demand for imports to Austria (incl Soviet Zone) totalling 40000 to 50000 tons in January and February rising to 100000 tons in March.

(2) Daily clearance capacity of Trieste irrespective of wagon availability is 800 tons maximum over priority military requirements (incl civil supp on military account for Austria and Venezia Giulia) have been met. Therefore apparent that total UNRRA demands detailed in para 1 cannot all be met through Trieste.

(3) Use of Venice for UNRRA imports in addition to Trieste would contribute to solution of problem but use of Italian ports and Italian railways for non military supplies for destinations outside Italy requires prior coordinated agreement of AFHQ, ALCOM Italy and Italian Government.

(4) As regard John G Whittier and Janet Lord Roper are not prepared in any case to accept these ships without guaranteed acceptance of onward rail movement by other authorities concerned (A) Via Tarvisio and Linz: BTA, USFA, US BRITISH and SOVIET elements of Allied Commission Austria.

(B) Via BRENNER: USFAT French Zone of Austria USFA. Previous experience of such moves notably repatriation of Poles makes such guarantee essential.

(5) Suggest that 2 NACED ships be routed to Northern Ports as at present scheduled.
(6) A very early meeting of reps of AFHQ, ALCOM, UNRRA, ICITO and shipping authorities be held in Rome to arrange acceptance of future UNRRA shipment to Jugoslavia Czechoslovakia Austria and elsewhere as necessary.

DISTRIBUTION

INFO/ACTION: TR S/C (2)

INFO: CHIEF COMMISSIONER
ECON SECTION (2)
ICITO (c/o TR S/C)
FILE (2)
FROM

RESTRICTED

BEST COPY POSSIBLE

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: MS73

Date/Time of Origin: 131550 A

Message Centre No: 6/5562

Date Time Rec'd: 241730

Precedence: ROUTINE

FROM: WSA NAPLES

TO : ABEQ (R) ALCOM ROME

UNCLASSIFIED:

From Smith reference cable III from Omaha London question Czech supplies routed through Trieste. Considering WSA ships frequently delayed awaiting discharge berth Trieste we recommend Venice be considered for following reasons: (1) Venice is not being used to capacity (2) warehouse space should be less critical. (3) Permission to backpile simplified 3 ships scheduled for Trieste are carrying cargo for Yugoslavia or British Austrian relief and could not be routed elsewhere. (4) in view of congestion Trieste vessel receive slower despatch and this also would be reflected in subsequent vessels. However should Trieste be agreed WSA would give full CV operation. Urgent decision desirable as first 2 vessels ETA Trieste 1 January.

AC DIST

ACTION: TPIW (2)

INFO: CHIEF COMMISSIONER

ECOM (2)

WSA

MTTR

FILE (2)

FLOAT

HEADQUARTERS

15 DEC 1945

A. C.

4033

4033 to
L. J. M. 8/12

Feb. 1.

AC DIST

INFO: CHIEF COMMISSIONER

WISA

FILE (2)

TWO

RECEIVED
15 DEC 1955
A. C.

[illegible]

2041

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 34126

Date/Time of Origin: 14DEC1515

Message Centre No: G/5442

Date Time Rec'd: 13DEC0845

Precedence: ROUTINE

FROM: ORMOA (REAR) 3:559 BERKELEY SQUARE HOUSE LONDON SIGNED FETHERSTONHAUGH

TO : AFHQ ALLIED CONTROL AUTHORITIES TRANSPORT DIVISION VIENNA (BRITISH ELEMENT)

ALLIED CONTROL AUTHORITIES TRANSPORT DIVISION (US ELEMENT) AUSTRIA INFO ALCOM ROME

13 CORPS ORMOA ECITO BRUSSELS WSA NAPLES MWT NAPLES

UNCLASSIFIED.

IMPORT CZECH SUPPLIES THROUGH TRIESTE IS SUBJECT.

1. MEETING HELD BY ECITO OBLIQUE ORMOA TODAY ATTENDED BY REPRESENTATIVES UNRRA WSA MWT CZECH GOVERNMENT AND BRIGADIER FELLOWES.
2. WSA STATES SERIOUS CONGESTION CZECH UNRRA SHIPS IMPENDING AT NORTHERN PORTS. ASKS IF JOHN G WHITTIER 2400 TONS COTTON AND 3829 TONS RATIONS FOOD AND LEATHER OR JANET LORD ROPER 2400 TONS COTTON 3000 TONS RATIONS ETA TRIESTE 1 JANUARY CAN BE ACCEPTED.
3. UNRRA STATE CZECH GOVERNMENT MUST TAKE OVER IN PORT INCLUDING ANY BACK PILE BUT ARE ASKING UNRRA MISSION BELGRADE IF PART OF THEIR STORAGE ACCOMMODATION TRIESTE CAN BE ALLOCATED.
4. CZECH REPRESENTATIVE STATED 300 WAGONS AVAILABLE AND IS REQUESTING INCREASE TO 450. GUARDS WILL BE SUPPLIES AND SUGGESTS WAGONS CLEARLY MARKED CZECHOSLOVAK IMPORTS TRIESTE AND RUN AS SPECIAL TRAINS. HOPE TORN ROUND MAY THEN BE 15 DAYS AND ANUHOW WILL NOT EXCEED 20 DAYS.
5. MEETING RECOMMEND USE ROUTE TARWISIO LINZ.
6. ESSENTIAL ANSWERS TO FOLLOWING PARAGRAPH REACH ECITO BY 18 DECEMBER LATEST.
7. WILL AFHQ ACCEPT A SHIP THROUGH TRIESTE/ TO BE CREATED BY CZECH WAGONS. CARGO TO BE TAKEN OVER BY CZECH REPRESENTATIVES AT TRIESTE WHO WILL BE RESPONSABLE FOR ANY BACK PILE. WHAT ADDITIONAL STORAGE IF ANY CAN BE PROVIDED. WHICH SHIP PREFERRED.

4032

ACCOMPLISHED
Dec 8
Dec 10

TO : AFHQ ALLIED CONTROL AUTHORITIES TRANSPORT DIVISION VIENNA (BRITISH ELEMENT)

ALLIED CONTROL AUTHORITIES TRANSPORT DIVISION (US ELEMENT) AUSTRIA INFO ALCOM ROME

13 CORPS ORMOA ECITO BRUSSELS WSA NAPLES MWT NAPLES

UNCLASSIFIED.

IMPORT CZECH SUPPLIES THROUGH TRIESTE IS SUBJECT.

1. MEETING HELD BY ECITO OBLIQUE ORMOA TODAY ATTENDED BY REPRESENTATIVES UNRRA WSA MWT CZECH GOVERNMENT AND BRIGADIER FELLOWES.
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7. WILL AFHQ ACCEPT A SHIP THROUGH TRIESTE/ TO BE CREATED BY CZECH WAGONS. CARGO TO BE TAKEN OVER BY CZECH REPRESENTATIVES AT TRIESTE WHO WILL BE RESPONSABLE FOR ANY BACK FILE. WHAT ADDITIONAL STORAGE IF ANY CAN BE PROVIDED. WHICH SHIP PREFERRED.

= 2 =

2043

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: Message Centre No: G/5442
Date/Time of Origin: Date Time Rec'd:
Precedence:

FROM:
TO :

THEREAFTER ONE SHIP APPROXIMATELY EVERY 10 DAYS.
8. CAN AC AUSTRIA ACCEPT THIS MOVEMENT THROUGH US AND BRITISH AND RUSSIAN ZONES.
AGREED.

AC DIST
ACTN : TN S/C 2
INFO : CHIEF COMMISSIONER
ECOM SEC 2
WSA ROME
MTR
FILE 2
FLOAT

Copy sent to UNRDA 12/12/45
Longman
Longman



4034

2044

NOTES ON PRELIMINARY MEETING HELD ON 16 JAN. 46

<u>Port Capacities</u>		<u>Through Rail Clearance</u>	<u>Local Road & Barge Clearance</u>
Port Capacity (Clearance)			
Trieste	9000 ? 6000	8000 ? 5000	1000 (mil) { 1000 - Road 2000 - Barge
Venice	8000	6000	1000
Genoa	9000	8000	1000
Savona	7500	"	7500

Rail Outlets to other countries

Ljubljana	6200 per day
Tarvis	5500 per day
Brenner	6000 per day

Line capacity and bids

<u>Line</u>	<u>Total Capacity</u>	<u>It. Bid</u>	<u>Mil. Bid</u>	<u>Balance</u>
Trieste-Aurisina	8000	2000	3000	3000 (500 Ilva Steel Works)
Aurisina-Udine	8000	2000	3000	3000
Aurisina-Sesena	5000	1500	-	3500
Venice-Mestre	12000	6500	1000	4500
Mestre-Udine	8400	3000	1500	3900
Udine-Tarvisio	5500	500	3000	2000
Mestre-Verona	12000	6500	1500	4000
Genoa-Milan (via Voghera)	12000	12000	-	-
Genoa-Milan (via Avara)	1500	1500	-	-
Verona-Brenner	6500	1200 ?	?	?

4030

7500

Rail Outlets to other countries

Ljubljana 6200 per day
 Tarvis 5500 per day
 Brenner 6000 per day

Line capacity and bids

<u>Line</u>	<u>Total Capacity</u>	<u>It. Bid</u>	<u>Mil. Bid</u>	<u>Balance</u>
Trieste-Aurisina	8000	2000	3000	3000 (500 Iva Steel Works)
Aurisina-Udine	8000	2000	3000	3000
Aurisina-Sesana	5000	1500	-	3500
Venice-Mestre	12000	6500	1000	4500
Mestre-Udine	8400	3000	1500	3900
Udine-Tarvisio	5500	500	3000	2000
Mestre-Verona	12000	6500	1500	4000
Genoa-Milan (via Voghera)	12000	12000	-	-
Genoa-Milan (via Avara)	1500	1500	-	-
Verona-Brenner	6500	1200 ?	?	?

Total Bids (9 taken)

Per month

Trieste

27,000 tons coal (may be included in July bid)

Venice

176,000

Genoa

300,000

- 1 "Pka" for Trieste Old Plan
- 2 Eugene for Arcore - see Col Milman - Part job
- 3 John for liaison with Rome.
- 4 Rome on Beach & support

Trieste 700,000 at present
 Mail 6000
 Local 1000
7000

Del Trieste

Travel from Vienna 2000

Yugo 127,000

129,000

Military Shipping Vienna

Mail 650 850

Aug 1500 300

Aug 1000 Ital Port 6000

2950

7000

3000

4000

1000

12000

Jul 1000 20,000 3000 March 219,000

Aug 127,000

130,000

1000

35,000

4029

200,000

PORTS	OFFLOADING CAPACITY - 2 HRS WORK -				TONS MONTHLY CLAIM TOTAL
	PER DAY				
	COAL	CEREALS	GEN.	PROD.	
REGGIO CALABRIA	1200	800	350		70,500
OTOTONE	600	600	300		48,000
ANCONA	1200	1200	700		93,000
(CARLITTA)	(600)	(600)	(300)		(45,000)
(BARI)	(1800)	(1200)	(1750)		(160,500)
(TARANTO)	(700)	(600)	(300)		(48,000)
(BRINDISI)	(1200)	(1400)	(600)		(96,000)
(GALLIPOLI)	(500)	(500)	(300)		(39,000)
(TOTAL IBER. GR.)	(4200)	(4900)	(3750)		(328,500)
NO ACCOUNTS DATA AVAILABLE					
(BAGNOLI)	(600)	(800)	(300)		(61,000)
(CASTELLAMARE)	(600)	-	(400)		(30,000)
(CALIMBO)	(1200)	(600)	(300)		(64,500)
(TOTAL NAPLES)	(2400)	(1400)	(1050)		(145,500)
SATELLITES	(500)	(600)	(300)		(42,000)
PIONINGO	(1200)	(1200)	(700)		(93,000)
CIVITAVECCHIA	(1800)	(1800)	(1200)		(144,000)
(CATANIA)	(600)	(600)	(700)		(57,000)
(MESSINA)	(1800)	(1800)	(1200)		(132,000)
(PORTO JEP-)	(1200)	(1200)	(700)		(93,000)
(TRAPANI)	(300)	(300)	(250)		(25,500)
(TOTAL SICILY)	(5700)	(5700)	(4050)		(462,500)
(CAGLIARI)	(600)	(600)	(700)		(57,000)
(OLBIA)	(500)	-	(250)		(22,500)
(TOTAL SARDINIA)	(1100)	(600)	(950)		(79,500)
(GENOVA)	(1600)	(1200)	(1200)		(220,000)
(SAVONA)	(500)	(1500)	(1200)		(231,000)
(TOTAL GENOVA/SAVONA)	(9600)	(2700)	(2400)		(451,000)
VENICE	3300	2400	1700		272,000
TRIESTE	800	-	300		33,000
LA SPEZIA					

OFFLOADING CAPACITY PER DAY				16 HRS WORK	MONTHLY
COAL	CEREALS	GEN.	PROD.		
2000*	1333		583		11
1000	1000		500		7
2000	2000		1166		15
(1000	1000		500		7
(3000	3000		2016		26
(1166	1000		500		8
(2000	2832		1000		16
(833	833		500		6
(8000	8165		5416		64
(					
(1000	1333		500		8
(1000	-		666		5
(2000	1000		583		10
(4000	2333		1749		24
833	1000		500		7
2000	2000		1166		15
(3000	3000		2016		24
(1000	1000		1166		9
(3000	3000		2000		24
(2000	2000		1166		15
(500	500		416		4
(9500	9500		6748		77
(1000	1000		1166		15
(833	-		416		4
(1833	1000		1582		13
(7666	2000		2000		3
(8333	2000		2000		3
(16000	4500		4000		7
(					
5500	4000		2833		3
1333	-	500	500		4

OFFLOADING CAPACITY PER DAY				TONS MONTHLY GRN		MONTHLY CLEARANCE CAPACITY				JANUARY			
		16 HRS WORK				BY RAIL		BY ROAD (8 HRS)		FOOD		BIO	
COAL	CEREALS	GEN.	ROAD.	TOTAL		TONS	TONS	TONS	TONS	FUEL	GENERAL	TOTAL	COAL
2000	1333	583		117,500		22500	15,000	51000		8300	-	8300	included
1000	1000	500		75,000		3000	✓	52000		8500	-	9500	Taranto
2000	2000	1166		145,000		36000	60,000	30000		3025	29669	32694	300
(1000)	1000	500		75,000		(44000)	13,500	18000					included
(3000)	3000	2916		267,500		(142000)	75,000	15000					) 10
(1166)	1000	500		30,000		(22500)	18,000	15000					
(2000)	2332	1000		160,000		(52000)	10,000	7650					
(533)	833	500		65,000		(19500)	10,000	1800		(42212)	10710	53922(1)	
(8000)	8155	5416		647,500		(247500)		57150		2441	35263	37712	45
						167000	30,000	216000					
						(58500)	50,000						
(1000)	1333	500		85,000		(13500)	13,500	11100					
(1000)	-	666		50,000		(22500)	16,000	18000					
(2000)	1000	500		107,500		(13500)	13,500	10000		(83300)	500	83800	
(2000)	2333	1749		242,500		(108000)		39000					
						52000	15,000	18000		21000		21000(2)	
						14000	41,000	60000		27500	16160	43660	35
833	1000	500		70,000		(112500)	36,000						6
2000	2000	1166		155,000		(112500)	30,000	No figures					6
(3000)	3000	2916		247,500		(67500)	50,000	available					
(1000)	1000	1166		95,000		(29000)	6,000	for northern					
(3000)	2000	2300		240,000		(52000)	30,000	provinces					
						(42000)	35,000	under A.M.G.					
						(145000)	35,000	and for		(50782)	10050	61322	
								Islands.					
(2000)	2000	1166		155,000		(no figures available.)							
(500)	500	416		47,500									
(9500)	9500	6748		772,500									
(1000)	1000	1166		95,000									
(333)	-	416		37,500									
(1833)	1000	1582		132,500									
(7666)	2000	2000		307,500									
(8333)	3500	2000		335,000									
(16000)	15000	4300		735,000									
5500	4000	2032		300,000									
1333	-	500		55,000									

Data obtained
from Italian
State Hvy.
Venice & Trieste
From Th.
Offrs.

Data obtained
from E.M.A.C.

(1) Treat at SMRL.
(2) Further 21603 to
be off-loaded, if
Laghorn still being
used as military
port.

(3) Add further 55 or 70
thousand tons in
transit for Suez:

(4) 80-90,000 tons Coal
5-10,000 " Pyrites

(5)

) Ev

SHIP	TONS MONTHLY GRAB TOTAL	MONTHLY CLEARANCE CAPACITY		J A N U A R Y			
		BY RAIL	BY ROAD (2 HRS)	POOD	BIP	COAL	PILES
		TONS	TONS	BULK	GENERAL TOTAL		
583	117,500	22500 ✓ 15,000	51000	8300	-	8300	included in
500	75,000	3000 ✓	54000	2500	-	2500	Taranto figures.
1166	155,000	36000 60,000	30000	3005	29609	22594	30000
500	75,000	(14000) 13,500	12000	(			included in Ancona.
2916	265,500	(112000) 75,000	15000	(			)
500	30,000	(22500) 18,000	15000	(			10000
1000	160,000	(54000) 10,000	7650	(			
500	65,000	(13500) 10,000	1800	(			
5416	647,500	(247500) 57,500		(43212	10710	53922(1)	
		157000 - 50,000	276000	2144	25263	37712	45000
		(58500) 50,000		(			)
		(13500) 13,500	11100	(			
500	85,000	(22500) 16,000	18000	(			
666	50,000	(13500) 13,500	10000	(			
500	105,000	(108000) 39000		(83300	500	83800	
1740	242,500	54000 - 15,000	18000	21000		21000(2)	)
500	70,000	45000 - 4,000	60000	27500	16160	43660	35000
1166	155,000	(112500) 36,000		(			6000
2000	240,000	(112500) 30,000	No figures	(			6000
1166	95,000	(67500) 50,000	available	(			6000
2000	240,000	(27000) 6,000	for northern	(			
		(54000) 30,000	provinces	(			
		(42000) 35,000	under A.M.G.	(			
1166	155,000	(135000) 35,000	and for	(60787	10000	61332	
416	42,500		Islands.				
6742	772,500	(no figures available.)					
		(X) 40,000		(			
1166	95,000	(X) 15,000		(13200	1700	14600	
416	57,000						
1582	122,500	320,000		(62200	65602	127802(3)	
		(180000) 45000	200,000	(			(4)
2000	355,000	(225000)		(62200	65602	127802	280000
2000	335,000	260,000 (4)					
4000	735,000	60000		43695	25000	(63695	130000
						(92440(5)	86000(5)
				4500	2500	(7030	30000
						(16000(5)	21100(5)
2000	360,000	105,000					
500	55,000						

Data obtained
from Italian
State Navy.
Venice & Trieste
From Th.
OPPs.

Data obtained
from E.M.A.C.

- (1) Treat at BASI.
- (2) Further 21603 to
be off-loaded, if
Leghorn still being
used as military
port.
- (3) Add Further 55 or 70
thousand tons in
transit for Switz:
- (4) 80-90,000 tons Coal) Switzerland.
5 - 10,000 " Pyrites)

(5) AFHC
Maintenance.

20501

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

428

C O P Y

Originators Reference C 16166
 Date/Time of Origin 231455A

Message Centre No. G/7948
 Date Time of Rec'd JAN 260930A
 Precedence : PRIORITY

FROM : AFHQ "Q"(M) GHQ CMF
 TO : 13 CORPS INFO ALCOM ROME MRS ROME ECITO ROME ACABRIT FOR ACTPT

UNCLASSIFIED.

1. Increasing UNRRA shipments to Yugoslavia Austria and Czechoslovakia make essential full development of port of Trieste and particularly improvement of rail clearance capacities. particularly improvement of rail clearance capacities. 2. Problem was considered at recent UNRRA meeting in Rome and suggestions were put forward as summarised in following paragraphs. 3. port development. (A) clearance of wrecks on berths 9 10 15 and 16. (B) use of mole 4 now used for bunkering. (C) use of mole 3 west after raising destroyer. 4. port operation. (A) Handling of mil coastal traffic in old port. (B) release of any sheds now used as mil barracks and stores. 5. Rail. (A) Repair of RYS on QUAYS assuming adequate facilities will be supplied. (B) Provision of 15 pneumatic tyred tractors. (C) provision of 2 steams and 4 diesel shunting engines. (D) Repair of marshalling yards. (E) use of electrified line porto dusa D'Aosta to villa Opicina for clearance of loaded wagons. (F) use of line Erpelle-Divaccio in zone B of Venezia Giulia. 6. Request you convene early meeting of authorities concerned in operation of Trieste port to examine above proposals in conjunction with port control committee and to recommend necessary action indicating responsible authority, in each case. 7. Meeting should be held in week 27 Jan - 2 Feb. and time and place notified this U which will arrange representation of MRS MMT WSA UNRRA and ECITO. 8. Agreed MMT PSTO and WSA.

AC DIST

INFO ACTION : TN S/C 2
 INFO Chief Commissioner
 Econ Sec 2
 File 2
 Float

4027

C O P Y

Originators Reference: Q2000
Date/time of Origin : JAN 251500

Message Centre No. G/8108
Date Time Rec'd JAN261030A

FROM : REAR 13 CORPS

TO : AFHQ FOR Q(M) GHQ INFO ALCOM ROME -MRS ROME -
ECITO ROME ACABRIT

UNCLASSIFIED

Ref your C 16166 of 23.

Development Port of TRIESTE

1. Meeting will be held 0930 hrs 1 feb in
conference room Navy House TRIESTE, under chairmanship of
DA and AMG 13 Corps.

2. Reps should arrive TRIESTE 31 Jan and will be
accommodated Excelsior Hotel. Request names signalled
earliest this HQ.
In view limited ACCN numbers should be kept to minimum.

AC DIST

Action - TN S/C 2
Info Chief Commr
Econ Sec 3
File 2
Float

4026

THE PORT OF TRIESTE

Feb 186
Mar 219
Apr 185

1. CAPACITY.

Mr. Chaplin, MWT representative at Trieste, stated that in the new port there were at least five berths of 30 ft. draught alongside. There were ample so-called coaster berths in the old harbour, but these used to take deep-draught ships and no doubt could take lightened Liberties.

2. STORAGE AND CLEARANCE.

A.Q.G(M), 13 Corps, gave the following figures:-

A. Covered Storage:

- i. Old port - 12,000 tons (excluding 6,000 tons used by FMA).
- ii. New port - 23,000 tons.

B. Bulk Grain:

- 5,000 tons (The mill is designed to produce flour for use locally and has no elevator.)

C. Rail Clearance:

- i. Coal from ILVA - 1,000 tons
- ii. General cargo - 5,500 "

TOTAL 6,500 " per day

3. LABOUR.

MWT representative stated that labour was adequate for general cargo as most of the men came from west of the Morgan Line. Labour to handle coal, however, came from east of the Line; sufficient is available to work two colliers, but when overtime was necessary labour proved short.

4. PORT DEVELOPMENT.

Mr. Chaplin suggested that some of the wrecks preventing the use of deep-water berths should be salvaged; in particular, the battleship IMPERO, which occupies two berths suitable for coal discharge or timber export. The old timber port is unuseable owing to bombing. The wooden quay has partly collapsed, and the rest of the area is used by the Royal Engineers.

5. METHOD OF HANDLING OTHER THAN MILITARY CARGO.

In Mr. Chaplin's opinion the present method of handling UNRRA cargo is unsatisfactory, and is causing delay to discharge. There have been several cases of UNRRA's insisting on discharging direct to wagon, with resulting delay when

1025

2. STORAGE AND CLEARANCE.

A2AF(M), 13 Corps, gave the following figures:-

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- i. Old port - 12,000 tons (excluding 6,000 tons used by FMA).
- ii. New Port - 23,000 tons.

B. Bulk Grain:

- 5,000 tons (The mill is designed to produce flour for use locally and has no elevator.)

C. Rail Clearance:

- i. Coal from ILVA - 1,000 tons
- ii. General cargo - 5,500 "

TOTAL	6,500 "	per day
-------	---------	---------

3. LABOUR.

LWT representative stated that labour was adequate for general cargo as most of the men came from west of the Morgan Line. Labour to handle coal, however, came from east of the Line; sufficient is available to work two colliers, but when overtime was necessary labour proved short.

4. PORT DEVELOPMENT.

Mr. Chaplin suggested that some of the wrecks preventing the use of deep-water berths should be salvaged; in particular, the battleship IAFERO, which occupies two berths suitable for coal discharge or timber export. The old timber port is unuseable owing to bombing. The wooden quay has partly collapsed, and the rest of the area is used by the Royal Engineers.

4025

5. METHOD OF HANDLING OTHER THAN MILITARY CARGO.

In Mr. Chaplin's opinion the present method of handling UNRRA cargo is unsatisfactory, and is causing delay to discharge. There have been several cases of UNRRA's insisting on discharging direct to wagon, with resulting delay when wagons were not immediately available. Documentation is not satisfactory by normal standards. Mr. Chaplin most strongly recommends that UNRRA cargo be handled in the normal commercial manner, i.e. discharging to shed, sorting by destination and then loading to rail. There are a number of efficient Ships' Agents in the port. The Magazzini Generali are organised to carry out the work of Master Porters and should be able to produce proper documents if the normal system is followed.

On one or two quays tarpaulins would have to be used as sheds are not waterproof.

Trieste 7000 the Venice 8000
 5500 = ~~air~~ rail 6000
 1500 = local 2000.

Shipping bids are.

Trieste Venice.

Mail 650 850.
 50% for ^{all work} ~~freight~~

AmG B. 1500 300.

AmG Aus 800.

Lt in 2950
6000.

7150.

Approx Cost 46 by the
 programme out.

621

2056