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

North West Italy
T.IV. Planning Vol I

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

10000/148/1432
1 Dec 44

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

BEST COPY POSSIBLE
FILMED AS FOUND
IN COLLECTION

0760

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

/83

COPY

INCOMING MESSAGE
HEADQUARTERS ALLIED COMMISSION

Originator's Reference G-4 - 55
Date Time of Origin APR 271940B

Message Centre D/8936
Date Time Recd Apr.280700B
Precedence : Routine

FROM : 15 ARMY GP
TO : AFHQ INFO ALCOM

Confidential
SECRET Walter B Georgius Lt Col AGD

Rapid advance of Armies is creating and will continue to create serious transport problem in moving civil supplies to liberated areas northwest and northeast ITALY. Only firm commitment trucks for this purpose is 650 made available by ALCOM all of which will be made available by 1 May. This number must be increased sufficient to meet anticipated need and placed at our disposal possible and held ready to call forward as need arises. Estimate total of 2000 trucks required for civil supply movement in northwest ITALY alone .

Reference is made to 8th ARMY signal Q 4861 dated 26 April copy to you regarding civil supply transport requirement its portion north-east ITALY. Armies cannot supply transport for lifting civil supplies while operations continue. Request advice maximum number trucks in addition to the 650 Allied Commission truck we can count upon and approximate dates will be available.

Dist

Info-Action - Econ. Sec.
Info - A/President
Chief Commissioner
Exec Comm
Tn SC 2
File 2
Float 2

M/C Note - No record Q 486

677

0767

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

SECRET

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM		TO
	CHIEF COL. M.J. SIEFF ✓ RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING ROADS BRANCH LT.COL. C.N. CHRISTENSEN MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD CAPT. A.A. GOWER SHIPPING BRANCH MAJOR C.E. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON STATISTICS CHIEF CLERK RECEIVED :- 29 APR 1945	
	DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION	

4011

SECRET

676

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82A

Confidential

FILE

0769

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

(CONTINUATION)

THREE TRUCK BATTALION AND FOUR ITALIAN TRANSPORT COYS IS
FIVE EIGHT SIX XRAY THREE TON VEHICLES PD EACH ONE AND HALF
TONS TRUCK LIFTS TWO TONS PD

PARA FIVE PD EMPHASIZED THAT NEWLY ACTIVATED UNITS CANNOT
REPEAT CANNOT MOVE INTO NORTH AND OPERATE EFFICIENTLY UNLESS
LAD AND WORKSHOPS EQUIPMENT IS AVAILABLE AND SPARE PARTS ARRIVE
FROM UNCLE SUGAR PD

Dist
Econ Sec
A/President
Chief Commissioner
Exec Comm
Tn SC 3 — Monte Ilci
M.T.Group

671

Transportation S/C
566

NICHOLAS PIOMBINO
CWO U.S.A.
Assist Adjutant

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

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM	TO
CHIEF COL. M.J. SIEFF	
RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.R. DUTHIE CAPT. I.F. CLINGING	
ROADS BRANCH LT.COL. C.N. CHRISTENSEN MAJOR STAIT GARDINER CAPT. H.J. MANSFIELD CAPT. A.L. GOWER	
SHIPPING BRANCH MAJOR G.E. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON STATISTICS	
CHIEF CLERK	
RECEIVED :- 30 APR 1945	
DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION	

673

0771

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

AMG ANCONA FOR BENT ← UMBRIA MARCHE REGION FOR INFO

AMG EIGHT ARMY ONE FIVE ARMY GROUP FOR GEORGE FIVE

6458 29 APRIL 45 PRIORITY

PARA ONE PD CONFIRMING TELEPHONE INTSRUCTIONS FERNYHOUGH TO BENT OF TWO NINE APRIL PD

PAREN TO AMG ANCONA FOR BENT TO UMBRIA MARCHE REGION FOR INFO TO AMG EIGHT ARMY TO ONE FIVE ARMY GROUP FOR GEORGE FIVE FROM HQ ALCOM CITE ACTPT PAREN

PARA TWO PD ONE QUEEN MIKE COY OF FOUR FIVE TRUCKS WILL MOVE FIVE CARABINERI OFFICERS AND FIVE ZERO ZERO OTHER RANKS PLUS TWO ZERO TONS OF BAGGAGE FROM CHIETI MAP REF ONE SLANT TWO ZERO ZERO ZERO ZERO ZERO SHEET ONE SIX CHARLIE ONE ONE TO CESENA MAP REF SHEET ONE TWO MIKE FIVE ZERO ON ONE MAY RPT ONE MAY PD CONVOY COMMANDER WILL REPORT TO LEGION HEADQUARTERS CHIETI THREE ZERO APRIL AND TO AMG HEADQUARTERS CESENA ON ARRIVAL PD TRUCKS MUST ARRIVE CHIETI THREE ZERO APRIL BY ONE EIGHT ZERO ZERO HRS FOR LOADING AND BE READY TO MOVE ZERO SIX ZERO ZERO HRS ONE MAY PD

PARA THREE PD ESSENTIAL QUEEN MIKE COY RETURN ANCONA AFTER UNLOADING CESENA PD Convoy COY COMMANDER TO BE GIVEN WRITTEN ORDERS THAT COY WILL NOT RPT NOT MOVE CARABINIERI PAST CESENA PD

PARA FOUR PD CONTACT MOVEMENTS ANCONA FOR MOVEMENT ORDER AND STAGING ARRANGEMENTS PD CONFIRM ALL ARRANGEMENTS MADE CMA MOVE OF COMPANY AND TIME OF DEPARTURE CHIETI PD

672

TRANSPORTATION SC

NICHOLAS PIOMBINO

Copies to: M.T. Group. Hqrs Div. ✓

566

CWO U.S.A.
Asst Adjutant.

0772

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

SECRET

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM

TO

CHIEF
COL. M.J. SIEFF

RAIL BRANCH
LT.COL. J.W. BAKER
MAJOR C.R. WORTHINGTON
MAJOR J.F. DUTHIE
CAPT. I.F. CLINGING

ROADS BRANCH
LT.COL. C.N. CHRISTENSEN
MAJOR STAIT GARDNER
CAPT. H.J. MANSFIELD
CAPT. A.A. GOWER

SHIPPING BRANCH

MAJOR G.B. GODFREY
MAJOR A.M. McCLURE
CAPT. R. HOYLE
LT. J. HAZELTON
STATISTICS

CHIEF CLERK

RECEIVED :- 28 APR 1945

DIRECTOR
DEPUTY DIRECTOR
PLANNING STAFF
ADMINISTRATION DIVISION
ROADS DIVISION
PORTS & WAREHOUSE DIVISION
RAIL DIVISION

SECRET

M54/TN3

673945.

0775

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

754/81

15 ARMY GROUP

6317 28 APRIL 1945 OPERATIONAL PRIORITY

Confidential ~~SECRET~~ FD Harold R. Scogg Lt Col AGD

PARA ONE FD REFERENCE YOUR CAS SLANT FOUR FIVE ZERO DATED TWO SEVEN FD

PAREN TO FIFTEEN ARMY GROUP FROM HQ AFCO CITE ACTPT PAREN

PARA TWO FD ORDERS ISSUED FOR MOVE OF ONE ZERO ZERO FOUR GENERAL TRANSPORT COY FD ADVANCE PARTY LEFT ZERO ZERO THREE ZERO HOURS TWO EIGHT APRIL FD REMAIL STATE GENERAL TRANSPORT COYS UP TO STRENGTH INCLUDING PERSONNEL FOR ROGER DOG ITEM EXCEPT FOR MINOR DEFICIENCIES FD

Copy to:
M.T.Group
Movts. Div. ✓

Transportation S/C
566

NICHOLAS FIORENTINO
CWO. U.S.A.
Assist Adjutant

670

0774

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

SECRET

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM	TO
CHIEF COL. M.J. SIEFF RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING ROADS BRANCH LT.COL. C.N. CHRISTENSEN MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD CAPT. A.A. GOWER SHIPPING BRANCH MAJOR C.F. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON STATISTICS CHIEF CLERK RECEIVED :- 28 APR 1945	
DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION	

SECRET

3916

0775

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Confidential

Confidential
Ltr Hq 5th Corps
Ltr Col AGO

7/52/80

B E N T

A M G A R O C E A ENFO UMBRIA MARCHE REGION

S E C

27 APRIL 1943

OPERATIONAL PRIORITY

REPORT TO
PARA ONE TO ONE ZERO ZERO HOURS THIS COMPANY URGENTLY REQUIRED
ONE MAY TO FLAG COMPANY UNDER ORDERS TO REPORT TO FIVE ARMY BY
ONE MAY TO
PASS TO BONT AND ANCONA AND ALSO UMBRIA MARCHE REGION YXCm
REAR HEADQUARTERS SIGN SITE ACTUP PARA
PARA TWO TO ORDER ADVANCE PARTY OF ONE OFFICER THREE OTHER
RANKS TO REPORT FOR ORDERS TO FIVE ARMY TRANSPORTATION FOUR MILES
NIGHT APRIL TO LOCATION ON ROUTE NINE BY ONE NIGHT ZERO ZERO HOURS TWO
PARA THREE TO CONFIRM THAT ADVANCE PARTY LEFT AND ORDERS ISSUED
FOR MOVE OF COMPANY TO

COPIES to M.T. GROUP
MOVTS DIVISION ✓

669

966

TRANSPORTATION A/C
ROAD CONSTRUCTION

BISCARI SICILY
FOR
Asst.Adjt/

HQ. ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION

FROM: TO:

DIRECTOR
MR. MERRITT H. TAYLOR
DEPUTY DIRECTOR
COLONEL M.B. THOMAS —
PLANNING STAFF
MR. CHARLIE RYAN
LT.COL. M. HARRIS
MAJOR F.P. RICHARDSON
ADMINISTRATIVE DIVISION
LT.COL. W.P. SCOGGINS
CAPT. C.S. WYATT
MOVEMENTS DIV.
COL. M.J. SIEFF
LT.COL. J.W. BAKER
LT.COL. C.N. CHRISTENSEN
MAJOR G.E. GODFREY
RAIL DIV.
LT.COL. O.H.LINDBERG

MAJOR A.C. PING
MAJOR M.G. MATSON
MAJOR A.H. STREET
MAJOR S.L. BAISTER
MAJOR C.M. LONG
ROADS DIV.
MR. GEORGE G. GROSS
LT. COL.G. BERRYHOUGH
MAJOR D.C. MOYLE
MAJOR H.E. DOWNER
CAPT. W.G. PETERSON
PORTS & WHSE DIV.
MR. R.M. BAZZANELLA
MR. JAMES D. HURLEY
MAJOR R.H. KLEIN
CAPT.G.W.E. WARLEY

2. DATE AND TIME REC'D
28 APR 1945 0900

Return ruck slip to Chief Clerk, Admin. Div. with reference of file on which

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

ADMINISTRATIVE DIVISION
LT.COL. W.P. SCOGGINS
CAPT. C.S. WYATT
MOVEMENTS DIV.
COL. M.J. SIBERT
LT.COL. J.T. BAKER
LT.COL. C.N. CHRISTENSEN
MAJOR G.P. GODFREY
RAIL DIV.
LT.COL. O.H.LINDBERG

MAJOR A.C. PING
MAJOR M.G. MATSON
MAJOR A.N. STRUT
MAJOR S.E. BAISTER
MAJOR C.M. LONG
ROADS DIV.
MR. GEORGE G. GROSS
LT. COL.G. TERNYHOUGH
MAJOR D.C. MOYLE
MAJOR H.M. DOWNER
CAPT. W.G. PETERSON
PORTS & WHSE DIV.
MR. R.M. BAZZANELLA
MR. JAMES D. HURLEY
MAJOR R.H. KLEIN
CAPT.G.W.E. WARREY

2. DATE AND TIME REC'D
28 APR 1945 0900

Return ruck slip to Chief Clerk, Admin. Div. with reference of file on which attached has been put. 668

REMARKS:

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

0778

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

Confidential

HEADQUARTERS
27 APR 1945
A. C.

AFC/S/12
AFC 26144308

D/8586
AFW 3717108
IMMEDIATE

CAST EAST AND ADRIA

ACTION (1) OC BRIT CANNE RADC 1000 IT GT COY SAN GIOVANNI NN CATTOLICA (2) OC BRIT CADRE RADC DET 1000 IT GT COY POLLENZA (3) OC BRIT CADRE RADC DET 1002 IT GT COY GUILANOVA (4) OC BRIT CADRE RADC 1004 IT GT COY OSIMO (5) OC 9 GH TRUCK COY ALCOA VILLA POLLENZA INFO (6) HQ ALCOA CITTA AGTNT (7) HQ AND REDUCE 5 PERUGIA (8) CRASC 29 GT COLN BASE ANCONA (9) HQ AND ASCOLI PROVINCE FOR INFO (10) HQ AND MACERATA PROVINCE FOR INFO

Confidential.

FOR INFORMATION ONLY

Movement Order. 1000 GT Coy and 1002 GT Coy will each despatch immediately a RECCE party consisting of 1 offr and 3 OR Brit personnel to FLORENCE reporting on arrival to G5 15 ARMY GP. Above Coys will move so as to be in new locations as allotted by 15 ARMY GP by 30 April. Locations will be notified by 15 ARMY GP to RECCE parties. RECCE parties will notify locations to units under unit arrangements but units must repeat must be in new locations on April 30. Until arrival of another GH Coy 9 GH Truck Coy will temporarily take over present hauls of POLLENZA Det 1000 IGT Coy immediately. OC Det 1000 GT Coy will contact OC 9 GH Truck Coy and will hand over details before joining unit at SAN GIOVANNI as instructed by OC unit. OC 1000 GT Coy will hand over forward food haul details to 11 GH Truck Coy due to arrive SAN GIOVANNI 27 April without break in continuity if possible. 1000 and 1004 GT Coys will come under comd 15 ARMY GP on arrival new locations. 1004 GT Coy will be at 48 hrs notice to move as from 1 May. Unit will be relieved waf 10 GH Truck Coy arrived and 12 GH Truck Coy due to arrive OSIMO 29 April. GH Coys to replace 1002 GT Coy expected earliest.

667

LIST
INFO-ACTION: MT Group
INFO: A/President
Chief Commissioner
Room Sec
Tn S/C 2
File 2
Float

Confidential

Confidential

HEAD QUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CMU/ge

754/45

Tele :- 478303

Our Ref:- AC/754/78/Tn.3. 26 April 1945

SUBJECT:- Movement of DPR PC Camps & Stores to Northern Italy.

TO :- Displaced Persons and Repatriation Sub-Commission

1. Ref your DPR/1-C/AMG dated 10 April 45 para 4 (d) Phases "B" and "C".

2. During Phase 1 of the move into Northern Italy all available AC trucks have been placed under command of HQ 15 Army Group upon whom bids for transport should be made.

3. A copy of your DPR/1-C/AMG dated 13 April 45 has been passed to 15 Army Group under cover of my AC/22/47/Tn.3 dated 24 April 45 (See copy attached).

For the Director.

Sgd: M.J.SIEFF.

M.J. SIEFF
Colonel

1. Encl. HQ. AC. Tn. S/C LTR
AC/22/47/Tn.3. of 24 Apr. 45

Copy to :- Lt. Col. Harris (Tn. 3.)
Road Division
File AC/110/Tn.3.

666

Declassified E.O. 12356 Section 3.3/NND No. 782021

0780

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

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM	TO
CHIEF COL. M.J. SIEFF RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING ROADS BRANCH LT.COL. C.N. CHRISTENSEN MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD CAPT. A.A. GOWER SHIPPING BRANCH MAJOR G.B. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON STATISTICS CHIEF CLERK RECEIVED :- 25 APR 1945	
DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION	

3686

T5HFN3

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

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

CF/rgd

24 April 1945

AC/22/47/TMS

SUBJECT : A.C.Military Transport Loaned to 15 Army Group.

TO : D.C.C.A.O. 15 Army Group
(Attn Lt.Col. Stewart).

1. Reference is made to meeting between Lt.Col.Stewart and Lt.Col.Harris of Transportation Sub-Commission at LUCCA on 20 April 1945.

2. In accordance with para 7 of this H.Q. signal 5295 dated 13 April 45 it was agreed that the 650 trucks loaned by A.C. to 15th Army Group will be for use in Italy during Phase I only. At the end of Phase I, 15th Army Group will issue a "stand-still" order to the trucks and thereupon turn these trucks back to A.C. who will carry on with the work of supplying the civilian population as they deem fit.

3. During Phase I it was agreed that 15th Army Group will accept those bids for transport made previously by various units of A.C./A.M.G., copies of which are attached.

4. It is requested that you will confirm the above in writing in order that there may be no further misunderstandings in the matter.

for the Chief Commissioner:

for M. B. THOMAS
Colonel
Deputy Director.

Copy to: Economic Section
Movts Division
Roads Division
Planning Staff
(for Lt.Col.Harris)

665

0 7 8 21

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

SECRET

TRANSPORTATION CORPS COMMISSION
MOVEMENTS DIVISION

FROM	TO
CHIEF COL. M.J. SIEFT S 25/45	
RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING	
ROADS BRANCH LT.COL. C.N. CHRISTENSEN MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD CAPT. A.A. GOWER	
SHIPPING BRANCH MAJOR G.B. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON STATISTICS	
CHIEF CLERK RECEIVED :- 25 APR 1945	
DIRECTOR DEPUTY DIRECTOR (1) OK PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION	

Deputy Director
In view of para 3 of
Min 75, I do not
propose to take 3725.
further action
5 25/45

SECRET

0763

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: CAS/441

Date/Time of Origin: Apr 241730B

Message Centre No: D/8609

Date Time Rec'd: Apr 250945B

Precedence: IMMEDIATE

FROM: 15 ARMY GROUP

TO : AICOM, ATHQ. 8 ARMY (FOR UK CORPS), TOSCANA REGION NIICOT, UMBRIA MARCHE REGION AMG

Confidential [redacted]

SECRET.

Ref 5966.

Para 1. All operational planning for North ITALY based upon undertaking by AICOM that all Coys would be complete with MDI.

Para 2. 221 and 222 Coys now being activated are not scheduled for this operation.

ACTION

DISTRIBUTION:
Action: Tu S/C 2
Infor: A/President
Chief Commissioner
Econ Sec
MT Group
File 2
Fleet

Confidential [redacted]

HEADQUARTERS
25 APR 1945
664
A.C.

0784

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

AFHQ 15 ARMY G(UP, 5 ARMY, 8 ARMY, 4 COR.) (5th ARMY PASS), TOSCANA REGION AMG(59 AREA PASS), ALCOM UMBRIA MARCHE REGION AMG (1 DISTRICT PASS)

5966

Confidential 23 April 1945 Operational Priority

~~Cipher~~ PD

PARA ONE PD SUBJECT RELIEF DRIVER INCREMENTS PD REFERENCE FIFTHTEEN ARMY GROUPS CAS FOUR THREE FOUR DATED TWO ONE APRIL PD PAREN TO AFHQ CMA ONE FIVE ARMY GROUP CMA FIVE ARMY CMA EIGHT ARMY CMA FOUR CORPS PAREN FIVE ARMY PASS PAREN CMA TOSCANA REGION AMG PAREN FIVE NINE AREA PASS CMA ALCOM UMBRIA MARCHE REGION AMG PAREN ONE DISTRICT PASS PAREN

PARA TWO PD ESSENTIAL THAT TWO/ONE AND TWO TWO TWO GENERAL TRANSPORT COYS ARE ACTIVATED AS PLANNED IN ORDER THAT ESSENTIAL HAULS IN THAT AREA OF LIBERATED ITALY COVERED BY UNITS NOW ALLOCATED FOR NORTH ARE CONTINUED PD

PARA THREE PD REQUEST AFHQ GIVE DECISION RE PROVIDING ROGER DOG ITEM FOR GENERAL TRANSPORT COYS ALLOCATED TO NORTH WHICH WILL CAUSE DELAY ACTIVATION FURTHER GENERAL TRANSPORT COYS PD THESE LATTER GENERAL TRANSPORT COYS PROVIDING SPARES AVAILABLE WOULD BE ALLOCATED NORTH ON ACTIVATION UNDER PROPOSED PROGRAM PD

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

Copy to :
Economic Section
M.T. Group
Tn S/C. (3 Copies)

Transportation S/C

566

663

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

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM | TO

CHIEF
COL. M.J. SIEFF

RAIL BRANCH
LT.COL. J.W. BAKER
MAJOR C.R. WORTHINGTON
MAJOR J.E. DUTHIE
CAPT. I.F. CLINGING

ROADS BRANCH
LT.COL. C.N. CHRISTENSEN
MAJOR STAIT GARDNER
CAPT. H.J. MANSFIELD
CAPT. A.A. GOWER

SHIPPING BRANCH

MAJOR G.E. GODFREY
MAJOR A.M. McCLURE
CAPT. R. HOYLE
LT. J. H. ZELTON
STATISTICS

CHIEF CLERK

RECEIVED :- 23 APR 1945

DIRECTOR
DEPUTY DIRECTOR
PLANNING STAFF
ADMINISTRATION DIVISION
ROADS DIVISION
PORTS & WAREHOUSE DIVISION
RAIL DIVISION

3601

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

754/764

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

Tel. 220

142/M/242

23rd. April 1945

Memo to : Reeds Division

Subject : A.C. Transport Loaned to 15th. Army Group.

1. Pursuant to agreement made at meeting in Lucca on 20th. April 1945, it is suggested the following letter be sent to 15th. Army Group.

"1. Confirming conversation of 20th. April between Lt. Col. Stewart and Lt. Col. Harris it is agreed that the 650 trucks loaned by A.C. to 15th. Army Group will be for use in Italy during Phase I only. At the end of Phase I, 15th. Army Group will issue a " stand-still " order to the trucks and thereupon turn these trucks back to A.C. who will carry on with the work of supplying the civilian population as they deem fit.

2. During Phase I it is agreed that 15th. Army Group will accept those bids for transport made previously by various units of A.C./A.M.G., copies of which are attached.

3. In order to clear our records, it would be appreciated if we could have your acceptance in writing of the above. "

Original signed by
Lt. Col. M. Harris

M. HARRIS
Lt. Colonel
Corps of Engineers

Copy to : Col. Thomas
Col. Sieff

062

0787

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

TRANSPORTATION SUB[illegible]MMISSION
MOVEMENTS DIV[illegible]ON

FROM | TO

CHIEF
COL. M.J. SIEFF 15.19/4m.

RAIL BRANCH
LT.COL. J.W. BAKER
MAJOR C.R. WORTHINGTON
MAJOR J.F. DUTHIE
CAPT. I.R. CLINGING

ROADS BRANCH
LT.COL. C.N. CHRISTENSEN
MAJOR STAFF GARDNER 19/4
CAPT. H.J. MANSFIELD
CAPT. A.A. GOWER

SHIPPING BRANCH
LT.COL. J.A. BALFOUR
MAJOR G.B. GODFREY
MAJOR A.M. McCLURE
CAPT. R. HOYLE
LT. J. HAZELTON
STATISTICS

CHIEF CLERK

RECEIVED :- 18 APR 1945

DIRECTOR
DEPUTY DIRECTOR
PLANNING STAFF
ADMINISTRATION DIVISION
ROADS DIVISION
PORTS & WAREHOUSE DIVISION
RAIL DIVISION

Copy taken for RAILWAYS (Ref para 2. 19th Apl. 3284
O&C1

0788

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

754/13

Tel. 378

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GF/ep

April 1945.

Ref: AC/27/Tn5

SUBJECT: AC Controlled Military Transport for the North Phase 1.

TO : H.Q.M.T. Group A.C.

1. Reference this HQ signals 5295 and 5308 dated 13 April 1945, 5518 dated 16 April and 5540 dated 16 April.

2. The Vice President, Economic Section has given the following directions in order to provide 650 trucks to 15 Army Group with Relief Driver Increments:

(a) 1 Truck Bn. will be at 48 hrs. notice to move from 23 April.

(b) Relief Driver Increment will be provided to move with 1 Truck Bn.

(c) Relief Driver Increment for 1000, 1002 and 1004 G.T. Coys will be obtained from TRANI Training Camp and moved to join Coys by 23 April.

(d) 221 G.T. Coy with L.A.D. set will move to FLORENCE - LEGHORN area on 23 April to replace 2 Coys, 1 Truck Bn. previously planned to remain in that area.

3. It is requested that you take steps to implement paras. 2 (a) and (b) immediately.

4. This Sub-Commission will take action with A.F.H.Q. to comply with paras. 2 (c) and 2 (d). A.F.H.Q. have been asked to despatch O.C. 221 Coy with recce party to report to Cond. M.T. Group forthwith.

5. A.F.H.Q. have agreed to provide one M.S.M. and 2 ORs (Br) for each L.A.D. These personnel will be available to move with the 221 Coy L.A.D. set on 23 April provided that the new W.E. for an L.A.D. of an Italian G.T. Coy A.C. is approved by the W.E. Committee before that date.

661

0789

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

6. No Italian mechanics are, however, available for the 221 Coy. M.M.I.A. have been requested to provide sufficient Italian personnel (British) for training at your mechanics school to fill the W.E. of the 6 new G.T. Coys.

Meanwhile will you please loan 18 mechanics to operate the 221 Coy L.A.D. in FLORENCE area until the above mentioned personnel are trained.

By Command of Rear Admiral STONE:

M. B. THOMAS
Colonel,
Deputy Director.

cc:
Land Forces S/C
Economic Section
Movements Div.
N. W. Planning
(Lt. Col. Harris)

660

07901

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

SECRET

TRANSPORTATION CORPS COMMISSION
MOVEMENTS DIVISION

FROM TO

CHIEF
COL. M.J. SIEFF

RAIL BRANCH
LT.COL. J.W. BAKER
MAJOR C.R. WORTHINGTON
MAJOR J.F. DUTHIE
CAPT. I.F. SLINGING

ROADS BRANCH
LT.COL. C.N. CHRISTENSEN
MAJOR STAIT GARDNER
CAPT. E.J. MANSFIELD
CAPT. A.A. GOWER

SHIPPING BRANCH
LT.COL. J.A. BALFOUR
MAJOR G.B. GODFREY
MAJOR A.M. McCLURE
CAPT. F. HOYLE
LT. J. HAZELTON
STATISTICS

CHIEF CLERK

RECEIVED :- 20 APR 1945

DIRECTOR
DEPUTY DIRECTOR
PLANNING STAFF
ADMINISTRATION DIVISION
ROADS DIVISION
PORTS & WAREHOUSE DIVISION
RAIL DIVISION

SECRET

3372

785021

0791

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

RQ 15 ARMY GROUP INFO AFHQ, 5 ARMY, 8 ARMY, 4 CORPS, TUSCANA REGION, UMBRIA MARCHE REGION

5711 19 April 1945 PRIORITY

Confidential Matter Affecting National Defense

PARA ONE ED REPEATING FONE DAS SENT FOUR TWO NINE DATED ONE EIGHT FD

PARA TWO ED DRIVER ENGAGEMENT WILL BE PROVIDED WITH SEVEN ~~NINE~~ COYS OF ONE TRUCK BATTALION FD ONLY TWO FIVE PERCENT DRIVER ENGAGEMENT AVAILABLE WITH GENERAL TRANSPORT COYS FD UCO DOG SUGAR TARE AFHQ CANNOT RELEASE ADDITIONAL TRAINED ITALIAN DRIVERS FOR THE EATEN WITHOUT DISORGANIZING ACTIVATION OF NEW ITALIAN TRANSPORT COYS FD

PARA TWO ED HQ FIFTEENTH ARMY GROUP FOR INFO AFHQ DAS FIVE ARMY DAS EIGHT ARMY DAS FOUR CORPS DAS FORTY EIGHT DAS UMBRIA MARCHE REGION FROM AC ALCON SIX ACTT TAREN

PARA THREE FD ONE TRUCK BATTALION CONSISTS OF EIGHT SEVEN MIKE COYS PLUS ONE ZERO ZERO ZERO AND ONE ZERO ZERO TWO GENERAL TRANSPORT COYS WILL BE AVAILABLE AT FOUR EIGHT HOURS NOTICE TWO THREE AFHQ ONE ZERO ZERO FOUR GENERAL TRANSPORT COY AVAILABLE AT FOUR EIGHT HOUR NOTICE ONE MAY FD TOTAL COMMITMENT OF SIX FIVE ZERO TRUCKS NOW ACT FD

659

(1)

0792

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

(Continuation)

PARA FOUR ED ONE TRUCK BATTALION COMPOSED OF NUMBERS ONE TO NINE QUEEN MIKE BOYS WILL BE CONSOLIDATED FLOYNES BASE LIVORNO AREA ON TWO THREE APRIL ED LOCATIONS OF GENERAL TRANSPORT BOYS ARE AS FOLLOWS ED ONE ZERO ZERO ZERO BOY AT SAN GIOVANNI MAP REFERENCE ONE SLANT TWO ZERO ZERO ONA ZERO ZERO ZERO BOY AT NINE EIGHT ONA ONE ZERO ZERO TWO BOY AT QUEENSNOVA SIERRA NINE SIX AND ONE ZERO ZERO FOUR BOY AT GOLD SUGAR FIVE THREE ED PARA FIVE ED ONE TRUCK BATTALION WILL BE ORGANIZED UNDER BATTALION COMMANDER ED THREE GENERAL TRANSPORT BOYS ARE INDEPENDENT UNITS EACH UNDER BOY COMMANDER ED

Copies to

Transportation section
Hqt.S/C (3)
A.F.Group A.C.

658

Transportation S/C

NICHOLAS PICCININO
CWO U.S.A.
Assist Adjutant

0793

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISS.

Originator's Reference: CAS/429
Date/Time of Origin: APR 180930

Message Centre No: D/8006
Date Time Rec'd: APR 181705
Precedence: PRIORITY

FROM: HQ 15 ARMY GROUP
TO : ALLIED COMMISSION

ACTION

Confidential Walter Reggies St-Clare

HEADQUARTERS
18 APR 1945
A. C.

Ref 5518 and conversation ANTOLINI.

650 trucks and drivers increment now agreed. Thanks. Please wire particulars of the lorries and GT Coys giving numbers of Coys and present location. Calling forward will be deferred as long as possible. It is suggested all the truck Coys be organized as a battalion under Battalion Commander

DIST

ACTION TN SC (2)
INFO A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
MT GP
FILE (2)
FLOAT

Confidential

657

0794

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

SECRET

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM

CHIEF
COL. M.J. STEFF

RAIL BRANCH
LT.COL. J.W. BAKER
MAJOR C.R. WORTHINGTON
MAJOR J.F. DUTHIE
CAPT. I.F. CLINGING

ROADS BRANCH
LT.COL. C.N. CHRISTENSEN
MAJOR STAIT GARDNER
CAPT. H.J. MANSFIELD
CAPT. A.A. GOWER

SHIPPING BRANCH
LT.COL. J.A. BALFOUR
MAJOR C.E. GODFREY
MAJOR A.M. McCLURE
CAPT. R. HOYLE
LT. J. HAZELTON
STATISTICS

CHIEF CLERK

RECEIVED :- 20 APR 1945

TO

DIRECTOR
DEPUTY DIRECTOR
PLANNING STAFF
ADMINISTRATION DIVISION
ROADS DIVISION
PORTS & WAREHOUSE DIVISION
RAIL DIVISION

656

3358

15 HTN 3

0795

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

Confidential

SUBJECT: M.T. for Northern Italy — AMG Eighth Army

OM/113

HQ 15 Army Gp(Civil Aff'airs Sec) — 16 Apr 45

Copy to: HQ Allied Commission
HQ AMG Emilia Region

Ref letter 754/43/Tn/3 of 9 Apr addressed to you by HQ Allied Commission, copy to this HQ., para 6.

1. The siding into No.2 AMG Sup Depot FORLI, will be operating today. Delay was due to non availability of an engine which had to be brought from RIMINI as a truck or tractor could not be used in lieu here.

2. The siding into No.3 AC/AMG Sup Depot CESENA should be operating in the course of a couple of days. Delay has been due to the need of extensive repairs to a turntable.

3. As usual, Eighth Army have been most helpful at all times.

HEADQUARTERS
1 Echelon
A. C.

Air Commodore,
Officer Commanding,
AMG Eighth Army.

655

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

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM	TO
CHIEF COL. M.J. SIEFF RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING ROADS BRANCH LT.COL. C.N. CHRISTENSEN MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD CAPT. A.L. GOWER SHIPPING BRANCH LT.COL. J.A. BALFOUR MAJOR C.I. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON STATISTICS CHIEF CLERK RECEIVED :- 19 APR 1945	
DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROLLS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION	

3313

AB/pdlm 69

HEADQUARTERS ALLIED COMMISSION
APO 394
DISPLACED PERSONS AND REPATRIATION SUB-COMMISSION

DPR/1-S/ADM. Tel. AP9081 Ext. 576 17 April 1945

AMENDMENT NO. 1 TO INSTRUCTION NO.1 ON D.P.R.S.C.
"PLAN FOR NORTHERN ITALY"

SEE OPPOSITE COVER

APPENDIX X - GROUP "C" LIGURIA.

Under Section - DELETE No. 27 and No. 28
SUBSTITUTE No. 29 and No. 30 respectively.

APPENDIX X - GROUP "D" LOMBARDIA.

Under Section - DELETE No. 29 and No. 30
SUBSTITUTE No. 27 and No. 28 respectively.

For the Director.

K.C.BROWN,
Major,
O.i/c.ADM.

DISTRIBUTION :

HQ. "A" Group, c/o A.M.G. Evacuation Camp No. 22 (3)
HQ. "B" Group, c/o A.M.G. Evacuation Camp No. 21 (3)
HQ. "C" Group, c/o A.M.G. Evacuation Camp No. 26 (3)
HQ. "D" Group, c/o 24 Town Major, C.M.F. (3)
HQ. PUGLIA Region, A.C. (2)
HQ. LIGURIA Region, A.C. (2)
HQ. LOMBARDIA Region, A.C. (2)
HQ. PIEDMONT Region, A.C. (2)
HQ. TOSCANA Region, A.C (2)
HQ. UMBRIA-MARCHE Region, A.C. (2)
HQ. VENEZIA Region, A.C. (2)
C.A. Section, H.Q., A.C.
Forward Representation D.P.R.S.C. in the office of D.C.C.A.C., H.Q. 15 Army Gp.
Transportation Sub-Commission, H.Q., A.C.
A.M.G. 5th Army
A.M.G. 8th Army
G-5 Section, A.F.H.Q. (2)
H.Q. No. 2 District.
H.Q. IV Corps.
British Red Cross Civilian War Relief, Rome.
I.G.C.R.
File.
Fleet.

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

APPENDIX X - GROUP "D" LOMBARDIA.

Under Section - DETAIL No. 20 and No. 30
SUBSTITUTE No. 27 and No. 28 respectively.

For the Director.

K.C.BROWN,
Major,
O.i/c ADM.

DISTRIBUTION:

HQ. "A" Group, c/o A.M.G. Evacuation Camp No. 22 (3)
HQ. "B" Group, c/o A.M.G. Evacuation Camp No. 21 (3)
HQ. "C" Group, c/o A.M.G. Evacuation Camp No. 26 (3)
HQ. "D" Group, c/o 24 Town Major, G.M.F. (3)
HQ. EMILIA Region, A.C. (2)
HQ. LIGURIA Region, A.C. (2)
HQ. LOMBARDIA Region, A.C. (2)
HQ. PIEMONTE Region, A.C. (2)
HQ. TOSCANA Region, A.C. (2)
HQ. UMBRIA-MARCHE Region, A.C. (2)
HQ. VENEZIA Region, A.C. (2)
C.A. Section, H.Q., A.C.
Forward Representative D.P.W.S.C. in the office of D.C.C.A.O., H.Q. 15 Army Gp.
Transportation Sub-Commission, H.Q., A.C.
A.M.G. 5th Army
A.M.G. 8th Army
G-5 Section, A.F.H.Q. (2)
H.Q. No. 2 District.
H.Q. IV Corps.
British Red Cross Civilian War Relief, Rome.
I.C.C.R.
File.
Floet.

554

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

0799

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

CONFIDENTIAL

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM	TO
CHIEF COL. M.J. SIEFF RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING ROADS BRANCH LT.COL. C.N. CHRISTENSEN MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD CAPT. A.A. GOWER SHIPPING BRANCH LT.COL. J.A. BALFOUR MAJOR G.B. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON STATISTICS CHIEF CLERK	
RECEIVED :- 18 APR 1945	
DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION	

CONFIDENTIAL

COW

3227

0801

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

68

653

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

SECRET

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM		TO
	CHIEF COL. E.J. SIEFF RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING ROADS BRANCH LT.COL. C.N. CHRISTENSEN MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD CAPT. A.J. GOWER SHIPPING BRANCH LT.COL. J.A. BALFOUR MAJOR G.B. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON STATISTICS CHIEF CLERK RECEIVED :- 16 APR 1945	
	DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION	

SECRET

3150

SECRET

Confidential

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

16 April 1945

AC/22/25/TN.5

SUBJECT : A.C.Controlled Military Transport for North during Phase 1.

TO : M.T.Group A.C.

1. Reference this H.Q. signals 5295 and 5306 dated 13 April and 15 Army Group signal CAS 423 dated 15 April copies to you.

2. It is proposed to send the attached signal in reply to para 1 of CAS 423. Your comments are requested.

3. In view of operational commitment to supply 650 trucks to 15 Army Group, can you arrange that P.B.S. maintain and repair the newly activated Q.M.Coy ~~to~~ which it is proposed to send to Florence area to replace the Q.M. Coy of 1 Truck Battalion (see para 3 of signal 5306).

4. Reference signal 5306 please confirm that 221 G.T.Coy and seven new Q.M. Coys will be available in MACERATA - ASCOLI area to take over from 1000 and 1002 G.T.Coys on 25 April and from 1004 G.T.Coy on 1 May.

By Command of Rear Admiral STONE:

M.S.THOMAS,
Colonel,
Deputy Director

Copies to Economic Section
Movts Division ✓
Roads Div.
M.M.Planning
(for Lt.Col.Harris).

652

Encl.
Signal No.

Declassified E.O. 12356 Section 3.3/NND No. 782021

TO : M.T.Group A.C.

1. Reference this H.Q. signals 5295 and 5306 dated 13 April and 15 Army Group signal CAS 423 dated 15 April copies to you.

2. It is proposed to send the attached signal in reply to para 1 of CAS 423. Your comments are requested.

3. In view of operational commitment to supply 650 trucks to 15 Army Group, can you arrange that R.E.M.E. maintain and repair the newly activated Q.M.Coy ~~to~~ which it is proposed to send to Florence area to replace the Q.M. Coy of 1 Truck Battalion (see para 3 of signal 5306).

4. Reference signal 5306 please confirm that 221 G.T.Coy and seven new Q.M. Coys will be available in MACERATA - ASCOLI area to take over from 1000 and 1002 G.T.Coys on 25 April and from 1004 G.T.Coy on 1 May.

By Command of Rear Admiral STONE:

W.S.THOMAS,
Colonel,
Deputy Director

Copies to: Economic Section
Movts Division ✓
Roads Div.
M.M.Planning
(for Lt.Col.Harris).

Encl.
Signal No.

652

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

0804

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

DRAFT SIGNAL

OPERATIONAL PRIORITY

TO/ 15 ARMY GROUP INFO AFHQ 5 ARMY 8 ARMY FOUR CORPS TOSCANA REGION UMBRIA MARCHE REGION

PARA ONE PD REFERENCE YOUR SIGNAL CAS FOUR TWO THREE DATED ONE FIVE PD

PARA TWO PD WILL PROVIDE ADDITIONAL QUEEN MIKE COY OF APPROXIMATELY FOUR ZERO VEHICLES FROM ONE TRUCK BATTALION EX FLORENCEAREA AT FOUR EIGHT HOURS NOTICE FROM TWO ZERO APRIL PD THIS WILL BE REPLACED BY NEWLY ACTIVATED QUEEN MIKE COY OF MOTOR TRANSPORT GROUP PD

PAREN TO FIFTHTEEN ARMY GROUP FOR INFO AFHQ CMA FIVE ARMY CMA SIXTH ARMY CMA FOUR CORPS CMA TOSCANA REGION CMA UMBRIA MARCHE REGION FROM HQ ALCOM CITE ACTPT PAREN

PARA THREE PD TOTAL TRUCKS PROVIDED FROM ALCOM RESOURCES WILL NOW BE FIVE TWO ZERO BY TWO FIVE APRIL AND SIX FOUR ZERO BY ONE MAY PD GEORGE MIKE CHARLIE TRUCKS OF QUEEN MIKE COYS CAN LIFT FOUR TONS EACH PROVIDED LOADS NOT ABNORMALLY BULKY PACKAGES PD TOTAL EQUIVALENT LIFT WILL THUS EXCEED SIX FIVE ZERO XRAY THREE TONNERS PD

Copies to:
Chief Commissioner
Executive Commissioner
Economic Section
Transportation S/C (3 copies)
N.I.Group A.C.(I.A.P.).

NICHOLAS PIOMBINO
CWO U.S.A.
Assist Adjutant

Transportation S/C
566

0805

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

SECRET

TRANSPORTATION [illegible]R-COMMISSION
MOVEMENTS DIVISION

FROM		TO
	CHIEF COL. M.J. SIEFF RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINCHING ROADS BRANCH LT.COL. C.N. CHRISTENSEN MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD CAPT. A.A. GOWER SHIPPING BRANCH LT.COL. J.A. BALFOUR MAJOR G.D. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON STATISTICS CHIEF CLERK RECEIVED 17 APR 1945	
	DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION	

3169

0806

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

66

15 ARMY GROUP INFO AFHQ, 8 ARMY, 5 ARMY, 4 CORPS.

5540 16 April 1945 OPERATIONAL PRIORITY

Confidential
Walter Bergius, AC of S, G-2 AFHQ

FAN ONE RE REFERENCE YOUR IDEAL DAO FOUR TWO THREE FAN S
ONE AND FOUR RE

FAN TWO RE DIRECTED ARMY GROUP FOR INFO AFHQ G-2 ITOUSA ARMY GAS
FIVE ARMY AND FOUR CORPS FROM NO ALSOS SITE ACTIVITIES

FAN TWO TO SIX ZERO ZERO TANGO ZE ONE WAY PLUS ONE ZERO ZERO
ONE GENERAL TRANSPORT DUE TO MAXIMUM AVAILABILITY OF ALLIED
MILITARY TYPE VEHICLES FOR FURTHER TROOP AND CIVILIAN TYPE
ARE CANNOT BE SENT FORWARD UNLESS TO RELIEVE NOT YET MAKING
ARRIVED IN THE THEATRE TO STAMP SUPPORT BEING MADE TO
EXPEDITE ARRIVAL OF THESE TRANSPORT ZE

Copy to:
Economic Section
Hqtrs. C/S (3)
M.T. Group A.G.

Monte.

Transportation S/S
566

650

INTERNAL DISTRIBUTION
CSO U.S.A.
Assist Adjutant

0807

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

SECRET

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM	TO
CHIEF COL. M.J. SIEFF RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING ROADS BRANCH LT.COL. C.N. CHRISTENSEN MAJOR STAIT CARDNER CAPT. P.J. MANSFIELD CAPT. A.A. GOWER SHIPPING BRANCH LT.COL. J.A. BALFOUR MAJOR G.E. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON STATISTICS CHIEF CLERK RECEIVED :- 16 APR 1945	DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION

3142

0808

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

15 ARMY GROUP INFOR AFHQ, 8 ARMY, 5 ARMY, 4 Corps.

5518 16 April 1945 OPERATIONAL PRIORITY

Confidential FD - Walter A Scott Jr Lt Colonel

PARA ONE FD REFERENCE YOUR SIGNAL CAS FOUR TWO THREE DATED ONE FIVE FD

PARA TWO FD REFERENCE PARA TWO FD REPEAT RELIEF DRIVER INCREMENT NOT AVAILABLE FD

PAREN TO FIFTHTEEN ARMY GROUP FOR INFO AFHQ C&A EIGHT ARMY C&A FIVE ARMY AND FOUR CORPS FROM HQ ALCOM CITE ACTPT PAREN

PARA THREE FD REFERENCE PARA THREE FD ALCOM HAVE NO RESOURCES LEFT TO MOVE PERSONNEL AND STORES OF REGIONS IF ALL TRUCKS MENTIONED IN PARA THREE OF OUR SIGNAL FIVE TWO NINE FIVE ARE ALLOTTED TO ONE FIVE ARMY GROUP FD

PARA FOUR FD REPLY TO PARA ONE WILL BE SENT ON RECEIPT OF YOUR REPLY TO THIS SIGNAL FD

Copy to:
Economic Section
Tpt.S/C (3)
M.T.Group A.C.

Transportation S/C
566

NICHOLAS FIORENTINO CWO U.S.A.
Assist Adjutant

0809

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: CAS 423

Date/Time of Origin:

Message Centre No: D/7714

Date Time Rec'd: APR 151007

Precedence: IMMEDIATE

FROM: 15 ARMY GROUP

TO: AICOM, INFO AFHQ, 8 ARMY, 5 ARMY, 4 CORPS, TOSCANA REGION, UMBRIA MARCHE REGION, EMILIA REGION

ACTION

Confidential Walter F Douglas Lieut Col

1. Ref your signal 5295. Figure not agreed. 1001 GT Coy is not part of the 650 Vehs as agreed in conversation Colonel SIEFF and Lt-Col STEWART. Provision 6 QM Coys at 40 vehs and 2 GT Coys at 120 vehs by 23 April provided only 480 vehs. The addition of 1004 GT Coy provides only 600 vehs of the 650 commitment. 15 ARMY GP is prepared to agree to deferment of 1004 GT Coy to 1st May but must have additional QM Coy of 50 vehs or equivalent to make up commitment already included in plan.

2. Ref para 6. Agreement was that all companies should have full driver increment otherwise the demand for vehs would be higher. Essential spare drivers be provided.

3. Ref para 5. Not agreed. Movement of personnal and stores of Region is AICOM commitment.

4. Confirmation that additional QM Coy or equivalent is available and that full driver increment is available for all companies very urgently requested

HEADQUARTERS 15 APR 1945

M/C Note:

This is complete text of D/7690

DIST

ACTION TN SC (2)
INFO A/PRESIDENT
CHIEF COMMISSIONER
ECON SEC
MT GROUP
FILE
FLOAT

Confidential

618

A. C. - Nov. 1944

Confidential FILE

CWC/gs

INTER OFFICE MEMO

Our Ref :- AC/754/61/Tn.3. 16 April 1945

SUBJECT :- Planning N. Italy

TO :- Lt. Col. B. HARRIS
Planning Staff (Tn.2.)

1. As it is now intended that all trucks available for the North are to be placed under command 15 Army Group then presumably all bids will be received and co-ordinated by 15 Army Gp.

2. As arranged the following items are referred to you and no further action will be taken by this Branch:-

(a) Move of Regional HQ's

See your 134/M/Tn.2. dated 11 April 1945.
For your information the Provincial team for MANTOVA is moving from ROME to SIENA 16 April '45 and the VARESE and SONDRIO Teams from ROME and CHIANCIANO 17 and 18 April respectively to an unknown destination in EMILIA Region.

(b) DPRSU Camps and Stores

See your 110/M/Tn.2. of 17 March 45 and your 123/M/Tn.2 of 30 March '45.
Enclosed find original letter from Displaced Persons and Repatriation Sub-Commission Ref. DPR/1-0/ /ADM dated 13 April 1945.

Ltr 647

C.W. CHRISTENSEN
Lt. Col.
Movements Division
Rome Branch

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

TO :- Lt. Col. E. HARRIS
Planning Staff (Tn.2.)

1. As it is now intended that all trucks available for the North are to be placed under command 15 Army Group then presumably all bids will be received and co-ordinated by 15 Army Gp.

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(b) DPRSC Camps and Stores

See your 110/M/Tn.2. of 17 March 45 and your 123/M/Tn.2 of 30 March '45.
Enclosed find original letter from Displaced Persons and Repatriation Sub-Commission Ref. DPR/1-0/ /ADM dated 13 April 1945.

Ltc 647

C.M. CHRISTENSEN
Lt. Col.
Movements Division
Roads Branch

Copy to :- Road Division
File AG/104/ Tn.3.
File AG/110/ Tn.3.

Declassified E.O. 12356 Section 3.3/NND No. 782021

0812

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

Confidential

60.

SECRET

R/392
APRIL 14/2200

W7727
APRIL 15/1420
ROUTINE

AMG FEAR 8 ARMY

ACTION: HQ ALCOM

INFO: 15 ARMY GROUP FOR G5

AMG MAIN 8 ARMY

SECRET.

Reference ACTFT 5295 of 13 April. Presume this programme cancels obligation of AFHQ through armies to convey supplies to VERONA as per log 177

DIST

ACTION : TN SC (2)

INFO : A/PRESIDENT
CHIEF COMMISSIONER
EX COMMISSIONER
ECON SEC
MT GROUP
FILE

HEADQUARTERS
15 APR 1945
A.C.

Confidential

Power P. Scoggins
Lt. Col. AGD

616

0813

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

SECRET

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM — TO -

CHIEF
COL. M.J. SIEFF

RAIL BRANCH
LT.COL. J.W. BAKER
MAJOR C.R. WORTHINGTON
MAJOR J.F. DUTHIE
CAPT. I.F. CLINGING

ROADS BRANCH
LT.COL. C.N. CHRISTENSEN
MAJOR STAIT GARDNER
CAPT. H.J. MANSFIELD
CAPT. A.A. GOWER

SHIPPING BRANCH
LT.COL. J.A. BALFOUR
MAJOR G.P. GODFREY
MAJOR A.M. McCLURE
CAPT. R. HOYLE
LT. J. HAZELTON
STATISTICS

CHIEF CLERK

15 APR 1945 3087

RECEIVED :-

DIRECTOR
DEPUTY DIRECTOR
PLANNING STAFF
ADMINISTRATION DIVISION
ROLLS DIVISION
PORTS & WAREHOUSE DIVISION
RAIL DIVISION

Roads Div Rec'd
1 copy

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

59

Originator's Reference: CAS 423
Date/Time of Origin: APR 141410B

Message Centre No: D/7690
Date Time Rec'd: APR 150800B
Precedence: IMMEDIATE

FROM: 15 ARMY GROUP

TO : ALCOM HQ AFHQ, 8 ARMY, 5 ARMY, 4 CORPS, TOSCANA REGION, UMBRIA MARCHE REGION, EMILIA REGION

Confidential

1. Ref your signal 5295. Figures not agreed. 1001 Gt Coy is not part of the 650 vehicles as agreed in conversation Col SKEFF and Lt Col STEWART. Provision of 6 QM Coys at 40 vehicles and 2 Gt Coys at 120 vehicles by 23 April provides only 480 vehicles. The addition of 1004 Gt Coy provides only 600 vehicles of the 650 commitment. 15 Army Group is prepared to agree to deferment of 1004 Gt Coy to first May but must have additional QM Coy of 50 vehicles or equivalent to make up commitment already included in plan.

Part 2 follows.

ACTION

HEADQUARTERS
15 APR 1945
A. C.

Dist

Action - Tn SC (2)
Info - A/President
Chief Commissioner
Motor Tpt Br
Econ Sec
File (2)
Float

Confidential

SECRET

645

0815

Declassified E.O. 12356 Section 3.3/NND No. 735021

SECRET

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM | TO

CHIEF
COL. E.J. SIEFF

RAIL BRANCH
LT.COL. J.W. BAKER
MAJOR C.R. WORTHINGTON
MAJOR J.F. DUTHIE
CAPT. I.F. CLINGING

ROADS BRANCH
LT.COL. C.N. CHRISTENSEN
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CAPT. A.L. GOWER

SHIPPING BRANCH
LT.COL. J.A. BALFOUR
MAJOR G.E. GODFREY
MAJOR A.M. McCLURE
CAPT. R. HOYLE
LT. J. HAZELTON
STATISTICS

CHIEF CLERK

RECEIVED :- 15 APR 1943 3017

DIRECTOR
DEPUTY DIRECTOR
PLANNING STAFF
ADMINISTRATION DIVISION
ROADS DIVISION
PORTS & WAREHOUSE DIVISION
RAIL DIVISION

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

Confidential
SECRET

HEADQUARTERS 15TH ARMY GROUP
G-5 SECTION
APO 777

WNS/mlh

Ref: G-5/S/31

13 April 1945

SUBJECT: M.T. for North Italy.

TO: HQ Allied Commission,
Transportation Sub-Commission.

1. Reference your 754/43/Tn.3 dated 9 April 1945.

2. This letter discusses four separate issues which are mutually exclusive.

a. Clearing railheads after it has ceased to be an Army commitment.
b. The future of 1001 G.T. Company.
c. Transport for the N.W. Italy in the operational phase.
d. Regional W/Es.

3. My observations are as follows:-

a. When Army moves forward and establishes new railheads or road heads, their responsibility for clearing the present railhead ceases.

b. 1001 G.T. Company is at present under the command of C.R.A.S.C. Army Troops, Eighth Army and is not therefore A.C. controlled transport. This company moves with the Army for the AMG commitment in operations.

c. The 650 vehicles which are being provided for N.W. Italy operations will come under the command of the Task Force for that operation and will not therefore be A.C. controlled transport until it reverts.

d. It is presumed that by A.C. controlled transport in this case is meant the vehicles of the normal war establishment of the Regions.

4. What it is important to establish is that A.M.G.s of Armies shall know their commitments and the means at their disposal. In the case of Eighth Army they have the 1001 G.T. Company, and in the case of the Task Force for N.W. Italy, they have the Companies making up the 650 x 3 ton lift vehicles being provided.

0817

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Confidential
SECRET
Walter R. Scruggs
Lt. Col. AGD

5. The difficulties which face the Regional Commissioner for Emilia when Army moves out interested this Headquarters because we wished to insure that any provision made for the clearing of the rail heads at Forli and Cesena would not prejudice AMG Eighth Army in its operational commitment.

for NELSON W. MONFORT
Colonel, G.S.C.
A. C. of S., G-5
and DCAO

0 3 1 8

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

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM	TO
CHIEF COL. M.J. SIEFF	18 15/4
RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING	
ROADS BRANCH LT.COL. C.N. CHRISTENSEN MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD CAPT. A.A. GOWER	
SHIPPING BRANCH LT.COL. J.A. BALFOUR MAJOR G.R. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON STATISTICS	
CHIEF CLERK RECEIVED :- 14 APR 1945	
DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION	

Secret

This Record has apparently not been circulated. The file and letter should be put in Records Div 19 Apr.

3008

0819

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51

AMG EMILIA REGION INFO 8 ARMY

5350

14 APRIL 1945 PRIORITY

Confidential

~~SECRET~~ FD Victor A Seagrave Lt Col AGD AC

PARA ONE FD REFERENCE YOUR SIGNAL EASY SLANT TWO FIVE FOUR

DATED ONE ONE APRIL FD

PARA TWO FD SEE THIS HOW QUEEN SIGNAL FIVE TWO NINE FIVE

DATED ONE THREE APRIL ADDRESSED ONE FIVE ARMY GROUP COPY

TO YOU FD

PAREN TO AMG EMILIA REGION FOR INFO EIGHT ARMY FROM

HQ ALCOM CITE ACCPT PAREN

PARA THREE FD RAILHEAD CLEARANCE NOW RESPONSIBILITY OF EIGHT

ARMY DURING OPERATIONAL PHASE FD NO GENERAL TRANSPORT COY

AVAILABLE FOR ALLOTMENT TO EMILIA REGION FD

PARA FOUR FD UNDERSTOOD RAIL LINES NOW OPEN TO WAREHOUSES

CESENA AND FORLI AND ROAD TRANSPORT NOT NOW REQUIRED TO MOVE

AMG SUPPLIES TO WAREHOUSES FD REQUEST CONFIRMATION FD

Copy to:
Economic Section
Movts Div.
Roads Div.
M.T.Group A.C.

542

NICHOLAS PIOMBINO
CWO U.S.A.
Assist Adjutant

Transportation
566

1. Pomfrey Lt Col.

0820

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

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM	TO
CHIEF COL. M.J. SIEFF RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING ROADS BRANCH LT.COL. C.N. CHRISTENSEN MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD CAPT. A.J. GOWER SHIPPING BRANCH LT.COL. J.A. BALFOUR MAJOR G.B. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON STATISTICS CHIEF CLERK RECEIVED :-	✓
DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION	

SECRET

2954

0821

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

TOSCANA REGION GENOA MARINE REGION

5305 13 APRIL 1945 PRIORITY

Confidential — Natterscroggins — Lt. Col. Stone

FROM CMA FD SUBJECT ALLOCATION CONTROLLED MILITARY MOTOR TRANSPORT
FOR MONTH FD
TO/ PD
FARA TOG REFERENCE THIS HQ QUEEN SIGNAL FIVE TWO NINE FIVE
DATED ONE THREE APRIL ONE NINE FOUR FIVE PD
PASSM TO TOSCANA REGION AND GENOA MARINE REGION FROM MB ALLOC
CITE ADJT PASSM
PARA THREE FD TWO UNDER ATTD SOVS EX ONE TRUCK BATTALION WILL
REMAIN TOSCANA REGION FOR PORT CLEARANCE AND HIGH PRIORITY LIFTS FD
QUEEN ATTD SOV AND GENERAL TRANSPORT SOVS BEING WITHDRAWN FROM
ANCONA CMA MASSERATA AREAS WILL BE REPLACED BY NEWLY ACTIVATED
QUEEN ATTD AND GENERAL TRANSPORT SOVS BUT THESE SOVS WILL NOT
BE FULLY EFFICIENT TIL MAINTENANCE PERSONNEL AND EQUIPMENT
ARE PROVIDED BY ARMY FD

Copy to: Economic Section
Movement Div.
Roads Div.
Forth Load Planning for Lt.Col.Harris
M.T.Group A.C.

Transmitted on S/C
565

841

NICHOLAS PIGNERO
CWO U.S.A.
Assist Adjutant

0821

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

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM		TO
	CHIEF COL. M.J. SIEFF RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING ROADS BRANCH LT.COL. C.N. CHRISTENSEN MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD CAPT. A.A. GOWER SHIPPING BRANCH LT.COL. J.A. BALFOUR MAJOR G.B. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON STATISTICS CHIEF CLERK RECEIVED :-	✓
	DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION	

Secret

2955

0823

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

AFHQ

5305 13 APRIL 1945 PRIORITY

Confidential

FROM [illegible]

IN NA ONE PD SUBJECT ALCOA CONTROLLED MILITARY MOTOR TRANSPORT FOR NORTH PD

PARA TWO PD REFERENCE PARA SIX OF THIS HQ SIGNAL FIVE TWO NINE FIVE DATED ONE THREE APRIL FOUR FIVE PD

PARA PD AMHQ FROG NO ALCOA CITE AGWT PARA

PARA THREE PD ESTIMATED NUMBER EQUIVALENT THREE ZERO ZERO THREE TONNERS WILL BECOME AVAILABLE DURING MAY PROVIDED YOU APPROVE AND MAKE AVAILABLE MAINTENANCE PERSONNEL AND EQUIPMENT FOR GENERAL TRANSPORT AND QUOTE LIKE GOYS NOW BEING ACTIVATED PD

PARA FOUR PD REQUEST YOU GIVE DECISION ON THIS POINT PD

Copy to:

Economic Section
Government Div.
War Division for Liaison
Rome Div.
N.T. Group A.C.

Transportation S/C
564

NICHOLAS FIGUERIDO
CWO U.S.A.
Assist Adjutant

640

0824

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

(1) 15 ARMY GROUP INFO (2) AFHQ (3) 8 ARMY (4) 5 ARMY (5) 4 CORPS
(6) TOSCANA REGION (7) UMBRIA MARCHE REGION (8) EMILIA REGION

5295 13 APRIL 1945 OPERATIONAL PRIORITY
TO (1) & (2)
PRIORITY REMAINDER

Confidential
~~SECRET~~ PD Walter Bedell Smith Lt Gen USA

PARA ONE PD SUBJECT ALCOM CONTROLLED MILITARY MOTOR TRANSPORT
FOR NORTH DURING PHASE ONE PD
PARA TWO PD REFERENCE DISCUSSION COL SIEFF AND LIEUTENANT COLONEL
STEWART DATED ONE ONE APRIL PD
PAREN TO FIFTHTEEN ARMY GROUP FOR INFO AFHQ CMA EIGHT ARMY
CMA FIFTH ARMY CMA FOURTH CORPS CMA TOSCANA REGION CMA UMBRIA
MARCHE REGION CMA EMILIA REGION FROM HQ ALCOM CITE ACTPT PAREN
PARA THREE PD SIX QUEEN MIKE TRUCK COYS OF APPROXIMATE FOUR ZERO
VEHICLES EACH OF ONE TRUCK BATTALION WILL BE AVAILABLE EX
TOSCANA REGION AT FOUR EIGHT HOURS NOTICE FROM TWO ZERO APRIL PD
ONE ZERO ZERO ZERO AND ONE ZERO ZERO TWO GENERAL TRANSPORT COYS
OF ONE TWO ZERO TRUCKS EACH AVAILABLE FOUR EIGHT HOURS NOTICE
TWO THREE APRIL AND ONE ZERO ZERO FOUR GENERAL TRANSPORT COY
OF ONE TWO ZERO TRUCKS AVAILABLE ONE MAY ALL EX ANCONA MACERATA
AREA PD IN ADDITION ONE ZERO ZERO ONE GENERAL TRANSPORT COY OF
ONE TWO ZERO TRUCKS NOW WITH EIGHT ARMY PD THIS WILL GIVE EQUIVALENT
LIFT SIX ZERO ZERO XRAY THREE TONNERS BY TWO FIVE APRIL AND SEVEN
TWO ZERO BY ONE MAY PD

0825

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

PARA FOUR PD REQUESTED ONE FIVE ARMY GROUP CALL FORWARD THESE VEHICLES VIA HOW QUEEN ALCOM ROME PD MAJORITY VEHICLES ENGAGED HIGH PRIORITY CIVIL TRAFFIC AND REQUEST VEHICLES ONLY CALLED FORWARD AS OPERATIONALLY REQUIRED PD VEHICLES DETAILED IN PARA THREE ARE TOTAL MOTOR TRANSPORT AVAILABLE FROM ALCOM RESOURCES FOR ARMY AREAS ON ONE MAY PD

PARA FIVE PD AS AND WHEN ONE FIVE ARMY GROUP OR SUBORDINATE FORMATIONS DESIRE TO CALL FORWARD REGIONAL PERSONNEL DURING PHASE ONE IT WILL BE NECESSARY FOR ONE FIVE ARMY GROUP OR SUBORDINATE FORMATIONS TO PROVIDE TRANSPORT REQUIRED IN EXCESS OF REGIONAL DOMESTIC VEHICLES TO LIFT PERSONNEL AND STORES PD THIS COMMITMENT RELATIVELY SMALL PD PERSONNEL FOR NORTH WEST REGIONS WILL BE CONCENTRATED TOSCANA AREA AND FOR VENEZIA REGION IN EMILIA PD

PARA SIX PD MOTOR TRANSPORT UNITS DO NOT REPEAT NOT HAVE DRIVER INCREMENTS PD

0826

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

5295. 13 APRIL 1945

(CONTINUATION)

PARA SEVEN PD IT IS UNDERSTOOD TRUCKS DETAILED PARA THREE ABOVE INCLUDING ONE ZERO ZERO ONE GENERAL TRANSPORT COY WILL COME UNDER COMMAND ONE FIVE ARMY GROUP OR FORMATION TO WHOM ONE FIVE ARMY GROUP DELEGATE RESPONSIBILITY DURING PHASE ONE BUT THEY ALL REPEAT ALL RETURN ALCOM CONTROL PHASE TWO PD RECOMMEND THAT DURING PHASE ONE THESE VEHICLES ARE USED ON CIVIL HAUL IN THOSE AREAS SO FAR AS POSSIBLE WHERE THEY ARE LIKELY TO BE REQUIRED IN PHASE TWO PD THIS WILL RESULT IN MINIMUM DISLOCATION IN MEETING ESSENTIAL CIVIL REQUIREMENTS DURING CHANGE FROM PHASE ONE TO PHASE TWO PD PARA EIGHT PD MUST EMPHASIZE THAT TRANSPORT REFERRED TO IN THIS SIGNAL IS ENTIRE ALCOM AVAILABILITY FOR ALL COMMITMENTS OF ONE FIVE ARMY GROUP INCLUDING REPEAT INCLUDING FIVE ARMY CMA EIGHT ARMY AND FOUR CORPS PD

Copy to: (1) Chief Commissioner
(2) Executive Commissioner
(3) Economic Section
(4) Transportation S/C (3 Copies)
(5) M.T.Group A.C. (I.A.F.)

Approved

A.B.THOMAS,
Colonel,
Deputy Director
Tpt.S/C

827

ECONOMIC SECTION

NICHOLAS PIOMBINO
CWO U.S.A.
Assist Adjutant

Confidential

Hatton R. Georgeson
Lt. Col. Inf

ALLIED FORCE HEADQUARTERS

G-4 (MOV & TN)

G-4 (Mov 1) D/36

11 Apr 45

SUBJECT : Lighterage for GENOA

CHAIR : Major T.L. BEAGLEY, G4 (Mov & Tn)

Present : Commander M.L. HARDIE, RN. - Fleet Navigating Officer to C in C Med.
Lieut Comdr G.B. STURT, RNVR - SOO to PSTO Med.
Col J.F.M. LEESE - - - - Tn(Brit)
Lt Col J.H. WHITMAN - - - Tn(A)
Major D.H. REYNOLDS - - - Tn(Brit)
Major V.B. KING - - - - G4 (Mov & Tn)
Major G.B. GODFREY - - - - Transportation Sub Commission Allied Commission.
Mr R. HUGHES - - - - - DOHC Representative

Secretary: Capt R. MOULD - - - - - G4 (Mov & Tn)

1. A meeting was held in G-4 (Mov & Tn) Conference Room at 1500 hrs 10 Apr 45 to discuss the present position regarding lighterage for GENOA. Reference was made to the minutes of a meeting held on 28 Nov 44 (G4 (Mov & Tn) 5/122/GDM refers). The decisions reached are listed below.

2. Z Craft:- 12 Z craft could be released from LEGHORN upon receipt of 6 similar craft. These 6 craft are to be moved to arrive at LEGHORN by 1 May 45. The 12 Z craft would then be available for onward movement to GENOA about 7 May 45. It is likely that the Indian crews would be withdrawn about a month after arrival at GENOA and during this month Italian crews would have to be trained to replace them.

(ACTION:- Tn (Brit))

3. MINCA Barges:- Thirty unassembled MINCA barges are available at NAPLES. When shipped to GENOA, Tn(Brit) will arrange for their assembly by Italian labour supervised by IWT Workshop Coy personnel. It is estimated that barges could be assembled at the rate of 4 barges every 10 days - the total number being assembled in about 2 months.

(ACTION:- Tn(Brit))

4. QUONSETT Barges:- 20 QUONSETT barges (a lift of approx 1000 tons per day) are now ready at NAPLES and will be towed to LEGHORN forthwith subject to confirmation by Tn(A) that they can be held there prior to onward towage to GENOA. DOHC Representative stated that he would arrange towage in conjunction with FONAM.

(ACTION:- Tn(A) 826

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Present : Commander M.H. HARDY, RNVR - SOO to PSTO Med.
Lieut Comdr G.B. STURT, RNVR - SOO to PSTO Med.
Col J.F.M. LEESE - - - - Tn(Brit)
Lt Col J.H. WHITMAN - - - Tn(A)
Major D.R. REYNOLDS - - - Tn(Brit)
Major V.E. KING - - - - G4 (Mov & Tn)
Major G.B. GODFREY - - - - Transportation Sub Commission Allied Commission.
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(ACTION:- Tn (Brit))

3. MTNCA Barges:- Thirty unassembled MTNCA barges are available at NAPLES. When shipped to GENOA, Tn(Brit) will arrange for their assembly by Italian labour supervised by IWT Workshop Coy personnel. It is estimated that barges could be assembled at the rate of 4 barges every 10 days - the total number being assembled in about 2 months.

(ACTION:- Tn(Brit))

4. QUONSETT Barges:- 20 QUONSETT barges (a lift of approx 1000 tons per day) are now ready at NAPLES and will be towed to LEGHORN forthwith subject to confirmation by Tn(A) that they can be held there prior to onward towage to GENOA. DOHC Representative stated that he would arrange towage in conjunction with FCNAM.

(ACTION:- Tn(A) 6226
DOHC Rep)

5. RCLs:- 20 RCLs are now available at NAPLES. 10 of these will move to LEGHORN forthwith under their own power subject to Tn(A) confirmation that they can be accomodated there. Tn(A) were asked to investigate the provision of temporary crews to ferry the lighters from NAPLES to GENOA where local crews will be recruited.

The remaining 10 RCLs will be held at NAPLES for shipment to GENOA in Liberty or similar ships.

(ACTION:- Tn(A))

Cont/... 6. TUGS ...

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[redacted] Confidential

Walter P. Scruggs
Lt. Col. AMG

6. TUGS:- Six tugs are earmarked for GENOA of which four are located at LEGHORN and two at CIVITAVECCHIA. Allied Commission Representative will check that tugs from CIVITAVECCHIA can be released immediately. DOHC Rep will arrange for their movement to LEGHORN and overhaul there. The four tugs at LEGHORN will be used for towing barges to GENOA.

Tn(Brit) will arrange for the manning of tugs by Italian LWT Coy personnel as soon as possible.

(ACTION:- AC Rep
DOHC Rep
Tn(Brit))

7. The maintenance and operation of tugs and lighters at GENOA will be a Tn(Brit) responsibility until handing over to Allied Commission

for T. L. BEAGLEY,
Major,
for Brigadier,
DQMG(Mov & Tn).

TLB/jnb

DISTRIBUTION:-

C-in-C MED (2)
DQMG(Mov & Tn)
Col Q(Mov) Shipping (2)
COT (2)
Hq AC

PBTO MED (2)
FUSAM
Tn (Brit) (2)
Mov 5
DOHC (2)

Declassified E.O. 12356 Section 3.3/NND No. 780021

7. The maintenance and operation of tugs and lighters at GENOA will be a Tn(Brit) responsibility until handing over to Allied Commission

T. L. BELGLEY,
Major,
for Brigadier,
D/MG(Mov & Tn).

TLB/jmb

DISTRIBUTION:-

C-in-C MED	(2)	PSTO MED	(2)
D/MG(Mov & Tn)		FORLAN	
Col Q(Mov) Shipping		Tn (Brit)	(2)
COT	(2)	Mov 5	
Hq AC	(2)	DOHC	(2)

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

0831

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

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM	TO
CHIEF COL. M.J. SIEFF 5 13/apr. RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING ROADS BRANCH LT.COL. C.N. CHRISTENSEN MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD CAPT. A.A. GOWER SHIPPING BRANCH LT.COL. J.A. BALFOUR MAJOR G.E. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON STATISTICS CHIEF CLERK RECEIVED :- 13 APR 1945	
	DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION

2922

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

52

Tel. 220

12th. April 1945

125/M/TN2

Memo to : Acting Vice-President
Economic Section

Subject : Highway Tariff Schedule.

1. Pursuant to agreement reached in conference of 9th. April, it is suggested a General Order be issued for use in Liguria, Piemonte, Lombardia and Venezia Regions, covereing the following tariff schedule:

O R D E R

Article I

The maximum rates to be charged for the haulage by motor transport shall be cumputed from the following table:

(See Attached)

Article II

Definitions

" Motor Transport " shall inculed all auto-trains, trucks, trucks and trailers, tractors and trailers, motor cars, motor tricycles or any other motor vehicle of any other description propelled by mechanical means which are designed and suitable for the transportation of goods, merchandise or freight.

" Capacity " is that indicated in the vehicle's circulation booklet.

Article III

Structure of Tariff

The maximum tariff that may be charged for any movement shall consist of either that shown in TAHLE I, composed of:

(a) A fixed charge called the " Base Rate" which is a charge that is independent of the distance covered by the vehicle and includes compensation for the trip from the garage to dispatch office of the Truck Pool and return plus

(b) A rate based on the quintal-kilometers covered.

634

OR

Declassified E.O. 12356 Section 3.3/NND No. 782021

covereing the following tariff schedule:

ORDER

Article I

The maximum rates to be charged for the haulage by motor transport shall be cumputed from the following table:

(See Attached)

Article II

Definitions

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(b) A rate based on the quintal-kilometers covered.

634

OR

that shown in TABLE II if the distance covered in 8 hours is less than 100 kilometers, and is agreed to prior to dispatch by the hirer.

Base rate will not be applied to TABLE II

Article IV

Loading - Stowage and Unloading

Loading, stowage and unloading of goods shall be at the risk and expence of the consignor and consignee.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Capacity (Quintals)	Base Rate (Lire)	Rate per Qli/Km. (Lire)	Rate per Qli. per Hour (Lire)
	TABLE I		TABLE II
From 1 to 10 Qli.	110	1,05	16,82
" 11 " 15 "	210	0,91	15,30
" 16 " 20 "	320	0,82	14,35
" 21 " 22 "	350	0,78	13,67
" 23 " 24 "	380	0,74	13,08
" 25 " 26 "	400	0,71	12,56
" 27 " 28 "	420	0,68	12,10
" 29 " 30 "	430	0,66	11,69
" 31 " 32 "	440	0,64	11,32
" 33 " 34 "	450	0,62	10,98
" 35 " 36 "	470	0,60	10,67
" 37 " 38 "	500	0,58	10,39
" 39 " 40 "	540	0,56	10,13
" 41 " 42 "	570	0,55	9,89
" 43 " 44 "	580	0,54	9,66
" 45 " 46 "	590	0,53	9,45
" 47 " 48 "	620	0,52	9,25
" 49 " 50 "	630	0,51	9,07
" 51 " 55 "	740	0,49	8,90
" 56 " 60 "	760	0,48	8,75
" 61 " 65 "	800	0,47	8,61
" 66 " 70 "	850	0,46	8,48
" 71 " 80 "	910	0,45	8,37
" 81 " 90 "	1000	0,44	8,27
" 91 " 100 "	1100	0,43	8,18

633

Declassified E.O. 12356 Section 3.3/NND No. 782021

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

[illegible]	[illegible]	0,74	[illegible]
" 25 " 26 "	400	0,71	12,56
" 27 " 28 "	420	0,68	12,10
" 29 " 30 "	430	0,66	11,69
" 31 " 32 "	440	0,64	11,32
" 33 " 34 "	450	0,62	10,98
" 35 " 36 "	470	0,60	10,67
" 37 " 38 "	500	0,58	10,39
" 39 " 40 "	540	0,56	10,13
" 41 " 42 "	570	0,55	9,89
" 43 " 44 "	580	0,54	9,66
" 45 " 46 "	590	0,53	9,45
" 47 " 48 "	620	0,52	9,25
" 49 " 50 "	630	0,51	9,07
" 51 " 55 "	740	0,49	8,90
" 56 " 60 "	760	0,48	8,75
" 61 " 65 "	800	0,47	8,61
" 66 " 70 "	850	0,46	8,48
" 71 " 80 "	910	0,45	8,37
" 81 " 90 "	1000	0,44	8,27
" 91 " 100 "	1100	0,43	8,18
" 101 " 120 "	1220	0,42	8,10
" 121 " 140 "	1380	0,41	8,05
" 141 and over	1580	0,40	8,00

633

Article V

Application of Rates

Tariff rates shall be computed on the rated capacity of the vehicle, irrespective of the bulk or weight of the load.

Distance travelled shall be computed from the dispatch office to unloading point and return, using the distance actually traversed and including all diversions and detours.

Complete trips shall be charged for under TABLE I at the full rate less 50% for that portion of the journey run empty.

Tariff on loads comprising goods shipped by more than one consignor shall be pro-rated on the ratio of quintal-kilometers covered for each compared to the total quintal-kilometers covered. The same method of pro-rating traiffs shall be used for ascertaining charges for the shipmerts picked up or dropped enroute.

Wherever more than one trip per day is made between loading and unloading points, a single base rate shall be charged, if charges are levied under TABLE I.

If a vehicle is forced to remain away from its headquarters over night while carrying gargo, an additional flat charge of 400 Lire may be added to the tariff whether under TABLE I or TABLE II. This does not apply to vehicles undergoing repairs or absent without due cause away fromits garage.

Article VI

Demurrage

Time lost in loading or unloading vehicles shall be charged for as follows under TABLE I only

	Vehicle Capacity		
	Up to 30 Qli.	30 to 120 Qli	Over 120 Qli
1st. hour	0 lire	0 lire	0 lire
each additional hour or portion thereof	200 "	250 "	300 "

2. All suggested charges and criticism should be referred to this office not later than Tuesday, 17 April, at which time final draft will be submitted to Legal Sub-Commission for casting into printers copy.

032

Declassified E.O. 12356 Section 3.3/NND No. 782021

Tariff on loads comprising goods shipped by more than one consignor shall be pro-rated on the ratio of quintal-kilometers covered for each compared to the total quintal-kilometers covered. The same method of pro-rating traiffs shall be used for ascertaining charges for the shipments picked up or dropped enroute.

Wherever more than one trip per day is made between loading and unloading points, a single base rate shall be charged, if charges are levied under TABLE I.

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Article VI

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	Up to 30 Qli.	30 to 120 Qli	Over 120 Qli
1st. hour	0 lire	0 lire	0 lire
each additional hour or portion thereof	200 "	250 "	300 "

2. All suggested changes and criticism should be referred to this office not later than Tuesday, 17 April, at which time final draft will be submitted to Legal Sub-Commission for casting into printers copy. 852

3. The utmost urgency is required in light of operational developments.

M. B. Thomas

M. B. THOMAS
Colonel
Deputy Director

Copy to: ~~Chief Commissioner~~
Civil Affairs Section
~~Chief of Staff~~
Establishment Section
Finance Sub/Com.
Food Sub/Com.
Labour Sub/Com.
Legal Sub/Com.
Col. Sieff ←
Mr. Gross
Capt. Wyatt.

Declassified E.O. 12356 Section 3.3/NND No. 782021

0 E 3 3

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

Copy file 51

A M G ANCONA ATTENTION CAPTAIN BENT

INFO A M G ARMY

5130 10 April 1945 PRIORITY

Confidential
~~SECRET~~ PD Walter H. Scoggin
Lt. Col. AGD

PARA ONE PD THE TWO PLATOONS OF ONE ZERO ZERO ZERO GEORGE TARE COMPANY AT PRESENT ON FORWARD ROAD ARE FORTHWITH TO BE WARNED TO BE PREPARED TO ~~SECRET~~ MOVE ON FOUR EIGHT HOURS NOTICE PD

PARAS TO AMG ANCONA ATTENTION CAPT BENT FROM MOTOR TRANSPORT GROUP ALOOM PARAS

COPY TRANSPORTATION SUB-COMMISSION

MOTOR TRANSPORT GROUP A. F.

690849 Ext. 139

NICHOLAS PLUMBING
CWO USN
asst. adj.

Original with Roma Division

631

0 8 3 9

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

FLOOR FLORENCE ATTENTION MAJOR HARMON

5065 3 April 1945 PRIORITY

Confidential Walter Hoffine Lt. Col. Sig C

PARA ONE PD CONFIRMING VERBAL ORDERS GIVEN YOU BY LT COLONEL BURGESS PD

PARA TO ALOOM FLORENCE ATTENTION MAJOR HARMON CMA COMMANDING OFFICER NUMBER ONE TRUCK CO FROM MOTOR TRANSPORT GROUP ALOOM PARMA

PARA TWO PD WHEN MIKE TRUCK COMPANIES NUMBERS FOUR CMA FIVE AND SIX ARE ON WARNING ORDERS TO MOVE WITHIN FORTY EIGHT HOURS AS FROM EIGHT APRIL

COPY TRANSPORTATION SUB BASE COMMISSION

M. C. MOTOR TRANSPORT GROUP

890349 ext. 1359

NICHOLAS PIOMBINO
CWO USA
Asst. Adj.

Original with Road Division

630

0840

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

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM		TO
	CHIEF COL. M.J. SIEFF RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING ROADS BRANCH LT.COL. C.N. CHRISTENSEN MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD CAPT. A.A. GOWER SHIPPING BRANCH LT.COL. J.A. BALFOUR MAJOR G.B. GODFREY MAJOR A.M. McGUIRE CAPT. R. HOYLE LT. J. HAZELTON STATISTICS CHIEF CLERK 11 APR 1945 RECEIVED :-	
	DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION	

2795.

Tel. 586 HEADQUARTERS ALLIED COMMISSION GF/ec
APO 394
TRANSPORTATION SUB-COMMISSION

441

Ref: AC/SC/TC/Tn3 11 April 1945.

SUBJECT: Road Transport.

TO : Regional Commissioner - Emilia Region.
(Attn: Regional Transportation Officer)

413

1. Reference your RTO/GF/4.10 dated 5 April 1945.

2. The questions raised in your letter are dealt with in this Sub-Commission letter 754/AC/Tn3 dated 9 April 1945, addressed to Headquarters 15th Army Group, copy to you.

3. You will note that it is not possible at this stage to say what part of the Allied Commission controlled military vehicles available can be allotted to you when the region is finally liberated.

By Command of Rear Admiral STONE:

G. FERRYBOTTOM
Lt. Colonel, RA
Roads Division.

cc:
AMG 5th Army
Movements Division

Declassified E.O. 12356 Section 3.3/NND No. 780021

0 8 4 2 1

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

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

105

FROM

CHIEF
COL. M.J. SIEFF

R.H. BRANCH
LT.COL. J.W. BAKER
MAJOR C.R. WORTHINGTON
MAJOR J.F. DUTHIE
CAPT. I.F. CLINGING

ROADS BRANCH
LT.COL. C.N. CHRISTENSEN
MAJOR STAIT GARDNER
CAPT. H.J. MANSFIELD
CAPT. A.A. GOWEN

SHIPPING BRANCH
LT.COL. J.A. BALFOUR
MAJOR G.P. COURTNEY
MAJOR A.M. McCLURE
CAPT. R. HOYLE
LT. J. HAZELTON
STATISTICS

CHIEF CLERK

11 APR 1945
RECEIVED

TO

DIRECTOR
DEPUTY DIRECTOR
PLANNING STAFF
ADMINISTRATION DIVISION
ROADS DIVISION
PORTS & WAREHOUSE DIVISION
RAIL DIVISION

2292
105

48

Tel. 866 HEADQUARTERS ALLIED COMMISSION GF/ey
APO 394
TRANSPORTATION SUB-COMMISSION

Ref: AC/SR/LL/Ts5 11 April 1945.

SUBJECT: Road Transport.

TO : G-5 Headquarters 15th Army Group.
(Att: Lt. Col. W. S. Stewart, AGAC)

1. Reference your letter G-5/5/31 dated 7 April 1945.

2. All matters contained in the letters mentioned in par. 1 of your letter are dealt with in this Sub-Commission's letter 754/48/Ts3 dated 9 April 1945, addressed to Headquarters 15th Army Group.

G. FORRYNDER
Lt. Colonel, RA
Roads Division.

cc: AMG 6th Army
Regional Commissioner - Baltic Region
Movements Division

628

Declassified E.O. 12356 Section 3.3/NND No. 780021

0844

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

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM	TO
CHIEF COL. M.J. SIEFF RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING ROADS BRANCH LT.COL. C.N. CHRISTENSEN MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD CAPT. A.J. GOWER SHIPPING BRANCH LT.COL. J.A. BALFOUR MAJOR G.B. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON STATISTICS CHIEF CLERK RECEIVED : 10 APR 1943	
DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION	

2 FILES 2693

ATTACHED

0845

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

754/47

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

Tel. 471

9th. April 1945

130/M/TN2

TO : Memo to Movements Division
(Roads)

SUBJECT : N.W. Move-in

Ref : Your AC/754/36/TN3.

1. Re your para 1, we presume you have notified Public Safety and made contact with Army so that everyone concerned knows these facts.

2. Re para 2, we have no record of any bids by Regional Commissioners for clothing. We are immediately circularising the regions concerned and will transmit their replies to you.

Re bids submitted for initial move in, please be reffered to our 106/M/TN2 of 14th. March addressed to you and our 112/M/TN2 of 19th. March, copy to you. For bid covering supplies from Parma, please see our NW/CO/CONF/1 of 10th. March, copy to Movements.

Job plan 177 has not been made available to this office.

3. Re your para 3, no reply has been received, though 1st. tracer has been sent.

110/6/TN3

M. HARRIS
Lt. Colonel
Corps of Engineers.

Copy to : Col Sieff.

MH/gc.

See also 112/M/TN2
NW/CO/CONF/1
10 Apr

827

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

FILE

Walter P. Bergquist
Lt. Col. AUS

CNC/gs

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Our Ref :- AC/754/46/Tn.3. 10 April 1946

SUBJECT :- M. Italy

TO :- AC. Motor Transport Group (IAF)

1. Ref 754/38/Tn.3. being minutes of conference held 6 Apr. '46.

2. Please may this Branch be supplied with particulars of orders issued to Units and information passed to Armies in accordance with Minute No. 4.

for M.B. THOMAS, Colonel
Deputy Director

Copy to : Road Div.

826

0847

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

Confidential

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

EJS/vb

10th April, 1945.

Tel. Ext. 318

754/45/Tn.7.

SUBJECT: Operational Transport.

TO : 15th Army Group HQ.

1. Reference your G-5/9/51, dated 7th April, 1945, the points raised therein are covered in our letter No. 754/45/Tn.3, dated 5th April, of which you are the action addressee.

2. From this letter you will see that it is fully appreciated that any Phase 1 transport will be at the disposal of 15th Army Group for allocation as they think best to meet civil requirements.

E.J. SIFF, Colonel,
for ARRATT H. TAYLOR,
Director,
Transportation Sub-Commission.

Copy to:

Roads Division, Tn. S/C.
Roads Branch, Mov. Div. Tn. S/C.
AG MT Group (Italian Army Personnel).

625

0843

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

Confidential 4596

Walter Pettengill
Lt. Col. AGD

NWL/WNS/mjm

754/445

HEADQUARTERS 15TH ARMY GROUP
G-5 SECTION
APO 777

Ref: G-5/S/31

7 April 1945

SUBJECT: Operational Transport.

TO : Transportation Sub-Commission,
Headquarters Allied Commission.

1. Reference Cipher Message No. 4499, 301831A para 4.

2. This paragraph shows a misunderstanding of the purpose for which the vehicles were to be provided. The vehicles were not specifically earmarked for hauling from the three points mentioned in the appreciation, Log Plan 177, and could not in any case have referred to those, because during the operational phase of any campaign with which alone this Headquarters is concerned, the local distribution of civil supplies is the responsibility of the task force -- in this case either Fifth Army or IV Corps, depending upon the development of the operations.

3. When the operational phase ceases, the responsibility passes to AFHQ, i.e., the District in conjunction with Allied Commission.

4. AFHQ in Phase 1 agreed to lift 500 t.p.d. to PARMA. This is not sufficient and Allied Commission were to provide the military with 650 x 3-ton vehicles in order to make up part of the difference.

5. As in the operational phase, the forwarding of supplies from Allied Commission forward warehouses now at FORLI and CESENA, is done by the Task Force -- in this case either Fifth Army or IV Corps, this transport must be placed under the Command and operational control of the Task Force. When the operational phase is over, the transport will of course revert to Allied Commission control.

6. As soon as this transport is called forward for operations, I shall take the necessary steps to have orders issued accordingly. This transport will be maintained by Ordnance Units attached to IV Corps, or Fifth Army.

NELSON W. MONFORT
Colonel, G.S.C.
A. C. of S., G-5

824

0849

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

Confidential

URGENT

Walter K. Lt. Col

94/91

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

9th April, 1945.

Tels: Ext. 318

754/A3/Tn.5.

SUBJECT: M.T. for North Italy.

TO : H.Q. 15th Army Group.

1. Reference 15th Army Group's letter G-5/S/51, dated 2nd April, and HQ Emilia Region's letter [illegible], dated 31st March, to HQ 15th Army Group and HQ Allied Commission, enclosing [illegible] from 5th Army's letter G3/115, dated 27th March, and G3/115, dated 1st April, all letters not to all addressees, but all dealing with the provision of road transport for the North.

2. It is estimated that there will be available on the 1st May the approximate equivalent of 700 x 3 tonners, AC controlled military transport, for work in the North. Availability will increase to about 1000 x 3 tonners by the 1st June, and 1,900 by the 1st July, but this is dependent on the punctual arrival of cased vehicles ex North America according to the present shipping programme.

3. It is unlikely that the total quantity of AC controlled military transport, detailed in para 2 above, will meet total demands for civil movement, etc. It would, therefore, appear to be necessary for 15th Army Group to divide the AC controlled military transport available at the time for Phase 1 between the N.W. and M.T. area, in accordance with priorities and the proportion of military assistance that can be given in helping to meet essential civilian requirements. The figures given in para 2 above do not include 1001 M.T. Company, which is at present in the 5th Army area, and which will be available for remaining in Emilia Region, or for moving on with 5th Army, but, at the same time, it must be clearly understood that essential civil requirements in Emilia Region must be met from the numbers quoted in para 2 above, plus 1001 M.T. Company.

4. In any movement into the North, Transportation Sub-

0850

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

Commission have undertaken to provide transport for lifting Regional and Provincial personnel, etc., and their stores; provision of this transport must be made out of the AC controlled military vehicles available at the particular date.

5. With reference to HQ Emilia Region's letter 11X/3#/T/2, dated 31st March, every effort will be made to obtain increasing supplies of tyres and spare parts to enable the maximum civilian lift to be provided.

6. So far as rail head clearance for Forli and Cesena is concerned, once operations start, it should be possible to rail essential civil requirements from the Ancona area further forward than the Forli-Cesena area; at the same time can further investigations please be made regarding the possibility of connecting direct to rail both the Forli and Cesena warehouses, both of which have rail sidings adjoining. This question has been discussed with the DDTW (Col. Early) 5th Army, who has assured Transportation Sub-Commission that he will give every assistance in this respect.

7. Obviously total quantities to be stockpiled will depend on the course of future operations, but it is unlikely that anything equivalent to 50,000 tons will be stockpiled at Cesena, because once movement forward has commenced it will be unreasonable to haul from Ancona to Cesena, unload to warehouse there, and then reload for forward movement.

M.J. CLIFF, Colonel.
For BENNETT H. TAYLOR,
Director,
Transportation Sub-Commission.

Copy to:

HQ AAI 8th Army.
HQ AGO 4 Corps.
Regional Commissioner, Emilia Region.
M.S. Planning Committee (for Lt. Col. Harris).
Road Division, Transportation S/C.
Economic Section.

622

0851

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

3 copies

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM	TO
CHIEF COL. M.J. SLEFF RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING ROADS BRANCH LT.COL. C N. CHRISTENSEN MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD SHIFTING BRANCH LT.COL. J.A. BALFOUR MAJOR G.P. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON CHIEF CLERK RECEIVED :-	
DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION RAILWAYS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION	

SECRET

2067
52

Su/754/45/TN3 to Dpr
T
754/43/TN3 to Dpr

Confidential ~~Restricted~~ S/C

~~Secret~~ ~~Top Secret~~ ~~Margins~~ Secret

4075

SUBJECT : Road transport.

HQ, Rear Eighth Army. 12.0/71

CA/113.

27 Mar 45.

154/42 F

HQ 15 Army Gp.
HQ Allied Commission.
HQ ANC EMILIA Region.

Copy to:- FC, FORLI,
FC, RAVENNA.

1. Arrangements are now in hand for increasing rail tonnage intake at Army RHs (FORLI and CESENA) to 500 TPD. It is expected that this increase will take effect not later than 9 Apr, and possibly from 2 Apr.

2. The bulk of the intake will come from ANCONA and a proportion from pase. The latter railings are liable to come in very irregularly and raise the tonnage requiring clearance on any one day by 300-400% over the amount programmed. At present trains arrive at RHS in the afternoon, involving great difficulty in getting wagons cleared by nightfall.

3. The above arrangements will alter tpt availability from Local G.T.Coy. which will be very largely committed to clearance of RHs and distribution of POL. The bulk of the provincial tpt requirements will be dependent on the resources of the Auto Trasporti.

4. Attention is also called to the fact that RH clearances and deliveries from advanced supply depots will necessarily continue after 8th Eighth Army has moved from the present area and when the tpt of Local G.T.Coy. is operating in any new advanced Army zone. It is not known whether such details will be carried out by A.C. with special tpt which they will make available for same, or whether they will require EMILIA Region to assume this duty with the Auto Trasporti.

5. This HQ will give all possible assistance to both HQ A.C. and to EMILIA Region at all times. Any information which HQ A.C. can give regarding their intended policy concerning para. 4 above will be appreciated. The commitments which they will require EMILIA Region to meet should, it is suggested, be defined without delay.

W.T.K. Army Maj RA.

30 MAR 1945

For Air Commodore,
Officer Commanding,
ANC, Eighth Army.

Copy to: File CA/113.

621

Declassified E.O. 12356 Section 3.3/NND No. 780021

0833

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

SECRET

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

93

FROM	TO
CHIEF COL. M.J. SIEFF RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING ROADS BRANCH LT.COL. C N. CHRISTENSEN MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD SHIPPING BRANCH LT.COL. J.A. BALFOUR MAJOR G[illegible]. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON CHIEF CLERK 3 APR 1945 RECEIVED :-	

DIRECTOR
DEPUTY DIRECTOR
TRAINING STAFF
ADMINISTRATION DIVISION
ROADS DIVISION
PORTS & WAREHOUSE DIVISION
RAIL DIVISION

SECRET

R301/93 10.0pm
Su 15H/45/TN3 9.0pm
15H/43/TN3
620

0854

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

SUBJECT : tpt for AMG 8th Army. Confidential

AMG, Rear Eighth Army.

CA/115.

1 Apr 45.

15 Army Gp. for G-3.
HQ Allied Commission.

Reference is made to tpt requirements for hauling of civ supe on 8th Army L of C to FERRARA and North.

1. It is considered by this HQ that when the expected forward Army move takes place, tpt assigned to this HQ, namely 1001 C.T.Coy, will be able to maintain haulage of civ supe from FOGGIA - CERIGNOLA to FERRARA.

2. After FERRARA has been passed, further help from an A.C. tpt coy will be required to haul supe either to FERRARA or to an intermediate depot.

3. The originally avowed purpose of moving 1004 coy into the ANCONA area in the fall of 1944, was to haul supe from base (ANCONA) to this HQ RIMINI Depot. The necessity for using road tpt, however, disappeared at that time owing to availability of sufficient rail tonnage. Presumably, either 1004 or another C.T.Coy, will be made available to make the haul referred to in para.2 above.

4. Early reply is requested as to the method, time, etc., in which the additional tpt will be made available.

HEADQUARTERS
3 APR 1945
A. Co.

for Air Commodore,
Officer Commanding,
AMG, Eighth Army. 619

0855

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

RR 4337 In. Sic

Confidential [redacted]
Walter Rodgers
Lt. Col. AGD

754/42 D

HEADQUARTERS EMILIA REGION
ALLIED MILITARY GOVERNMENT
APO 394

ACB/eah
31 March 1945

RIX/SE/T/2

SUBJECT: Road Transport

TO : HQ 15 Army Group
HQ Allied Commission

1. Reference is to secret letter A.G Rear Eighth Army, OA/113, dated 27 March 1945, copy attached, and to a later communication from the SCAO on the same subject.

2. The modus operandi to be adopted with regard to railhead clearance, and the warehousing in, and subsequent distribution from, railhead supply depots at Forli and Cesena should now be definitely determined. These depots are to stockpile 20,000 and 50,000 tons, respectively.

3. Rail tonnage intake at these two points will shortly be increased to 500 T.F.D., and clearance of this quantity will impose a heavy commitment upon the 1001 G.T. Company, which is the only one operating in Eighth Army Area. The activities of this company will thus be to a great extent limited to railhead clearance and POL distribution.

4. Although the 1½ provinces of Emilia Region so far liberated are still in Army Area, it has been possible, owing to the quasi-amalgamation of A.G Eighth Army and this Regional HQ, to organize Ufficii Autotrasporti far earlier than would normally have been the case. The number of roadworthy vehicles is, however, limited, and supplies of tires, tubes, and spare parts are extremely difficult to obtain. The maximum daily lift that can be hoped for is 250 tons and in view of the probable frequent breakdowns it would not appear wise to plan on more than 130 tons per day.

5. This lift is probably sufficient to cope with the normal intra-provincial demands, which include (1)

61 8

HEADQUARTERS
A. C.

[redacted]

0856

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

Confidential

movement of foodstuffs and fuelwood, (2) transport of civilian workers and materials to Public Works jobs (permanent details alloted in some cases) and (3) normal civilian maintenance work (street cleaning, debris collection and removal, etc.) Assistance from 1001 G.T. Company has continued to be necessary and it must be assumed that this need for supplemental transport will continue and be, for a time, intensified.

6. It is therefore ob vious that when Eighth Army and the 1001 G.T. Company move on, it will not be possible to handle railhead clearance without additional transport.

7. On the basis of 500 T.P.D., and assuming an average availability of 90 vehicles, it will require one G.T. Company to effect railhead clearance, to distribute POL, and to assist in the distribution of other supplies in the present area.

8. As the line moves forward, additional transport will be required for the remainder of the Region. It seems probable that the Armies will move through the remaining $6\frac{1}{2}$ provinces of the Region very rapidly. If this is the case, assistance from the Armies' G.T. Companies and truck companies will only be available for a very brief period.

9. Food conditions in these provinces and the state of the roads, and many other material factors, are matters for conjecture. It is estimated, however, that two G.T. companies or their equivalent will be required for the $6\frac{1}{2}$ unliberated provinces.

10. To these must be added, in the early stages, a further two companies for use for local distribution, while Ufficii Autotrasporti are being organized.

11. To summarize, after the Armies have moved forward, the maximum total transport required for this region will presumably be:

a. 1 G.T. Co. for railhead clearance at Forli and Cesena.
b. 2 G.T. Companies for delivery from these two depots to the whole of Emilia.
c. 2 G.T. Companies for local use until the Ufficii Autotrasporti have been organized and begin to operate.

Colonel, JAGD
Regional Commissioner

617

0857

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

W

754/47

COPY

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SUBJECT : Tpt for AMG 8th Army.

Walter T. Fergus /lr
Lt. Col. AMG

AMG Rear Eight Army

OA/113
1 April 1945

15 Army Group, for G-5
HQ Allied Commission.

Reference is made to tpt requirements for hauling of civ sups on 8th Army L of C to FERRARA and North.

1. It is considered by this HQ that when the expected forward Army move takes place, tpt assigned to this HQ, namely 1001 G.T. Coy, will be able to maintain haulage of civ sups from FORLI + CESENA to FERRARA.

2. After FERRARA has been passed, further help from an A.C. Tpt Coy will be required to haul sups either to FERRARA ot to an intermediate depot.

3. The originally avowed purpose of moving 1004 Coy into the ANCONA area in the fall of 1944, was to haul sups from base (ANCONA) to this HQ RIMINI Depot. The necessity for using road tpt, however, disappeared at this time owing to availability of sufficient rail tonnage. Presumably, either 1004 or another G.T. Coy, will be made available to make the haul referred to in para 2. above.

4. Early reply is requested as to the method, time, etc., in which the additional tpt will be made available.

Air Commodore
Officer Commanding
AMG, Eight Army

616

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SUBJECT : Road transport.

AMG, Rear Eight Army.
OA/113.
27 Mar 45.

754/47

HQ 15 Army GP.
HQ Allied Commission.
HQ AMG EMILIA Region.

Copy to:- PC, FORLI,
PC, RAVENNA.
---

1. Arrangements are now in hand for increasing rail tonnage intake at Army RHs (FORLI and CESENA) to 500 TPD. It is expected that this increase will take effect not later than 9 Apr, and possibly from 2 Apr.

2. The bulk of the intake will come from ANCONA and a proportion from Base. The latter railings are liable to come in very irregularly and raise the tonnage requiring clearance on any one day by 50%-100% over the amount programmed. At present trains arrive at RHs in the afternoon, involving great difficulty in getting wagons cleared by nightfall.

3. The above arrangements will alter tpt availability from 1001 G.T. Coy which will be very largely committed to clearance of RHs and distribution of POL. The bulk of the provincial tpt requirements will be dependent on the resources of the Auto Trasporti.

4. Attention is also called to the fact that RH clearance and deliveries from advanced Supply Depots will necessarily continue after AMG Eight Army has moved from the present area and when the tpt of 1001 G.T. Coy is operating in any new advanced Army Zone.It is not known whether such details will be carried out by A.C. with special tpt which they will make available for same, or whether they will require EMILIA Region to assume this duty with the Auto Trasporti.

5. This HQ will give all possible assistance to both HQ AC. and to EMILIA Region at all times. Any information which HQ. AC. can give regarding their intended policy concerning para.4 above will be appreciated. The commitments which they will require EMILIA Region to meet should, it is suggested, be defined without delay.

(Sgd) . . 615

for Air Commodore,

Declassified E.O. 12356 Section 3.3/NND No. 782021

at Army RHs (FORLI and CESENA) to 500 TPD. It is expected that this increase will take effect not later than 9 Apr, and possibly from 2 Apr.

2. The bulk of the intake will come from ANCONA and a proportion from Base. The latter railings are liable to come in very irregularly and raise the tonnage requiring clearance on any one day by 50%-100% over the amount programmed. At present trains arrive at RHs in the afternoon, involving great difficulty in getting wagons cleared by nightfall.

3. The above arrangements will alter tpt availability from 1001 G.T. Coy which will be very largely committed to clearance of RHs and distribution of POL. The bulk of the provincial tpt requirements will be dependent on the resources of the Auto Trasporti.

4. Attention is also called to the fact that RH clearance and deliveries from advanced Supply Depots will necessarily continue after AMG Eight Army has moved from the present area and when the tpt of 1001 G.T. Coy is operating in any new advanced Army Zone. It is not known whether such details will be carried out by A.C. with special tpt which they will make available for same, or whether they will require EMILIA Region to assume this duty with the Auto Trasporti.

5. This HQ will give all possible assistance to both HQ AC. and to EMILIA Region at all times. Any information which HQ. AC. can give regarding their intended policy concerning para.4 above will be appreciated. The commitments which they will require EMILIA Region to meet should, it is suggested, be defined without delay.

(Sgd) . . .615

for Air Commodore,
Officer Commanding,
AMG, Eighth Army.

Copy to: File CA/213.

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

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

Col Pruitt

Ref. Work Conversation with AFIVO.
Re Item 650 Trucks, Tunnel "C" Conv - 6x6
from 15 Nov. to mid August.
221 Cy Conc is Scheduled to be made
per day 16 Hrs: Plus or min 40 Pl. Cuys
per day 11 + 25 Hrs.
Total additional trucks available
mid Nov Should be 170 + by 25 Nov
220.
Trucks available 25 Nov = 370 Trucks
by Contract if 300 Trucks from Thailand =
Keep Work
Keep Work Standard & plans on schedule 15 Nov.
Action as to Bldg Tele-Channel Conv

613

HQ. ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION

FROM: | TO

DIRECTOR
MR. MERRITT H.TAYLOR
DEPUTY DIRECTOR
COLONEL M.B. THOMAS
PLANNING STAFF
MR. CHARLIE RYAN
LT.COL. M. HARRIS
MAJOR F.P. RICHARDSON
ADMINISTRATIVE DIV.
LT. COL. W.P. SCOGGINS
CAPT. C S. WYATT
MOVEMENTS DIV.
COL. M.J. SIEFF
LT.COL. J.W. BAKER
LT.COL. C.N.CHRISTENSEN
LT.COL. J.A. BALFOUR
RAIL DIV.
LT. COL. O.H.LINDBERG
MAJOR W.C. FLETCHER
MAJOR A.C. BING
MAJOR M.G. MATSON
MAJOR A.H. STREET
MAJOR S.L. BAISTER
MAJOR C.M. LONG
ROADS DIV.
MR. GEORGE G. GROSS
LT. COL. G.FERNYHOUGH
MAJOR D.C. NOBLE
MAJOR H.M. DOWNER
CAPT. W.G. PETERSON
PORTS & WHOUSE DIV.
MR. R.M. BAZZANELLA
MR. CHARLES C. CROOKS
MR. JAMES D. HURLEY
MAJOR R.H. KLEIN
LT. G.W.E. WORLEY

DATE & TIME REC'D
- 4 APR 1945
11:20

Return buck slip to Chief Clerk, Admin. Div. with reference or file on which [illegible] had been made. 614.

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

CAPT. C S. WYATT

MOVEMENTS DIV.

COL. M.J. SIEFF
LT.COL. J.W. BAKER
LT.COL. C.N.CHRISTENSEN
LT.COL. J.A. BALFOUR

RAIL DIV.

LT. COL. O.R.LINDBERG
MAJOR W.C. FLETCHER
MAJOR A.C. PING
MAJOR M.G. MATSON
MAJOR A.H. STREET
MAJOR S.L. BAISTER
MAJOR C.M. LONG

ROADS DIV.

MR. GEORGE G. GROSS
LT. COL. G.FERNYHOUGH
MAJOR D.C. MOYLE
MAJOR H.M. DOWNER
CAPT. W.G. PETERSON

PORTS & WHOUSE DIV.

MR. R.M. BAZZANELLA
MR. CHARLES C. CROOKS
MR. JAMES D. HUDLEY
MAJOR R.H. KLEIN
LT. J.W.E. WORLEY

DATE & TIME RECD 1120
4 APR 1945

Return buck slip to Chief Clerk, Admin. Div. with reference of file on which attached has been put. 614.

REMARKS

M.T. Brch. w/this 221
G to C/S actualid & next
G.M. Conf.

Declassified E.O. 12356 Section 3.3/NND No. 780021

0863

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

Confidential

[redacted]

Walter Krueger
Lt. Col. GSC

TNT 4/C

4477

75/4/41

HEADQUARTERS 15TH ARMY GROUP
G-5 SECTION
APO 777

NWM/mlh

Ref: G-5/S/31

2 April 1945

SUBJECT: Operational Transport.

TO: HQ Allied Commission,
Transportation Sub-Commission.

1. Reference wire No. 1499.

2. On the assurance given to me by the Director of the Transportation Sub-Commission while in conference with me on his last visit, that he would make available 650 trucks 14 days after the commencement of operations, I gave my personal pledge to the A. C. of S., G-4 at this Headquarters that these trucks would be produced.

3. However the number of trucks falls very far short of the commitment and cannot be considered satisfactory. The whole 650 trucks should now be available organized as self contained units.

4. I am now being pressed by A. C. of S., G-4 to reassure him on this matter and it would be appreciated if I can have your assurance that the 370 which are to be available mid April can be put up to the original undertaking of 650.

NELSON W. MONFORT
Colonel, G.S.C.
DCGAO

612

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

SUMMARY OF A.C. TRANSPORT AVAILABILITY IN EACH MONTH

DATE	SOURCE	No. OF TRUCKS	TYPE	EFFECTIVE No. OF TRUCKS	REMARKS
1 April	1 Tk. Bn.	150	3 Ton	150	Availibility of Rail Space
1 May	Bt.Fwd.	~~150~~ 210		~~150~~ 210	
	2 G.T. Coys	240	3 Ton	240	Availibility of Rail Space
	New G.T.& Q.M.Coys	440	2 Ton	293	
	Total	~~830~~ 900		~~683~~ 743	
1 June	Bt.Fwd.	~~830~~ 900		~~683~~ 745	
	New G.T.& Q.M.Coys	440	2 Ton	293	
	Total	~~1270~~ 1330		~~976~~ 1036	
1 July	Bt.Fwd.	~~1270~~ 1330		~~976~~ 1036	
	New G.T.& Q.M.Coys	390	2 Ton	260	
		100	10 Ton	333	
	Completion N.1 Tk Bn	80	2 Ton	320	
	Truck Pools	400	2 Ton		
	Total	~~2240~~ 2300		~~1889~~ 1947	
1 August	Bt.Fwd.	~~2240~~ 2300		~~1889~~ 1947	
	New G.T.& Q.M.Coys	160	10 Ton	533	
	Truck Pools	1164	2 Ton	776	
	Total	~~3564~~ 3624		~~3198~~ 3258	

Note:+ The effective number of trucks is based on the standard 3 ton vehicle, used as a basis of calculation in ~~Appendix 'A' (Note 2 (iii))~~ Para 1(g).

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/fd

APPENDIX "B"

MARY OF A.C. TRANSPORT AVAILABILITY IN EACH MONTH

TYPE	EFFECTIVE No. OF TRUCKS	REMARKS
3 Ton	150	Availibility of Rail Space Leghorn-Florence Line
3 Ton	240	Availibility of Rail Space Ortona-Ancona Line
2 Ton	293	
	683	
2 Ton	293	
	976	
2 Ton	260	
10 Ton	333	
2 Ton }	320	
2 Ton }		
	1889	
10 Ton	533	
2 Ton	776	
	3496	

number of trucks is based on the standard 3 ton vehicle, used as
culation in Appendix 'A' (Note 2 (iii)).

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Confidential
— Via Lt. Morgan
Lt. Col. CMP

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

AJS/vb

9th April, 1945.

Tel: Ext. 318

754/40/Tn.3.

SUBJECT: G-5 (15th Army Group) Appreciation.
Occupation of North West Italy.

TO : Economic Section.
(for Col. Murphey)

1. Reference the attached correspondence from 15th Army Group.

2. G-5's (15 Army Group) figures of M.T. requirements are substantially in agreement with those we have worked out independently. G-5's figures do not appear to include petrol.

3. With regard to the availability of M.T. for North Italy, please see our 754/39/Tn.3, dated 7th April, 45, to Economic Section for Mr. Antolini.

4. Reference paragraph 6 of Appendix "A", attached, subject "Public Safety", it is not the responsibility of the Transportation Sub-Commission to move CC.RR by land or sea to Liguria; Transportation Sub-Commission has undertaken to see that these CC.RR are moved as far as Florence. It is the Army's responsibility to move them on from Florence. This is confirmed by Lt. Col. Wilson of Public Safety Sub-Commission.

M.J. SIEFF, Colonel.
For MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

Encls. (Correspondence from G-5 (15th Army Group))

610

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MJS/vb

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

7th April, 1945.

Tel: Ext. 318

754/39/Tn.3.

SUBJECT: Motor Transport for North Italy.

TO : Economic Section (2)
(for Mr. Antolini)

1. Attached at Appendix "A" is a forecast of the M.T. requirements for movement of supplies into Northern Italy. Figures are based on those suggested in AFHQ Log Plan 177, less coal and allowing for initial 200 gram ration in Liguria in the first month; the Appendix shows NW and NE requirements separately. Figures are based on commencement of entry 1st May.

2. Requirements are based on the following factors:

(a) Impact ration of 100 grams in the first month, except for Liguria (200 grams), of 200 grams the second month and 300 grams the third month. (Appendix "B" shows actual tonnages to be lifted.)

(b) Military assistance will be given to deliver 500 T.P.D. to Parma and 750 T.P.D. to Padua and Verona the first month. While military assistance may be available for a longer period the operational situation may entail the withdrawal of this assistance after the first month, and A.C. must plan on the worse case.

(c) A.C. controlled transport will lift from Parma, Padua and Verona to Regional stockpiles only, and will haul the balance required to make up the ration scale laid down in 2(a) above from stockpiles in the Forli-Cesena area.

(d) Sufficient civilian transport will be found for distribution from Regional stockpile to consumer and for local distribution of local production.

(e) No rail capacity will be available in the first three months.

699

(f) No sea movement in the first two months, but third

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

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Copy No. 7

month 1090 T.F.D. for Piemonte and 450 T.F.D. for Liguria will move by sea via Genoa and Liguria coast ports, but assumes MT lift from Genoa to Piemonte Regional dumps.

(g) Two drivers per vehicle will be available, and that vehicles will work 18 hours per day. Vehicles will accomplish an average of 140 miles per day, and that 20 per cent are deadlined daily for maintenance and repair.

3. The figures for truck availability are made up as follows:-

(a) Available 1st April ex existing A.C. controlled military transport, approximately 200 x 3 tons.

(b) Available 1st May ex existing A.C. controlled military transport, additional 240 x 3 tons, based on opening of Ancona-Ortona railway line on 30th April.

(c) The rate of activation of new QM truck and GT Coys based on the present flow of cased vehicles on A.C. account into the theatre, the time needed for the assembly of the vehicles, and the organisation of the new units.

4. Reference 3(a) above, the balance of A.C. controlled military vehicles, excluding truck pools, left in the area of presently liberated Italy will be approximately 450 x 3 tons, which it is considered will be the minimum number necessary for high priority work, such as docks clearance, haulage of wheat for Rome from local warehouse to railhead, etc. At present there is not sufficient civil transport to cover these lifts.

5. It is estimated that approximately 300 x 3 ton vehicles will be required to lift Regional personnel, baggage and stores to their destinations, but the period during which this lift will be required will depend on the rate at which presently occupied Italy will be liberated.

6. From the figures at Appendix "A" it will be seen that, based on the assumptions made in paragraph 2 above, there will be a very considerable deficiency if Northern Italy is fully occupied before July. Even after this period there will still be a deficiency though this will decrease as new QM and GT Coys become available. The assumptions made in paragraph 2 above, on which deficiencies in MT have been established, represent conditions when factors are most unfavourable in respect of movement of A.C. civilian supplies.

608

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7. It would therefore appear essential that the maximum possible amounts are moved by sea coastwise, both for the NW and NE from the earliest possible moment; a programme for maintaining Liguria by sea has been submitted to AFHQ; a similar programme will be prepared for Venezia, though on the present operational plan the mine clearance of Venice is unlikely in the early stages. A programme based on Ravenna, if feasible, and Trieste, will be worked out and submitted to AFHQ.

8. At the same time, if Northern Italy is liberated prior to July, and unless there is substantially more civilian transport and/or rail capacity, sea capacity and military MT assistance available than is assumed in paragraph 2 above, A.C. controlled military transport will be totally inadequate to cope with the stores movement required to give a ration based on the scale detailed in paragraph 1 above. This should be made clear to AFHQ at the earliest opportunity in order that such action as is deemed necessary can be taken.

M.J. SIEFF, Colonel.
For MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

2 Encls. Appendices "A" and "B"

Copy to: Road Division, Tn S/C
NW Planning Staff, Tn S/C
Motor Transport Group (Italian Army)
~~[illegible]~~
~~[illegible]~~
~~[illegible]~~
~~[illegible]~~
~~[illegible]~~

RECEIPT

April, 1945.

TO: Transportation Sub-Commission,
HQ, AC.

Received Copy No. 7 of your letter 754/39/Tn 3 dated 7th April, 1945, subject Motor Transport for North Italy.

Signature .....

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

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Walter Scoggins
Lt. Col - AUS

APPENDIX "B"

To Tn. S/C Letter
754/39/Tn.3. of 7.4.45.

TONS PER DAY TO BE MOVED INTO NORTHERN ITALY (Excludes Coal)

		1st Month	2nd Month	3rd Month
N.W.	Piemonte	357	680	1,090
	Liguria	310	300	450
	Lombardia	609	1,150	1,850
	Parma and Piacenza	34	70	110
	TOTAL	1,310	2,200	3,500
N.E.	Emilia (excl. Parma, Piacenza, Forli and Ravenna)	144	351	535
	Venezia Tridentina	85	195	315
	" Giulia	128	293	473
	" Propria	493	1,131	1,827
	TOTAL	850	1,950	3,150
	TOTAL N.W. and N.E.	2,160	4,150	6,650

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(Copy No. ____)

APPENDIX "A"

TRUCK AVAILABILITY AND REQUIREMENTS FOR NORTHERN ITALY

(All Truck Figures are based on 3 Ton Carrying Capacity)

D Day	Serial		N.E. 1st Month	N.E. 2nd Month	N.E. 3rd Month	N.W. 1st Month	N.W. 2nd Month	N.W. 3rd Month	1s
1st May	1	Trucks available	743	1,036	1,949	743	1,036	1,949	
	2	Required to haul from Padua, Verona and Parma	310	23	-	326	-	-	
	3	Deficiency	-	-	-	-	-	-	
	4	Required to haul serial (2) plus stockpile FOFLI balance	354	1,747	2,875	1,251	2,852	2,878	
	5	Deficiency	-	711	926	508	1,816	929	

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(Copy No. ____)

APPENDIX "A" to Tn. S/C Letter 754/39/Tn.3. dated 7th April, 1945.

TRUCK AVAILABILITY AND REQUIREMENTS FOR NORTHERN ITALY

(All Truck Figures are based on 3 Ton Carrying Capacity)

	N.E.			N.W.			All North Italy		
	1st Month	2nd Month	3rd Month	1st Month	2nd Month	3rd Month	1st Month	2nd Month	3rd Month
	743	1,036	1,949	743	1,036	1,949	743	1,036	1,949
om Padua,	310	23	-	326	-	-	636	23	-
	-	-	-	-	-	-	-	-	-
nical (2)	354	1,747	2,875	1,251	2,852	2,878	1,606	4,599	5,753
I balance	-	711	926	508	1,816	929	863	3,563	3,804

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Date 11 Dec 92 By NARA, Date 12/11/92

H.E. Col xx OKC No. 9

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MJS/vb

7th April, 1945.

Tel. Ext. 318

754/39/Tn.3.

SUBJECT: Motor Transport for North Italy.

TO : Economic Section (2)
(for Mr. Antolini)

1. Attached at Appendix "A" is a forecast of the M.T. requirements for movement of supplies into Northern Italy. Figures are based on those suggested in AFHQ Loc Plan 177, less coal and allowing for initial 200 gram ration in Liguria in the first month; the Appendix shows NW and NE requirements separately. Figures are based on commencement of entry 1st May.

2. Requirements are based on the following factors:

(a) Impact ration of 100 grams in the first month, except for Liguria (200 grams), of 200 grams the second month and 300 grams the third month. (Appendix "B" shows actual tonnages to be lifted.)

(b) Military assistance will be given to deliver 500 T.P.D. to Parma and 750 T.P.D. to Padua and Verona the first month. While military assistance may be available for a longer period the operational situation may entail the withdrawal of this assistance after the first month, and A.C. must plan on the worse case.

(c) A.C. controlled transport will lift from Parma, Padua and Verona to Regional stockpiles only, and will haul the balance required to make up the ration scale laid down in 2(a) above from stockpiles in the Forli-Cesena area.

(d) Sufficient civilian transport will be found for distribution from Regional stockpile to consumer and for local distribution of local production.

(e) No rail capacity will be available in the first three months.

(f) No sea movement in the first two months, but third month 1090 T.P.D. for Piemonte and 450 T.P.D. for

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Copy No. 9

Liguria will move by sea via Genoa and Liguria coast ports, but assumes MT lift from Genoa to Piemonte Regional dumps.

(f) Two drivers per vehicle will be available, and that vehicles will work 18 hours per day. Vehicles will accomplish an average of 140 miles per day, and that 20 per cent are deadlined daily for maintenance and repair.

3. The figures for truck availability are made up as follows:-

(a) Available 1st April ex existing A.C. controlled military transport, approximately 200 x 3 tons.

(b) Available 1st May ex existing A.C. controlled military transport, additional 240 x 3 tons, based on opening of Ancona-Ortona railway line on 30th April.

(c) The rate of activation of new QM truck and GT coys based on the present flow of cased vehicles on A.C. account into the theatre, the time needed for the assembly of the vehicles, and organisation of the new units.

4. Reference 3(a) above, the balance of A.C. controlled military vehicles, excluding truck pools, left in the area of presently liberated Italy will be approximately 450 x 3 tons, which it is considered will be the minimum number necessary for high priority work, such as docks clearance, haulage of wheat for Rome from local warehouse to railhead, etc. At present there is not sufficient civil transport to cover these lifts.

5. It is estimated that approximately 300 x 3 ton vehicles will be required to lift Regional personnel, baggage and stores to their destinations, but the period during which this lift will be required will depend on the rate at which presently occupied Italy will be liberated.

6. From the figures at Appendix "A" it will be seen that, based on the assumptions made in paragraph 2 above, there will be a very considerable deficiency if Northern Italy is fully occupied before July. Even after this period there will still be a deficiency though this will decrease as new QM and GT Coys become available. The assumptions made in paragraph 2 above, on which deficiencies in MT have been established, represent conditions when factors are most unfavourable in respect of movement of A.C/ civilian supplies.

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Copy No. 9

7. It would therefore appear essential that the maximum possible amounts are moved by sea coastwise, both for the NW and NE from the earliest possible moment; a programme for maintaining Liguria by sea has been submitted to AFHQ; a similar programme will be prepared for Venezia, though on the present operational plan the mine clearance of Venice is unlikely in the early stages. A programme based on Ravenna, if feasible, and Trieste, will be worked out and submitted to AFHQ.

8. At the same time, if Northern Italy is liberated prior to July, and unless there is substantially more civilian transport and/or rail capacity, sea capacity and military MT assistance available than is assumed in paragraph 2 above, A.C. controlled military transport will be totally inadequate to cope with the stores movement required to give a ration based on the scale detailed in paragraph 1 above. This should be made clear to AFHQ at the earliest opportunity in order that such action as is deemed necessary can be taken.

M.J. SIFF, Colonel.
For MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

2 Encls. Appendices "A" and "B"

Copy to: Road Division, Tn S/C
NW Planning Staff, Tn S/C
Motor Transport Group (Italian Army)
[redacted]

RECEIPT

TO : Transportation Sub-Commission, April 9 1945.
MC, AC.

Received Copy No. 9 of your letter 754/39/Tn.3. dated 7th April, 1945, subject Motor Transport for North Italy.

0876

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

INTER OFFICE MEMO.

cip/rnh.
Confidential

7 April 45

Our Ref :- AC/754/36/Tn.3.

SUBJECT:- Planning N.W.Italy.

TO :- Chief, Movements Division.
Lt.Col Harris - Planning Staff.

1. Caribinieri.

Am informed by Public Safety that a total of approx 2,000 Caribinieri will have to be moved from ROME(1,000) and NAPLES(1,000) to FLORENCE Area to replace Caribinieri moving into N.W. Italy with the Army. Of these 2,000,- 500 have already moved by Rail and the balance will move within the next 14 days, by which time billeting arrangements will have been made.

The movement forward into the N.W. is purely an Army Responsibility. A.C. have NOT to provide Transport. Above information supplied by (Lt Col.WILSON)- Public Safety 7 April '45.

2. A.R.C. Clothing for distressed Areas in LIGURIA, PIEMONTE and LOMBARDIA.

The quantities of Clothing assembled at LEGHORN for distribution in above Regions is as follows:-

LIGURIA	60	Tons
PIEMONTE	100	"
LOMBARDIA	125	"
TOTAL:	285	"

This information was supplied by Mr JEFFERSON of the American Red Cross 7 April '45 who states that each Region has been informed. The movement forward will be in accordance with requirements and orders of each Regional Commissioner who presumably has already made his bid for transport.

601

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

Please will Lt Col. Harris - Planning Section confirm that tonnages have been allowed for, in the figures given in AFHQ Log Plan 177 or alternatively state what plans have been made and what transport bids have been submitted.

3. DFR3C Camps.

Please will Lt Col. Harris state if he is in a position to reply to AC/110/4/Tn3 dated 19 March '45.

It is urgent that this Branch has some direction concerning this movement, said to involve 900 Tons.

C.N.CHRISTENSEN.
Lt.Col.
Movements Division.
Roads Branch.

600

Confidential

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

754/35/Tn.3. 6 April '45

MEETING HELD AT HQ, AC.
1100 hours 6 April 45

PRESENT : Col. L.J. SIEFF – Mov Division (Chair)
Lt. Col. M. HARRIS – Planning Staff
Lt. Col. G. HERTHOUGH – Road Division
Lt. Col. J.M. DE BIBB – M.T. Group
Lt. Col. C.N. CHRISTENSEN – Mov Roads
Major C.R. WORTHINGTON – Mov Rail
Major A.L. Mc. CLUNG – Mov Shipping

ACTION

1. Col. Sieff announced that the meeting had been called to consider a report to be made to the Economic Section on the deficiency of road transport available to AC for the movement of Civil Supplies into N; Italy and to make preliminary arrangements for the detailing of Units.

2. A draft report was produced and the following points considered.

3. Basis of Vehicle Capacity.
Draft report was based on 3 ton truck travelling daily 100 miles loaded and 100 miles return empty over a 24 hour day. Each vehicle to have 2 drivers 14 hours travelling at 15 mph. and 4 hours loading and unloading. Margin of 6 hours in each 24 hours for diversions, delays etc.

(a) Lt. Cols. Harris and Bordass disputed the possibility of vehicles travelling 200 miles in 24 hours and Col. Sieff accepted their recommendation of 140 miles (70 miles loaded and 70 miles empty) per day.

(b) Drivers.
Lt. Col. Bordass reported that M.T. Coys. had not sufficient drivers to provide two per vehicle. He stated that ND 1 platoons provided by AFHQ to each Coy. were composed of men unable to drive [illegible] better was in hand with AFHQ

M.T. Group

59

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

Lt. Col. J.N. [illegible] - R.T. Group
Lt. Col. C.M. [illegible] - Mov Roads
Major C.R. [illegible] - Mov Rail
Major A.L. [illegible] - Mov Shipping

ACTION

1. Col. Sieff announced that the meeting had been called to consider a report to be made to the Economic Section on the defiency of road transport available to AC for the movement of Civil Supplies into N; Italy and to make preliminary arrangements for the detailing of Units.

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(b) Drivers.
Lt. Col. Bordass reported that R.T. Coys. had not sufficient drivers to provide two per vehicle. R.T. Group
He stated that HD 1 platoons provided by FHQ to each Coy. were composed of men unable to drive and matter was in hand with FHQ.
Col. Sieff pointed out that there should be sufficient trained drivers now available for additional drivers to be transferred from training schools to any R.T. Coy. which might be required for duty in N. Italy.
Lt. Col. Bordass to ascertain immediately and report to Col. Sieff earliest date by which 2 drivers per vehicle can be provided.

4. Availability of R.T.

(a) It had been estimated that the following vehicles could be made available on dates stated :-

Declassified E.O. 12356 Section 3.3/NND No. 782021

Date	No. of Trucks	Present Duty	Remarks;
(i) 15 April	60	Food haul Ancona - Forli	-
	150	Leghorn - Florence Area	Opening Rail line Leghorn - Florence 1 April.
	80	Activation 221 G.T. Coy. (Newly assembled Cased Vehicles)	120 x 2 ton equivalent to 80 x 3 ton.
	290		
(ii) 1 May	290	(As above)	
	240	2 G.T. Coys. Grain haul Abruzzi Marche Regions;	Opening Rail line Ortona - Ancona
	213	Newly assembled cased vehs.	320 New 2 ton equivalent to 213 x 3 ton.
	743		

ACTION

(b) Lt. Col. Bordass was instructed to detail the Units which would be required and to put them at 48 hours notice to move. He would notify Armies concerned. Any signals or orders issued in this connection must be repeated to Roads Division and Roads Branch of Mov Division. — M.T. Group

(c) Lt. Col. Bordass was in touch with AFHQ and would report immediately on situation re activation 221 G.T. Coy. expected to be available for operation 11 April.

(d) The vehicles at present in operation u/c M.T. Group are as follows :-

1 Truck Bn.(3 G.T. Coys.)	324	x 3 ton trucks
4 G.T. Coys.	480	" " " "
TOTAL	804	

If 210 trucks were taken 15 April and 240 trucks 1 May (See minute 4 (c) (i) and (ii)) then there would be a balance of 324 trucks left in present Liberated Italy.
It was agreed that 324 trucks was the minimum required to carry out present transport requirements. No further vehicles could be released from present Liberated Italy for duty in N. Italy.

5. Rail Line Ortona - Ancona.

(a) Major Worthington was asked to confirm that line would be open 1 May and that therefore release of trucks could be relied upon. — Mov Rail
He undertook to report to Col. Sieff by 1430 hours 6 April 45. Major Worthington was instructed to — Mov Rail

Declassified E.O. 12356 Section 3.3/NND No. 782021

lent to 213 x 3 ton.

ACTION

(b) Lt. Col. Bordass was instructed to detail the M.T. Group Units which would be required and to put them at 48 hours notice to move. He would notify Armies concerned. Any signals or orders issued in this connection must be repeated to Roads Division and Roads Branch of Mov Division.

(c) Lt. Col. Bordass was in touch with AFHQ and would report immediately on situation re activation 281 G.T. Coy. expected to be available for operation 11 April.

(d) The vehicles at present in operation u/c M.T. Group are as follows :-

1 Truck Bn.(3 G.T. Coys.)	324 x 3 ton trucks	
4 G.T. Coys.	480 " " " "	
TOTAL	804	

If 210 trucks were taken 15 April and 240 trucks 1 May (See minute 4 (a) (i) and (ii)) then there would be a balance of 354 trucks left in present Liberated Italy.
It was agreed that 354 trucks was the minimum required to carry out present transport requirements. No further vehicles could be released from present Liberated Italy for duty in N. Italy.

5. Rail Line Ortona - Ancona.

(a) Major Worthington was asked to confirm that line would be open 1 May and that therefore release of trucks could be relied upon. Mov Rail
He undertook to report to Col. Sieff by 1430 hours 6 April 45. Major Worthington was instructed to note the intention of removing 150 trucks at 48 hours notice from Leghorn - Florence Area and was asked to ensure that arrangements were made to secure rail space. Mov Rail

6. During discussion Lt. Col. Bordass reported that of 240 trucks assembled by RMAD at CAPUA only 180 had been received 60 were missing and could not be traced - matter in hand. MT Group
Of the 180 received 40 had been returned to RMAD as being badly assembled i.e. bolts loose, etc., etc.

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

7. Military Delivery of 500 TPD at PARMA. ACTION

Lt. Col. Harris stated he understood that in addition to above there was a Military undertaking to deliver a further 500 tons per day to another point in the vicinity of PARMA. He was referred to AFHQ Log Plan 177.

8. Move of Regional Log.

(a) Concentration.

(i) LIGURIA } These two Regions were concen- Planning
(ii) PIEDMONTE } trating CHIANCIANO Sec.

(iii) LOMBARDIA Lt. Col. Harris had applied for particulars but had received no reply. He was following up. Teams at present scattered.

(b) Vehicles.

It had been accepted by AC as a responsibility to provide transport required in excess of Regional owned transport in order to move by Provinces. Estimated that 300 vehicles would be required to move in one lift. No doubt move would be gradual by Provinces and therefore ferry service of vehicles required would be far less than 300.

9. Shipping.

Major Mc. Clure was instructed to consult Food Sub-Commission and in conjunction with them and Lt. Col. Harris to prepare a plan for movement of supplies by Sea to N.E. using RAVENNA, LEGHORN and VENICE. Planning Sec. and Mov. Shipping

10. [illegible]

for L.J. SIEFF,
Colonel,
Chief, Movements Div.

598

DISTRIBUTION.
1. Director, Transportation Sub-Commission.
2. Chief, Movements Division.
3. Mov Division - Rail Branch.
4. - Roads Branch.
5. - Shipping Branch.

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

(ii) [illegible] } trating CITTANOVANO — Sec.

(iii) LOMBARDIA — Lt. Col. Harris had applied for particulars but had received no reply. He was following up. Boats at present scattered.

(b) Vehicles.

It had been accepted by AG as a responsibility to provide transport required in excess of Regional owned transport in order to move by Provinces. Estimated that 300 vehicles would be required to move in one lift. No doubt move would be gradual by Provinces and therefore ferry service of vehicles required would be far less than 300.

9. Shipping.

Major Mc. Clare was instructed to consult Food Sub-Commission and in conjunction with them and Lt. Col. Harris to prepare a plan for movement of supplies by Sea to N.E. using DAVEY 2, ULYSSES and VENICE. — Planning Sec. and Mov. Shipping

10. [illegible]

for [illegible].J. SIEFF,
Colonel,
Chief, Movements Div.

598

DISTRIBUTION.

1. Director, Transportation Sub-Commission.
2. Chief, Movements Division.
3. Mov Division - Rail Branch.
4. - Roads Branch.
5. - Shipping Branch.
6. Roads Division.
7. Planning Staff (Lt. Col. Harris).
8. AC Motor Transport Group (IAP).
9 - 20 Spares.

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

0884

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

Tel 33

HEADQUARTERS ALLIED COMMISSION
AFG 394
TRANSPORTATION SUB-COMMISSION

AJS/vb

Tel: Ext. 319

5th April, 1946.

FMO/2/Tn.3.

SUBJECT: Highway Tariff Schedule.

TO : North West Planning Commitee.
(For Lt. Col. Harris)

1. Reference conversation Lt. Col. Harris/Col. Sieff of the 4th of April.

2. Your suggestion that a conference be called of interested parties is agreed to, and it is suggested that this conference be held on Saturday, April 7th, at 1500 hours, in Mr. Taylor's office (Room 9, 6th Floor).

A.J. SIEFF, Colonel.
For MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

Copy to:

Capt. C.S. Wyatt, Accounts Branch, Tn. S/C.
Read: ~~Administration~~ Division, Tn. S/C.
Roads Branch, Gov. Div., Tn. S/C.

597

HQ. ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION

FROM: | TO

DIRECTOR
MR. MERRITT H.TAYLOR
DEPUTY DIRECTOR
COLONEL M.B. THOMAS
PLANNING STAFF
MR. CHARLIE RYAN
LT.COL. M. HARRIS
MAJOR F.P. RICHARDSON
ADMINISTRATIVE DIV.
LT. COL. W.P. SCOGGINS
CAPT. C.S WYATT
MOVEMENTS DIV.
COL. M.J. SIEFF
LT.COL. J.W. BAKER
LT.COL. C.N.CHRISTENSEN
LT.COL. J.A. BALFOUR
RAIL DIV.
LT. COL. O.H.LINDBERG
MAJOR W.C. FLETCHER
MAJOR A.C. PING
MAJOR M.G. MATSON
MAJOR A.H. STREET
MAJOR S.L. BAISTER
MAJOR C.M. LONG
ROADS DIV.
MR. GEORGE G. GROSS
LT.COL.G. FERNYHOUGH
MAJOR D.C. MOYLE
MAJOR H.M. DOWNER
CAPT W.G. PETERSON
PORTS & WHOUSE DIV.
MR. R.M. BAZZANELLA
MR. CHARLES C. CROOKS
MR. JAMES D. HURLEY
MAJOR R.H. KLEIN
LT. G.W.E. WARLEY

DATE & TIME REC'D
23 1-3 APR 1945 1000

Return buck slip to Chief Clerk, Admin. Div. with reference of file on which

0 8 8 5

Declassified E.O. 12356 Section 3.3/NND No. 782021

CAPT. C.S WYATT

MOVEMENTS DIV.

COL. M.J. SIEFF
LT.COL. J.W. BAKER
LT.COL. C.N.CHRISTENSEN
LT.COL. J.A. BALFOUR

RAIL DIV.

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MAJOR R.H. KLEIN
LT. G.W.E. WARLEY

DATE & TIME REC'D
83 13 APR 1945 1000

Return buck slip to Chief Clerk, Admin. Div. with reference of file on which attached has been put.

REMARKS

Note + Ro Copy Roads
Div

Declassified E.O. 12356 Section 3.3/NND No. 782021

32

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

125/M/TN2

3rd. April 1945

Memo to : Director
Transportation Sub/Com.

Subject : Highway Tariff Schedule.

1. Suggest a directive be issued to Liguria, Piemonte, Lombardia and Venezia Regions, that the following tariff schedules be issued in each region as a regional order.

" Considering that the economic benefits of Italy may best be served by establishing a maximum tariff for the haulage of commodities by motor transport

I, , Colonel, Regional Commissioner, by virtue of the power conferred upon me

ORDER

Article I

The maximum rates to be charged for the haulage by motor transport shall be computed from the following table

Capacity (Quintals)	Base Rate (Lire)	Rate per Quintal/Km. (Lire)
Up to 5	210	2.150
6	234	2.107
From 51 to 52 inclusive	1333	1.004
" 53 " 54 "	1379	0.988
From 180 and over	3150	0.800

Article II

" Motor Transport Definitions " shall include all auto-trains, trucks, trucks and trailers, tractors and trailers, motor cars, motor tricycles or any other motor vehicle of any other description propelled by mechanical means wich are designed and suitable for the transportation of goods, merchandise or freight.

" Capacity " is indicated in the vehicle's circulation booklet.

Article III

Structure of Tariff

The maximum tariff that may be charged for any movement shall consist of:

505

(a) a fixed charge called the " Base Rate " which is a charge that is independent of the

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

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O R D E R

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Article III

Structure of Tariff

The maximum tariff that may be charged for any movement shall consist of:

(a) a fixed charge called the " Base Rate " wich is a charge that is independent of the distance covered by the vehicle and includes compensation for the trip from garage to dispatch office of the Truck Pool and the return and

(b) a rate based on the quintal-kilometers covered.

Special contracts may be made based on hourly rates or flat rates per trip

./.

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

provided they do not exceed the above.

Article IV

Loading - Stowage and Unloading

Loading, stowage and unloading of goods shall be at the risk and expence of the consignor and consignee.

Article V

Application of Rates

Tariff rates shall be computed on the rated capacity of the vehicle, irrespective of the bulk or weight of the load.

Distance travelled shall be computed from the dispatch office to unloading point and return, using the distance actually traversed and including all diversions and detuors.

Complete trips shall be charged for the full rate less.....% for that portion of the journey run empty.

Tariff on loads comprising goods shipped by more than one consignor shall be pro-rated on the ratio of quintal-kilometers covered for each consignment compared to the total quintal-kilometers covered. The same method of pro-rating tariffs shall be used for ascertaining charges for shipments picked up or dropped enroute.

Wherever more than one trip per day is made between loading and unloading points, a single base rate shall be charged.

If a vehicle is forced to remain away from its headquarters over night while carrying cargo, an additional flat charge of 400 Lire may be added to the tariff. This does not apply to vehicles undergoing repairs or absent without due cause away from its garage.

Article VI

Demurrage

Time lost in loading or unloading vehicles shall be charged as follows

	Vehicle Capacity		
	Up to 30 Qli.	30 to 120 Qli.	Over 120 Qli.
1st. hour	0 Lire	0 Lire	0 Lire
each additional hour or portion thereof	200 "	250 "	300 "

2. Suggest that a conference be called of all interested parties to discuss the above at 1400 hours, Friday, 6th April at my office, Room 3, Ground Floor.

595

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

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595

M. HARRIS
Lt. Col. C.E.

Copy to : Col Sief
Col. Fitzgerald
Maj. James
Mr. Gross

Declassified E.O. 12356 Section 3.3/NND No. 780021

0891

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

INTER OFFICE MEMO

WGP/ls

31 March 1945.

Ref: AC/325/1/TM.5

SUBJECT: Status in re Tire & Tube Requisitions.

TO : Col. Sieff, Chief, Movements Division.

1. Requirements for North of Pisa-Rimini line are to be met by American and British Services under sub-requisitions. Original request was transmitted as LAC Airgram 58.

AMERICAN PROCUREMENT RESPONSIBILITY

Sub-requisition No. MGS-187-XX-ORD

Advice from N.Y.P.E. states following listed items ORD-11-HH361 scheduled for shipment marked DUKO-G-ORD-11-TCG-STO-HH361.

ITEM	QUANTITY
Tire, 750 x 20	178
Tube, 750 x 20	184
Tire, 600 x 16	1,904
Tube, 600 x 16	2,028
Tire, 750 x 20	1,471
Tube, 750 x 20	1,581
Tire, 900 x 20	1,152
Tube, 900 x 20	1,185
Tire, 11.00 x 20	75
Tube, 11.00 x 20	83
Tire, 12.00 x 24	141
Tube, 12.00 x 24	149
Tire, 12.00 x 20	84
Tube, 12.00 x 20	95

BRITISH PROCUREMENT RESPONSIBILITY

Sub-requisition No. MGS-187-YY-ORD

AFHQ states British Ordnance is taking action in respect to its responsibility but no definite forward calls or release information have been received.

ITEM	QUANTITY
Tire, 30 x 5	102
Tube, 30 x 5	107
Tire, 34 x 7	879
Tube, 34 x 7	938*
Tire, 42 x 9	501
Tube, 42 x 9	505 / 48*
Tire, 325 x 19	48
Tube, 325 x 19	

0892

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

ITEM	QUANTITY
Tire, 525 x 16	44
Tube, 525 x 16	44
Tire, 600 x 16	1440
Tube, 600 x 16	1491
Tire, 750 x 20	1471
Tube, 750 x 20	1551
Tire, 900 x 20	436
Tube, 900 x 20	469
Tire, 1050 x 20	18
Tube, 1050 x 20	10
Tire, 1200 x 20	202
Tube, 1200 x 20	278

Warner G. Peterson

WARNER G. PETERSON
Capt. C.A.C.
Roads Division.

0893

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

Confidential

MJS/wb

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB-COMMISSION

4th April, 1945.

Tel: Ext. 318

754/30/Tn. 3.

SUBJECT: Civil Supplies for Liguria.

TO : Economic Section.

1. Reference your 1.00/88, dated 29th March, 1945.

2. The possibility of meeting Liguria's civil food requirements by coastwise shipping is actively under investigation with AFHQ. Bids have been made to cover areas served through Genoa, Spezia, Savona, and Imperia. If these ports are not open, and shipping is made available, use would be made of smaller ports which might be mine free.

3. G-4 (Mov & Tn) have requested the shipping authorities to state whether schooner tonnage can be made available to meet our requirements in toto, or if not what proportion of our requirements could be met. Shipping has been requested on the basis that supplies will be available in Leghorn. This has been agreed with the Food Sub-Commission. You will be informed as soon as an interim or final reply is received from AFHQ.

A.J. SIFFF, Colonel.

For MERRITT H. TAYLOR,
Director,
Transportation S/C.

Copy to:

Food Sub-Commission.

592

0 8 9 4

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

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM	TO
CHIEF COL. M.J. SIEFF RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WARTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING ROADS BRANCH LT.COL. C.M. CHRISTENSEN MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD SHIPPING BRANCH LT.COL. J.A. BALFOUR MAJOR G.B. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON CHIEF CLERK	

RECEIVED 31 MAR 1945 2150

DIRECTOR
DEPUTY DIRECTOR
PLANNING STAFF
ADMINISTRATION DIVISION
ROADS DIVISION
PORTS & WAREHOUSE DIVISION
RAIL DIVISION

0895

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

Confidential

Victor Reed ins
Lt. Col. [illegible]

LDD/ec

INTER-OFFICE MEMORANDUM
ECONOMIC SECTION

1.00/ES

29 March 1945

SUBJECT: Civil Supplies for Liguria
Ref. - Basic letter AG 400 dated 20 Feb 45,
Hq - 15th Army Gp.
1st Ind. AG 400.73/069 GD 3-0 dated 25 March 45
Hq AFHQ

TO : Transportation S/C

1. Reference above described Top Secret documents attached.

2. Please coordinate with Food Sub-Commission and consider in connection with Northwest Planning.

3. For your information, in a recent conversation with Mr. Gibson Graham, Chairman Medbo, he stated that bids are considered each month by Medbo for shipping such as is mentioned in the attached. It is suggested that if any clarification is required in connection with such shipping planning same should be taken.

4. May I have a report as to completed plans in this matter.

A. G. ANTOLENI
Acting Vice President
Economic Section

Encl:
TS-19

591

Confidential

TS-05

0896

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

HEADQUARTERS ALLIED COMMISSION

APO 394

ECONOMIC SECTION

ROUTING AND WORK SHEET

Each note must be numbered and each space completely filled in. THIS WORK SHEET MUST NOT BE REMOVED FROM THE CORRESPONDENCE TO WHICH ATTACHED UNTIL ACTION IS COMPLETED AND THEN FILED WITH FILE COPIES OF COMMUNICATION TO WHICH IT PERTAINS. A line will be drawn the full width of the page under each note.

SUBJECT: Civil Supplies for Liguria

No	Date	To	REMARKS	From
1	26 Mar	Col. Densmore	1. For your information. 2. Transp. S/C, and Maj. Tooby have not yet seen this.	PCD

0897

Declassified E.O. 12356 Section 3.3/NND No. 735021

Econ Sec

1st Ind to Ltr, 15th Army Gp, file AG 400, dtd 20 Feb 45, subj: Civil Supplies for LIGURIA 3648

[redacted] Confidential

AG 400.38/069 GDS-O 1st Ind JC:al

ALLIED FORCE HEADQUARTERS, APO 512, 25 March 1945

TO: Commanding General
15th Army Group
APO 777

1. Initially the province of GENOA is likely to present the greatest civil relief problem in the compartimenti of LIGURIA. Its population of some 675,000 represents approximately 45 per cent of the population of the entire compartimenti. Every effort should be made to introduce civil supplies into GENOA at an early date after occupation. Pending the opening of the Port of GENOA, this may be accomplished through small ports along the coast near the city of GENOA.

2. There are a number of small ports along the Gulf of GENOA (in addition to the larger ports of SPEZIA, GENOA, SAVONA and IMPERIA) some of which may possibly be used for the distribution of civil supplies to the coastal areas of LIGURIA. The most suitable appear to be:

EAST of GENOA : SESTRI LEVANTE
SANTA MARGHERITA

WEST of GENOA : SESTRI PONENTE
VADO
VOLTRI
SAN REMO

3. If enemy minefields are as extensive as is now anticipated in the Gulf of GENOA, it should be possible to sweep a channel into one or two schooner ports East of GENOA before the Port of GENOA is opened. Any sweeping of small ports to westwards will delay the sweeping of GENOA and as the feeding of all Northwest Italy depends largely on its use, nothing should be allowed to delay the sweeping of that port. This means that delivery to small ports East of GENOA might be possible two weeks after liberation, and delivery West of GENOA from six weeks to two months.

4. If these schooner ports are extensively damaged, there will be no military resources available to repair them initially as all resources will be fully employed at GENOA. It will, therefore, be necessary to select those ports which are least damaged.

5. There is a limited number of supply barges and craft in Northwest Italy ports, but as it is probable many will be damaged before our arrival, schooners from our existing fleet will have to be used. It should be possible to load these schooners out of the WEST Coast ports where stocks of civil supplies are held, and later out of GENOA.

PRESIDENT, ALCOE, AFO 394

AG. M&D AFHQ
No B-463
Copy 4

Confidential
WRS

FP 9 TS-M

0898

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

1st Ind, AFHQ, AG 400.3B/069 GDS-O, dtd 25 Mar 45 (cont)

Confidential

[redacted]

Walter Bedell Smith
Lt Gen, USA

6. The Chief Administrative Officer, this headquarters, states that the opening of small LIGURIAN ports will be a matter for negotiation by No. 2 District with FONAM.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

EDMUND R. SHUGART
Colonel, AGD
Asst Adjutant General

copy furnished:
ALCOM

598

TOP SECRET

TS 19

0899

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

[redacted] Confidential /WP

COPY

TOP SECRET

HEADQUARTERS
15TH ARMY GROUP
APO 777

RHT/WJH/ap
20 February 1945

AG 400

SUBJECT: Civil Supplies for LIGURIA.

TO: Supreme Allied Commander, Allied Forces,
A.P.O. #512, U. S. Army.

1. Information available at this Headquarters indicates that the enemy has partially destroyed Route No. 1 north of LA SPEZIA, and has made preparations for further destruction of this route. If complete demolitions are carried out, it is estimated it will take several months to open this route to GENOA.

2. It is not contemplated that there will be a major military effort along the west coast of ITALY when offensive operations are resumed. Only light forces (a reinforced division) will be employed in this sector. Engineer support with this force must necessarily be extremely limited due to the heavy Engineer demand required behind the main effort in the BOLOGNA - FERRARA area.

3. In view of the above considerations, and the fact that the navy estimates it will take six to eight weeks to open the Port of GENOA, the matter of moving civil supplies into LIGURIA becomes a major problem, and one which might well cause serious difficulties both from the civil and military viewpoints.

4. It would appear that the best way to assure that civil supplies will be forthcoming into LIGURIA is to move such supplies from LEGHORN to the several small ports along the LIGURIAN coast by schooner or other coast-wise craft, with local distribution to be accomplished by whatever transportation is found in the area or by such transport as can be moved into the ports by craft.

5. In view of the trend it is expected operations will take when the offensive is resumed (see 15th Army Group Operation Instruction No. 3), and the fact that this Headquarters has no naval forces under its control, it is recommended that plans be prepared by AFHQ to supply the civil population of LIGURIA by sea. This Headquarters will continue with its plans to supply LIGURIA on the basis that supplies can be moved overland.

FOR THE COMMANDING GENERAL:

587

W. J. HARRINGTON,
Captain, A. G. D.,
Asst. Adjutant General.

Confidential [redacted]

COPY

TOP SECRET

B-254
Incl #1

0901

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

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

30

FROM	TO
CHIEF COL. M.J. SLEFF RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.R. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING ROADS BRANCH LT.COL. C.W. CHRISTENSEN MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD SHIPPING BRANCH LT.COL. J.A. BALFOUR MAJOR G.W. GODFREY MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON CHIEF CLERK	31/M
RECEIVED :- 30 MAR 1945	
DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION	

2049/30

0901

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

754/58

ALLIED FORCE HEADQUARTERS

Subject : Coastwise Supply of NORTH WEST ITALY.

G-4(Mov & Tn) 5/4Bl/GBM

28 MAR 45

To : M.W.T.H. (MED)

Tel : FIGEDOM 318

1. Allied Commission advise that it is anticipated the following food supplies from LEGHORN will be required.

GENOA	293	tons	daily
SPEZIA	80	"	"
SAVONA	80	"	"
IMPERIA	55	"	"

2. Will you please advise whether schooners could be provided to maintain these requirements, or alternatively, state the daily tonnage which it is anticipated could be shipped.

G. Sweet Capt

G.SWEET, Capt.
for Brigadier,
D.G.M.O. (Mov & Tn).

GS/AJ.

Copy to: Allied Commission,
Tn Sub-Commission,
(Movements).

Seen by Lt/Col Pontefract

1/D Col Harris for info.

595

20/5

0902

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

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

116/M/TM2

22nd. March 1945

Memo to Director
Commerce Sub-Commission.

Subject: Tires for Northern Italy.

1. May we enquire as to what provisions your Sub-Commission has made in order to supply the anticipated demand for truck tires for Northern Italy. Upon occupation of Liguria, Piemonte, Lombardia and Venezia Regions, it will be necessary to immediately rehabilitate local truck transport in order to provide distribution of food, medical supplies, etc. Obviously but little W.D. transport will be available. Our only real hope, based on past experience, is to put whatever local vehicles we find back into service. To accomplish this, tires are a prime necessity. Undoubtably you have given this matter full consideration due to its vital economic function and the direct bearing it has on our mission. If we may have the results of your efforts, we can cooperate in advising probable numbers and sizes that should be earmarked for this area.

M. MARKES
Lt. Col. C.E.

Copy to:
Col. Thomas
Economic Sub-Commission
Mr. Gross
Transportation Officer Liguria
" " Piemonte
" " Lombardia
" " Venezia

MM/gc.

7154/26

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission

Our ref.: AC/704/33/Tn 3 23 March 1945

SUBJECT : Coastwise Supply of North West Italy

TO : G-4 (Mov & Tn) A.F.H.Q.

1. Reference your 5/484/DM dated 11 Mar 45.

2. Herewith estimate of the lift required by schooner for supply of the Liguria coast, as requested in para 3 of your above quoted letter.

3. (a) Initial move - in of regional and provincial property from Livorno to

Genoa	79 tons
Savona	14½ "
Imperia	14½ "

(b) Daily lift required of A.C.food supplies from Livorno warehouse to

Genoa	193	tons daily
Spezia	80	" "
Savona	60	" "
Imperia	50	" "

The items in 3 (a) will be covered by the 87 Area Order of Battle, but those in 3 (b) will, if lifted by sea, relieve the anticipated overburdened road lift.

Your appreciation of sea carriage capacity available against estimated lift is requested.

For the Chief Commissioner :

J.A.BALFOUR
Lt-Colonel

Declassified E.O. 12356 Section 3.3/NND No. 782021

1. Reference your 5/484/CDM dated 12 Mar 45.

2. Herewith estimate of the lift required by schooner for supply of the Liguria coast, as requested in para 3 of your above quoted letter.

3. (a) Initial move - in of regional and provincial property from Livorno to

Genoa	79	tons
Savona	14½	"
Imperia	14½	"

(b) Daily lift required of A.C.food supplies from Livorno warehouse to

Genoa	293	tons	daily
Spezia	80	"	"
Savona	80	"	"
Imperia	85	"	"

The items in 3 (a) will be covered by the 57 Area Order of Battle, but those in 3 (b) will, if lifted by sea, relieve the anticipated overburdened road lift.

Your appreciation of sea carriage capacity available against estimated lift is requested.

For the Chief Commissioner :

J.A. BALFOUR
Lt.Colonel, 583
Movements Division
Shipping Branch

Copy to : Lt.Col.H.Marris, In Reprs.
N.W.Planning Committee
R.C.Liguria Region (for In.Officer)
Port & Whse Div., In S/C Roads Sec.,
Movements Division In S/C.

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

0905

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

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM: TO:

CHIEF
COL. M.J. SIEFF

RAIL BRANCH
LT.COL. J.W. BAKER
MAJOR C.R. WORTHINGTON
MAJOR J.F. DUTHIE
CAPT. I.F. CLINGING

ROADS BRANCH
LT.COL. C.M. CHRISTENSEN
MAJOR STAIT GARDNER
CAPT. E.J. MANSFIELD

SHIPPING BRANCH
LT.COL. J.A. BALFE
MAJOR G.C. GODFREY
MAJOR A.N. McCLURE
CAPT. R. HOYLE
LT. I. HAZELTON

CHIEF CLERK

RECEIVED :- 20 MAR 1945

DIRECTOR
DEPUTY DIRECTOR
PLANNING STAFF
ADMINISTRATION DIVISION
ROADS DIVISION
PORTS & WAREHOUSE DIVISION
R.A.F. DIVISION

1497

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

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

112/M/TN2

19th. March 1945.

Memo to Transportation Sub-Commission
(Shipping)

1. In reply to your paragraph 2, letter 754/23/TN3 dated 16th. March, the following lift by sea has been ascertained from Liguria Region:

a) Initial move-in of regional and provincial property from Livorno to

Genoa - 79 tons

Savona - 14½ "

Imperia - 14½ "

b) Daily lift required of AC. food supplies from Livorno warehouse to

Genoa - 293 tons daily

Spezia - 80 " "

Savona - 80 " "

Imperia - 55 " "

2. These figures may be regarded as an alternative bid to our road movements bid previously submitted. It is realized that whichever means of lift is finally decided upon rests with operational necessities, therefore will you please notify all concerned at the time that final arrangements are completed as to which method of transport will be used.

M. HARRIS
Lt. Col. C.E.

Copy to: Liguria Region (Transp. Officer)
Movements (Roads)
Transportation Sub/Com. - Roads
Transportation Sub/com. - Port & Warehouse

582

MH/gc.

0907

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

S 24

ISSN 1350-2344/20,000-20,999

(S 21/33)

NAVAL MESSAGE

S. 1320d.
(Established—May, 1933)
(Revised—January, 1938)
NAVY

To :

FONAM (R) REGIONAL COMMISSIONER LIGURIA REGION

FROM :

TRANSPORTATION SUB. COMMISSION.

SUB COMMISSION.

IMPORTANT.

Thomas P. Dempsey
Lt. Col. QMC

REGIONAL COMMISSIONER LIGURIA REGION CONSIDERS PROPOSALS CONTAINED IN PARAGRAPH FIVE OF FONAM LETTER NO.131 - 18 OF 19 FEBRUARY TO BE ACCEPTABLE

131641 A MARCH.

DIB. 3.9.10.

T.P.CYPHER (HAND TO INFO. ADDRESSEES) TOD 1805/13 14/3/45.

581

0908

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

Confidential

[redacted]
Walter P. Hogan
FC Co (OSS)

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

MJS/vb

Tel: 318

16th March, 1945.

Ref: 754/23/Tn.3.

SUBJECT: Coastwise Supply of North-West Italy.

TO : Lt. Col. K. Harris,
Tn. Representative N.W. Planning Committee.

1. Reference this Sub-Commission's letter 754/17/Tn.3, dated 10th March, 1945, addressed to AFHQ, G-4 (Mov & Tn), the following reply, dated 12th March, has now been received. (Ref. No. G-4 (Mov & Tn)5/484/GDM).

"1. Ref. your 754/17/Tn.3, of March 10th.

"2. The schooner lift allocated for operation by RASC is employed in the carriage of services traffic for the support of Allied Naval Ground and Air Forces. Apart from a small fleet operated by NO'sIC the balance is operated by COGENA. Should the RASC be unable to employ its allocation fully and economically, the surplus lift is returned to MEDBO for re-allocation. It is not, therefore, anticipated that any RASC operated schooners will be available for lifting essential civilian supplies.

"3. In order to assist your planning, however, it is requested that the estimated lift required be advised to this HQ when an appreciation will be made of what disposition of COGENA schooners can be effected to lift the required items for the supply of the LIGURIAN coast.

"4. For your information, copy is attached of letter to G-3 dated 9th March on this subject."

A copy of the letter referred to in para 4 of the above reply is attached.

530

0909

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

2. Will the Transportation representative North-West Planning Coordinating Committee please prepare an estimate to be forwarded to AFHQ of the lift required by schooner for supply of the Ligurian coast, in accordance with para 3 of the AFHQ letter.

MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

Copy to: Port & Warehouse Division, Tn. S/C.
Shipping Section, Mov. Div. Tn. S/C.

Encl.

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

~~SECRET~~

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM	TO
CHIEF COL. M.J. [illegible] RAIL BRANCH LT.COL. J.W. [illegible] MAJOR C.R. WORTHINGTON MAJOR J.F. DUMMER CAPT. E.F. [illegible] ROADS BRANCH LT.COL. C.M. [illegible] MAJOR STAFF [illegible] CAPT. H.J. [illegible] SHIPPING BRANCH LT.COL. J.A. [illegible] MAJOR W.G. [illegible] MAJOR A.M. [illegible] CAPT. R. [illegible] LT. E. [illegible] CHIEFS CLERK RECEIVED : 15 MAR 1945	DIRECTOR DEPUTY DIRECTOR [illegible] [illegible] TROOPS DIVISION [illegible] [illegible]

1223

~~SECRET~~ WRS

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

754-22

Confidential

~~SECRET~~ ~~Confidential~~

Subject : COASTWISE SUPPLY OF N.W. ITALY.

ALLIED FORCE HEADQUARTERS

G-4(MOV & TN) 5/484/GLM

12 Mar 45

To : Headquarters Allied Commission
Transportation Sub-Commission
(Movements Division).

Tel : FREEDOM 302

1. Ref your 754/17/Tn.3 of 10 Mar.

2. The schooner lift allocated for operation by RASC is employed in the carriage of services traffic for the support of Allied Naval, Ground and Air Forces. Apart from a small fleet operated by NO'sIC the balance is operated by COGENA. Should the RASC be unable to employ its allocation fully and economically, the surplus lift is returned to MEDBO for reallocation. It is not, therefore, anticipated that any RASC operated schooners will be available for lifting essential civilian supplies.

3. In order to assist your planning, however, it is requested that the estimated lift required be advised to this HQ when an appreciation will be made of what disposition of COGENA schooners can be effected to lift the required items for the supply of the LIGURIAN coast.

4. For your infm, copy is attached of letter to G-3 dated 9 Mar on this subject.

V. KING, Major,
for Brigadier,
D.Q.M.G. (Mov & Tn).

VK/KFS.

578

0 9 1 2

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

Confidential
~~SECRET~~
Walter J. Scanlon
Lt. Col. DSO

COPY

2. G4(Mov Tn) G-3 9 Mar

1. There are a number of small ports along the Gulf of GENOA (in addition to the larger ports of SPEZIA, GENOA, SAVONA and IMPERIA) and it should be possible to use some of these for the distribution of civil supplies to the coastal areas of LIGURIA. The most suitable appear to be :-

EAST of GENOA : SESTRI LEVANTE
SANTA MARGHERITA

WEST of GENOA : SESTRI PONENTE
VADO
VOLTRI
SAN REMO

2. If enemy minefields are as extensive as is now anticipated in the Gulf of GENOA, it should be possible to sweep a channel into one or two schooner ports EAST of GENOA before that port is opened. Any sweeping of small ports to westwards will delay the sweeping of GENOA and as the feeding of all NW ITALY depends largely on the use of GENOA, it is considered nothing should be allowed to delay the sweeping of that port. This means that delivery to small ports EAST of GENOA might be possible two weeks after liberation, and delivery WEST of GENOA from six weeks to two months.

3. If these schooner ports are extensively damaged, there will be no military resources available to repair them initially as those will be fully employed at GENOA. It will, therefore, be necessary to select at the time those ports which are least damaged.

4. There is a limited number of supply barges and craft in NW ITALY ports, but as it is probable many will be damaged before our arrival, schooners from our existing fleet will have to be used in this area. It should be possible to load these out of the WEST Coast ports where stocks of civil supplies are held and later out of GENOA.

5. CAO has stated that the opening of small LIGURIAN ports will be a matter for negotiation by 2 District with FCNAM.

6. It is suggested that a reply on the above lines be forwarded to 15 Army Gp.

(Sgd) ? ? ? ? ?

T. L. BEAGLEY, Major,
for Brigadier,
DQMG(Mov & Tn).

TLB/dw

557

0913

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

Confidential

754-21

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

MJB/vb

12th March, 1945.

Tel: Ext. 318

754/21/Tn.3.

SUBJECT: DPRSC Centres on Franco/Italian Frontier.

TO : Civil Affairs Section.

1. Reference Displaced Persons and Repatriation Sub-Commission's letter No. DPR/1-S/AD4, dated 10th March, 1945.

2. Can you please inform this Sub-Commission of the quantity of stores and number of personnel required for the establishment of the two proposed refugee centres at Bordighera and Grimaldi.

3. Provided you are in agreement that these refugee centres should be established in these localities, this Sub-Commission will take up with North-West Planning Committee and AFHQ the question of the most expeditious way of moving the personnel and stores to the areas concerned.

4. It should be clearly understood that any movement of stores and personnel via France will necessitate AFHQ obtaining SHAEF's agreement for such a move.

for MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

cc. Displaced Persons and Repatriation Sub-Commission.
North-West Planning Committee (Attn. Lt. Col. Harris)

576

0914

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

CONFIDENTIAL

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM

TO

CHIEF
COL. N.J. SLEFF

RAIL BRANCH
LT.COL. J.W. BAKER
MAJOR C.R. WORTHINGTON
MAJOR J.F. DUTHIE
CAPT. I.F. CLINGING

ROADS BRANCH
LT.COL. C.M. CHRISTENSEN
MAJOR STAIT GARDNER
CAPT. H.J. MANSFIELD

SHIPPING BRANCH
LT.COL. J.A. BALFOUR
MAJOR G.C. GOTTFREY
MAJOR A.M. MCCLUTE
CAPT. R. BOYLE
LT. F. HAZELTON

CHIEF CLERK

RECEIVED :- 11 MAR 1945

DIRECTOR
DEPUTY DIRECTOR
PLANNING STAFF
ADMINISTRATION DIVISION
ROADS DIVISION
PORTS & WAREHOUSE DIVISION
RAIL DIVISION

CONFIDENTIAL

1065

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

CEF/mc

HEADQUARTERS ALLIED COMMISSION
APO 394
DISPLACED PERSONS AND REPATRIATION SUB-COMMISSION

DPR/1-C/ADM Tel.439081 Ext.392 10 March 1945.

SUBJECT: D.P.R.S.C. Centres on Franco-Italian Frontier.

TO : Civil Affairs Section, HQ. AC.

Reference DPR/1-8/ADM dated 28 February, 1945.

1. This Sub-Commission has two proposed Refugee Centres at Bordighera and GARIBALDI in LIGURIA Region. In view of the fact that refugees will be crossing the Frontier on foot or by any means available at the first possible opportunity, it is considered desirable to set up some form of refugee control at the two above-mentioned Centres as soon as possible.

2. The mountainous nature of the country makes it easy for the main road from Genoa to the North to be rendered impassable. It is therefore requested that the following points be given consideration:-

(a) Organisation to be set up for the transport of personnel and/or stores for the proposed Centres by sea to SAN REMO.

(b) That personnel, transport and stores for the required Camps be sent to the South of France, ready to move as far into Italy as possible when the Germans move out. Rations presumably could be obtained from the South of France.

3. I have discussed the above with the Provincial Commissioner, Imperia who, I understand, has discussed it with the Regional Commissioner, Liguria.

575

C.B. FINDLAY
Colonel
Director

P.T.O. for additional distribution

0916

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

Copies to:
N.A. Italy Planning (3)
A.M.G. 5th Army
G-5 AFHQ (2)
Regional Commissioner, Liguria
Provincial Commissioner, Imperia
Transportation Sub-Commission
2 District
"on U.P.R.C.C.
Plant

ALLIED MILITARY GOVERNMENT
N.W. ITALY
COORDINATING COMMITTEE

N./CC/COMM/1

Confidential

10 March, 1945.

MINUTES
1st Meeting 9 March, 1945.

Present.

Lt. Col.	M. Harris	Major.	Norman.
" "	E.M. Reiter	"	R.W. Saunders.
" "	G.E. Monk.	"	E.E. Carrier.
" "	Bizzozero.	"	S.F. Sealey.
" "	Fitzgerald.	"	H.B. James.
" "	Smallwood.		

1. Priorities suggested for move of food stock piles.

As Regional views of initial requirements differed very widely, attached Appendix "A" shows the three N.W. Regions suggestions for deliveries from food stock piles.

2. Allocation of daily arrival of 1,000 tons per day for N.W. Italy.

It was agreed that the following percentages be allocated to Regions:- Liguria 23%; Piemonte 30%; Lombardia 47%.

3. General.

Under present conditions and providing that the move in takes place within the next two months, it is recommended that the above priorities and allocation be accepted and confirmed.

H. HARRIS,
Lt. Colonel.

APPENDIX "A" REGIONS DAILY LIFTS.

	Priority	Item	Tonnage	Percentage.
LOMBARDIA	1	Flour	530	53
	2	Salt	20	2
	3	P.O.L.	290	29
	4	Medical Sup.	4	.4
	5	Misc.	155	15.5
			999	99.9%
PIEMONTE	1	P.O.L.	138.5	21.74
	2	Salt	40	6.24
	3	Flour	370	57.72
	4	Sugar	20	3.12
	5	Misc. Food.	70	10.92
	6	Medical Sup.	1.5	.26
			640	100%
[illegible]	1	P.O.L.	50	10

574

Declassified E.O. 12356 Section 3.3/NND No. 782021

As Regional views of initial requirements differed very widely, attached Appendix "A" shows the three N.W. Regions suggestions for deliveries from food stock piles.

2. Allocation of daily arrival of 1,000 tons per day for N.W. Italy.

It was agreed that the following percentages be allocated to Regions:- Liguria 23%; Piemonte 30%; Lombardia 47%.

3. General.

Under present conditions and providing that the move in takes place within the next two months, it is recommended that the above priorities and allocation be accepted and confirmed.

H. HARRIS,
Lt. Colonel.

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	4	Medical Sup.	4	.4
	5	Misc.	155	15.5
			999	99.9%
PIEMONTE	1	P.O.L.	138.5	21.74
	2	Salt	40	6.24
	3	Flour	370	57.72
	4	Sugar	20	3.12
	5	Misc. Food.	70	10.92
	6	Medical Sup.	1.5	.26
			640	100%
LIGURIA	1	P.O.L.	50	10
	2	Milk	2	.40
	3	Sugar	7	1.40
	4	Salt	5	1
	5	Misc. Food and Medical Sup.	60	12
	6	Flour	376	75.20
			500	100%

Distribution:- Priorities Board, Econ. Section 1; Lombardia Reg. 4; Piemonte Reg.4; Liguria Reg. 4; Lt.Col. Harris 1; Roads Div., Tptn. s/c 1; Movements, Tptn. s/c 1; Food s/c 1; File 3.

574

Declassified E.O. 12356 Sec. 3.3/NND No. 780021

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

Confidential

HEADQUARTERS ALLIED COMMISSION
APO 394
DISPLACED PERSONS & REPATRIATION SUB-COMMISSION

DPR/1-8/ADM

28 February, 1945.

SUBJECT: D.P.R.S.C. Plan for Northern Italy.

TO: DISTRIBUTION.

1. Herewith find D.P.R.S.C. Plan for Northern Italy.

2. Any earlier editions of D.P.R.S.C. plans which have been received should be destroyed forthwith. VIZ:-

DPR/1/ADM dated 1 January, 1945.
DPR/1-8/ADM dated 6 February, 1945.
DPR/1-8/ADM dated 17 February, 1945.

C. F. FINLAY,
Colonel,
Director.

DISTRIBUTION.

North West Italy Planning Committee A.C. (3)
G.S. Section, H.Q.A.C.
H.Q. Emilia Region (3)
H.Q. LIGURIA Region (3)
H.Q. LOMBARDIA Region (3)
H.Q. VENEZIA Region (3)
No. 2 Sub-Section, D.P.R.S.C. (1 per Officer)
A.M.G. 5th Army.
A.M.G. 8th Army.
G.S. Section, H.Q. 15 Army Group for D.P.R.S.C. Representative.
A.M.G. 5th Army for D.P.R.S.C. Forward Representative (2)
H.Q. No. 2 District.
H.Q. 97 Area.
War Material Disposal & Italian P.W. Sub-Commission, A.C.
Land Forces Sub-Commission, A.C.
Food Sub-Commission, A.C.
Public Health Sub-Commission, A.C.
Transportation Sub-Commission, A.C.
G-5 Section, A.F.H.Q. (2)
British Red Cross War Relief
Inter Governmental Committee on Refugees.
File.
Float.

573

Confidential

Water Phase
Plan

HEADQUARTERS ALLIED COMMISSION
APO 394
DISPLACED PERSONS AND REPATRIATION SUB-COMMISSION

DPR/1-8/ADM.

SUBJECT: D.P.R.S.C. Plan for Northern Italy.

1. Area Covered.

As it is impossible to divide Northern Italy into two parts either for dealing with refugees during operations or later repatriating Italians from outside the Frontiers, this plan deals with Northern Italy as a whole and concerns the five Regions of EMILIA, LIGURIA, LOMBARDIA, PIEMONTE and VENEZIA.

2. GENERAL PLAN.

This general plan is divided into two phases. The first phase being the operational phase, when the most important task is the cure of war refugees. The second phase is mainly repatriation. These two phases may have to function conjointly if North West Italy is liberated before North East Italy.

3. PHASE I (Operational)

Refugee Centres handled as previously in 5th and 8th Armies' areas, and in the rear of these, by the three existing Groups of Centres. Allied Nationals in large towns to be cared for by Forward Representatives of D.P.R.S.C. who will accompany A.M.G. spearheads, and in addition by mobile Forward Groups, who will deal with both Italian and Allied Nationals, as required. As far as possible centres selected for this phase will be those which will also be required in Phase II.

4. PHASE II (Repatriation)

a) Italian. There are approximately one million Italians to be returned to Italy from outside the Northern Italian Frontiers. It is impossible at present to forecast by which route most of the Italians now in Germany will arrive - Viz:- by train through Switzerland, or from the North East.

They may consist of:-

(i) Former Italian Soldiers.
(ii) Ex-Italian P.W.
(iii) Italian workmen, including some women.

572

It has been agreed in view of the difficulties of distinguishing repatriates, that D.P.R.S.C. in conjunction with the High Commissioner for Italian Refugees, will establish an organisation to deal initially with all repatriates arriving in Northern Italy. After the initial processing of repatriates, those who are found to be former Italian soldiers or Italian ex-P.W. will be handed over to be dealt with by the Military Organisation concerned, either in part of the same centre or another centre as is convenient.

b) Non-Italian. It is estimated that at present there are some

Declassified E.O. 12356 Section 3.3/NND No. 782021

outside the Frontiers, this plan deals with Northern Italy as a whole and concerns the five Regions of EMILIA, LIGURIA, LOMBARDIA, PIEMONTE and VENEZIA.

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572

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b) Non-Italian. It is estimated that at present there are some 30,000 non-Italian Displaced Persons in Northern Italy who will require to be returned to their own countries. The centres as proposed will deal with these, and in addition there will be centres at GENOA and TRIESTE from which Allied Nationals can be repatriated. These may be part of centres outlined in this plan, or separate centres according to available accommodation. Two further Allied National Centres to be selected later on.

/ 2. Contd.

Declassified E.O. 12356 Section 3.3/NND No. 780021

5. ORGANISATION.

a) Advanced Repatriation Headquarters consisting of advanced Representatives of H.Q.D.P.R.S.C. with such representatives of War Materials Disposal and Italian P.W. Sub-Commission and Land Forces Sub-Commission if required, as are considered necessary, and their opposite numbers in the Italian Government, will be set up either at MILAN or in the vicinity of the Allied Military Organisation concerned.

b) Group Headquarters will be set up at each Allied Commission Region Headquarters, except EMILIA. D.P.R.S.C. Centres in EMILIA would be eventually controlled from the Group Headquarters in LIGURIA. It may be necessary to have a second Group Headquarters in VENEZIA Region.

c) Each Group Headquarters will control several Collecting and Transit Centres, which in turn will control certain Frontier Repatriation Posts.

Collecting and Transit Centres - Capacity 5,000 persons.
Frontier Repatriation Posts - Capacity 1,000 persons.

The most suitable accommodation is ex-P.W. Camps, Barracks, Schools, Hotels, or other Large buildings. Such places are essential for centres as NO canvas is available. Centres to be in or near to the places named, and if possible not more than ten miles away and sited on or near main communications.

d) Establishments of D.P.R.S.C. Group Headquarters and various D.P.R.S.C. Centres are shown in the attached appendices "A", "B" and "C". These appendices do not include the necessary personnel for handling and documenting Italian P.W.'s and soldiers. A further appendix will be issued to show this requirement. Additional personnel required have been requested from A.F.H.Q. C.C.A.R.I. If not available, will be replaced by Italian Military personnel.

Collecting and Transit Centres and Frontier Repatriation Posts are shown on the sketch map (appendix "D") and listed by Regions (appendix "E").

6. MEDICAL.

10 bedded Sick Bay - each Frontier Repatriation Post.
90 bedded Centre Reception Station - each Collecting or Transit Centre.
100 bedded hospitals will be installed at GENOA and TRIESTE for Allied Nationals.

Medical stores required will be supplied through Public Health Sub-Commission. Equipment as available locally and to be brought up to scale by what may be obtainable from Army or A.C. sources.

7. TRANSPORTATION.

The normal method of moving refugees is by back-loading Army and Allied Commission transport. As this will be insufficient, one G.T. Coy. of 100 vehicles, 10 ambulances and 10 water carts for each Group Headquarters has been requested from A.F.H.Q.

8. FEEDING.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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6. MEDICAL.

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50 bedded Centre Reception Station - each Collecting or Transit Centre.
100 bedded hospitals will be installed at GENOA and TRIESTE for Allied Nationals.

Medical stores required will be supplied through Public Health Sub-Commission. Equipment as available locally and to be brought up to scale by what may be obtainable from Army or U.N.R.R.A. sources.

7. TRANSPORTATION.

The normal method of moving refugees is by back-loading Army and Allied Commission transport. As this will be insufficient, one G.T. Coy. of 100 vehicles, 10 ambulances and 10 water carts for each Group Headquarters has been requested from A.F.H.Q.

8. FEEDING.

a) Centres will be on the "Allied Commission Italian Refugee Scale". Supplies have been requested from Food Sub-Commission and will be included in bulk supplies to Regions.

b) In special centres set up for Allied Nationals, rations will be A.F.H.Q. Scales 24 - 30.

/ 3. Contd.

Declassified E.O. 12356 Section 3.3/NND No. 782021

9. ACCOMMODATION STORES FOR CENTRES.

To supplement stores at present in possession of this Sub-Commission, local purchase and Army sources will be utilised.

10. DUTIES OF D.P.R.S.C.

Officers Commanding Group Headquarters of D.P.R.S.C. will work in close touch, and will be available to assist and advise Regional Headquarters on Italian Refugee or Allied National problems.

In view of their limited numbers D.P.R.S.C. personnel are normally only responsible for inmates, or those refugees moving to and from D.P.R.S.C. Centres. Refugees and Displaced Persons in Provinces and Communes will continue to be the responsibility of the Italian Authorities, supervised by Regional and Provincial Welfare Officers or such other persons as the Regional Commissioner may direct.

C.B. FI[illegible]LY
Colonel,
Director.

27 February, 1945.

Declassified E.O. 12356 Section 3.3/NND No. 782021

0925

Declassified E.O. 12356 Section 3.3/NND No. 782021

D.P.R.S.C. ESTABLISHMENT PERSONNEL FOR NORTHERN ITALY EXCLUSIVE OF PERSONNEL REQUIRED TO MAINTAIN ACCOMMODATION CENTRES IN SOUTH & CENTRAL ITALY & H.Q. D.P.R.S.C. ROME.

APPENDIX "A" — Establishment for Centre for 5,000 Persons. (22 Collection or Transit Centres) *

	Officers	O.R.'s	Medical	Red Cross	Chaplains	C.C.R.R.
Allied	3 **	4	-	2	-	-
Italian	12	90	4	20	1	20

** 10 Centres at 2.
12 " at 3.

* 2 Allied National Centres without Italian Personnel.

Total Requirements for 22 Collection or Transit Centres.

Allied	56	88	-	44	-	-
Italian	240	1800	80	400	20	400

APPENDIX "B" — Establishment for Frontier Repatriation Post for 1,000 Persons. (20 Frontier Repatriation Posts)

Allied	-	-	-	-	-	-
Italian	4	35	1	4	1	6

Total Requirements for 20 Frontier Repatriation Posts.

Italian	80	700	20	80	20	120

570

APPENDIX "C" — Establishment for Group Headquarters. (5 Group Headquarters)

			1	1	-	-

** 10 Centres at 2.
12 " at 3.

* 2 Allied National Centres without Italian Personnel.

Total Requirements for 22 Collection or Transit Centres.

Allied	56	88	-	44	-	-
Italian	240	1800	80	400	20	400

- -

APPENDIX "B" Establishment for Frontier Repatriation Post for 1,000 Persons. (20 Frontier Repatriation Posts)

Allied	-	-	-	-	-	-
Italian	4	35	1	4	1	6

Total Requirements for 20 Frontier Repatriation Posts.

Italian	80	700	20	80	20	120

- -

570

APPENDIX "C" Establishment for Group Headquarters.
(5 Group Headquarters)

Allied	3	4	1	1	-	-
Italian	3	12	-	-	-	-

Total Requirements for 5 Group Headquarters.

Allied	15	20	5	5	-	-
Italian	15	60	-	-	-	-

/ 2 Contd.

Declassified E.O. 12356 Section 3.3/NND No. 782021

SUMMARY OF REQUIREMENTS.

APPENDICES "A", "B" & "C".

	Officers	O.R.'s	Medical	Red Cross	Chaplains	C.C.R.R.
Allied	71	108	5	49	-	-
Italian	335	2560	100	480	40	520

A. Total Allied Military 184
" " Red Cross 49

233

B. Total Italian Military 3035
" " Red Cross 480
" " C.C.R.R. 520

4035

NOTES:-

(i) Italian Military Personnel available for release from D.P.W.S.C. Centres in Central Italy - 750.

(ii) Italian Red Cross Personnel available for release from D.P.W.S.C. Centres in Central Italy - 35.

(iii) C.C.R.R. available for release from D.P.W.S.C. Centres in Central Italy - 50.

(iv) The number of Italian Military required as shown above does NOT provide for Italian Military staff for handling and documentation of Italian ex P.W and former Italian soldiers.

Declassified E.O. 12356 Section 3.3/NND No. 782021

0928

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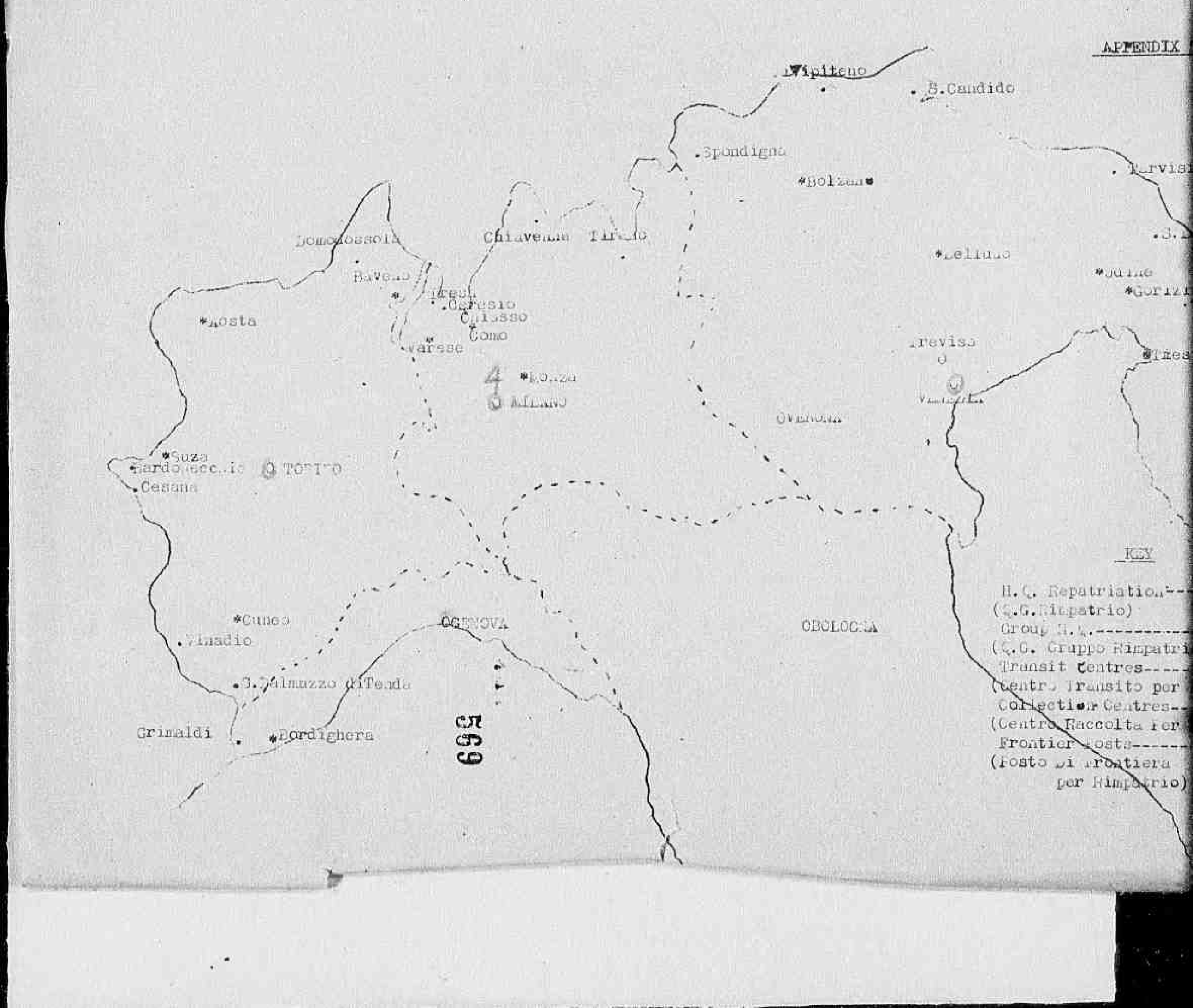
APPENDIX



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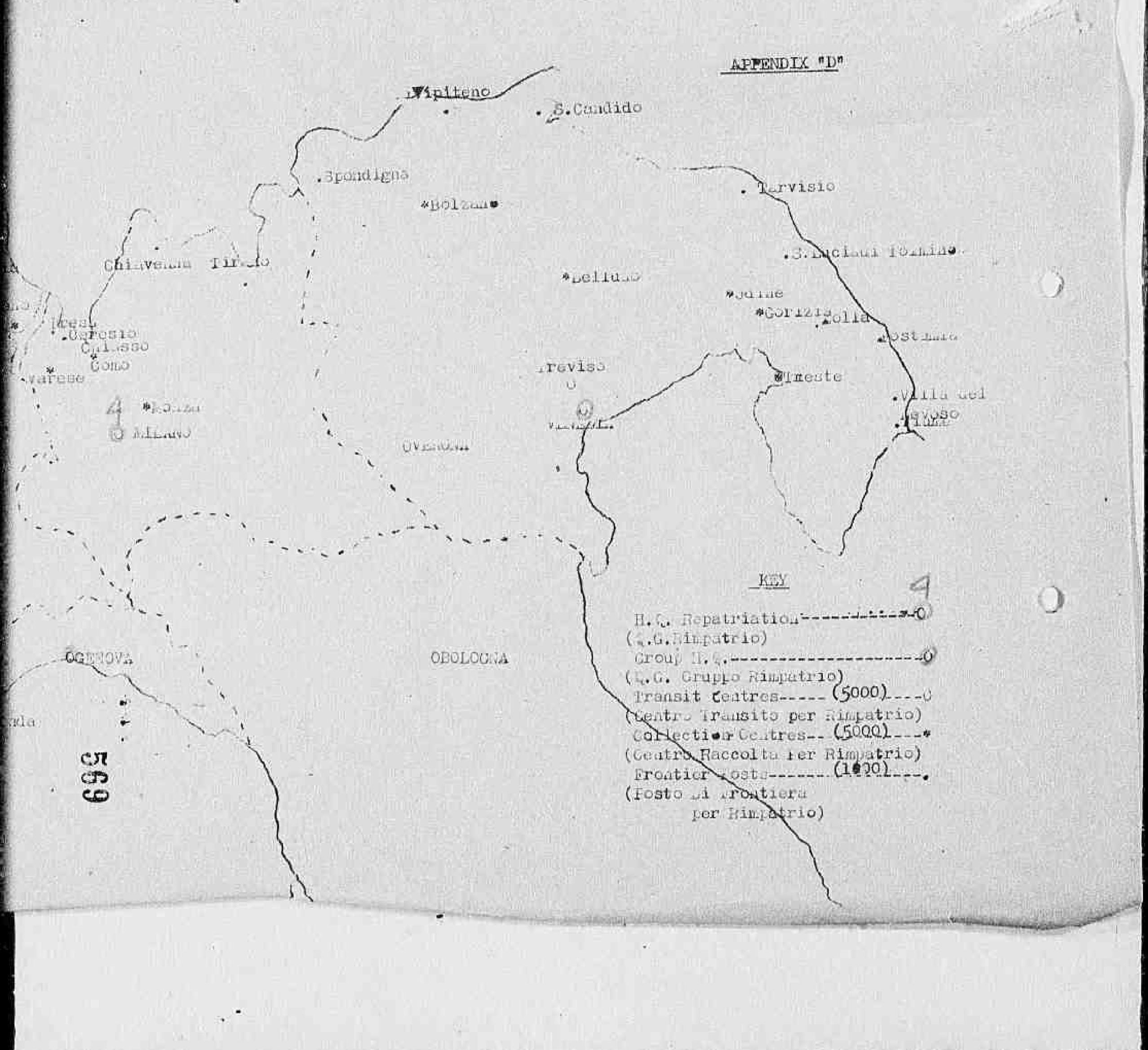
APPENDIX "D"



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APPENDIX "E"

LOCATION OF P.F.A.S.C. COLLECTING AND TRANSIT CENTRES AND FRONTIER REPATRIATION POSTS.

REGION	Group H.Q.	5,000 Capacity Collecting and Transit Centres	1,000 Capacity Frontier Repat. Posts
EMILIA		* RICCIONE * CARPI (MODENA) * PARMA BOLOGNA * PIACENZA	
LIGURIA	GENOA	** GENOA BORDIGHERA	GRIMALDI
LOMBARDIA	MILANO	MILANO MONZA VARESE COMO	TRESA CERESIO CHIASSO CHIAVENNA TIRANO
PIEMONTE	TORINO	TORINO CUNEO SUSA AOSTA DAVENO	S.DALMAZZI DI TENDA VINADIO CESANA PARIONERCHIA DOMODOSSOLA
VENEZIA	H.Q. Region	* PADUA VENEZIA VERONA TREVISO ** TRIESTE GORIZIA UDINE BOLZANO BELLUNO	FIUME VILLA DEL NEVOSO POSTUMIA ZOLLA S.LUCIA DI TORMINO TARVISIO S.CANDIDO VIPITENO SPONDIGNA

NOTE

* - PHASE I only. Other temporary "centres" will be required in Phase I.

** - Centres for Allied Nationals in addition. Plus two to be selected later.

568

0931

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[redacted]

754-18

AJG/vb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

10th March, 1945.

Tel. Ext. 318

794/17/Tn.3.

SUBJECT: Coastwise Supply of N.W. Italy.

TO : AFHQ, G-4 (Mov & Tn).

1. It is considered likely that in the initial stages, once channels have been swept and mines cleared, the most effective supply of the Ligurian coast will be by coastwise shipping rather than by road or rail.

2. In view of the above can you please say whether it is likely that any NASC manned schooners will be available for lifting essential civilian supplies to this area.

For the Chief Commissioner:

Merritt H. TAYLOR,
Director,
Transportation Sub-Commission.

cc. Port & Warehouse Division, Tn. S/C.
Lt. Col. E. Harris, N.T. Planning Committee.

567

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Walter R. Georgius
Lt. Col. CMP

17

ALLIED MILITARY GOVERNMENT
N.W. ITALY
Coordinating Planning Committee

Tel: AC. 445
NWI/CONF/1

5 March 1945.

M I N U T E S

Meeting at H.Q. Allied Commission
3 March 1945.

PRESENT:

Brigadier M.S. Lush, CB, CBE, MC.	-	Executive Commissioner
Regional Commissioners and Staffs	-	LIGURIA
	-	LOMBARDIA
	-	PIEMONTE
	-	VENEZIA
Regional Commissioner Representatives	-	Civil Affairs Section
	-	Economic Section
	-	Establishments Section
	-	Public Relations
	-	AFHQ G-5
	-	Royal Navy, Northern Area MED.
	-	5 Army AAG
	-	2 District
	-	57 Area
	-	Special Force.

1. EXECUTIVE COMMISSIONER'S STATEMENT

a. Recent conference on Log Plan 177 did not affect basis of NW Italy Plan.

b. Chief Administrative Officer AFHQ had stated that tonnage figures of 500 tons a day to be delivered at PARMA for AMG would be supplemented by an additional tonnage up to 500 tons a day at another rail/roadhead as yet unspecified.

566

c. Executive Commissioner referred to representations that future meetings of NW Italy Committee might be unnecessary since negotiations had reached the stage of direct planning between Regions and Army Group or Units concerned.

2. A. PATRIOTS

Declassified E.O. 12356 Section 3.3/NND No. 782021

3 March 1945.

PRESENT:

Brigadier M.S. Lush, CB, CBE, MC.	- Executive Commissioner
Regional Commissioners and Staffs	- LIGURIA
	- LOMBARDIA
	- PIEMONTE
	- VENEZIA
Regional Commissioner Representatives	- Civil Affairs Section
	- Economic Section
	- Establishments Section
	- Public Relations
	- AFHQ G-5
	- Royal Navy, Northern Area MED.
	- 5 Army AMG
	- 2 District
	- 57 Area
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2. A. PATRIOTS

i. Decision for feeding and clothing of patriots as a military responsibility is awaited from Combined Chiefs of Staff. AFHQ G-5 asked to press for early advice.

ii. Executive Commissioner requested AFHQ G-5 to ensure that acceptance as a military responsibility of such items in planning would not mean in lower formations the handing over of these problems to AMG.

iii./

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iii. It was agreed that the disarming of patriots must be done by those who first contact them. In the initial stages this will generally be the Army; when the patriots get back to the reception centres it will be an AMG responsibility. The question of a ceremonial parade for the laying down of arms was discussed, and it was agreed that this method might be used when suitable.

B. PERSONNEL

i. Public Works & Utility Officers - all Regions expressed concern at shortage.

ii. Labour Officers - LOMBARDIA
- PIEMONTE
- VENEZIA
} requested additional strengths.

iii. Director Labour Sub Commission agreed to advise Provincial Commissioners at meetings to be arranged by RCs on labour problems anticipated for NW Italy.

iv. Austria lists likely to be determined this weekend.

v. Colonel Fiske impressed on RCs the necessity for prompt screening of Italian Civilian Staff.

vi. RCs requested early firm allotment of Provincial and Specialist Officers to Regions to enable formation of teams to be determined.

C. TRANSPORTATION

i. 2 District said that the plan was that they should enter NW Italy as the Administrative Echelon of IV Corps, and that therefore they would be able to assist in the lifting of civil supplies.

ii. Communications Sub Commission vehicle requirements - determined these must be a problem for priority assessment by RCs.

iii. Freight tariff rates - agreed that ENAC tariff be considered as maximum rate for truck pools, and that RCs set rates within these figures but coordinated between Regions by TPTN reps in NW Italy.

In general TPTN considered ENAC rates 50% too high for introduction in NW Italy. TPTN Sub Commission will consider question and produce a guiding scale.

iv. Civilian Transport and Buses - agreed that rates be approved in accordance with local Italian scales and in agreement with neighbouring Regions. TPTN Sub Commission representative to coordinate.

D. PUBLIC SAFETY

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iv. Civilian Transport and Buses - agreed that rates be approved in accordance with local Italian scales and in agreement with neighbouring Regions. TPTN Sub Commission representative to coordinate.

D. PUBLIC SAFETY

i. Spearhead strength figures would be:

	Spearhead	First increment
LIGURIA	580	1536
LOMBARDIA	1910	2111
PIEMONTE	790	2461

ii./

Declassified E.O. 12356 Section 3.3/NND No. 782021

ii. It was agreed that CC.RR found in the North should be taken on after screening up to the limit of the ceiling. Above this ceiling they could be taken on as special police, and RCs would ration them as patriots.

iii. Permits - travel 10 km. and Shot guns.
Legal and Public Safety instructed to review proclamations and notices affecting limitation of travel and possession of shotguns with a view to their practical application in NW Italy.

E. PLANNING FOR GENOA

i. Progressing satisfactorily.

ii. First key plan of GENOA has been submitted by 2 District to AFHQ.

iii. Possibility of use of SAVONA as a PORT is under investigation.

F. CONCENTRATION AREAS

i. 2 District would have a planning staff at LUCCA, and the Executive Commissioner considered that one or more AMG officers should join this staff. AMG Provincial teams should go in with Area teams.

ii. LIGURIA - preliminary concentrations at CHIANCIANO

iii. LOMBARDIA - MILAN City and Province - SIENA
Regional concentration staging area SIENA

iv. PIEMONTE - preliminary concentrations with 151 Sub Area at CHIANCIANO.

G. PUBLIC RELATIONS

i. Press, Radio and Films preliminary plans were read and discussed.

ii. Question of censorship of papers by AMG referred to PWB for reconsideration.

565

iii. Question of early recognition of famous pre-fascist papers like "Corriere della Sera" and "La Stampa" referred to PRO to ascertain view of Italian authorities.
AFHQ G-5 informed that matter may be brought up by Chief Commissioner at Political Meeting of SACMED.

iv. Question of limitation of circulation of papers printed in liberated Italy referred to PWB for reconsideration.

v. Stressed that in broadcasts it was essential [illegible]

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iv. Question of limitation of circulation of papers printed in liberated Italy referred to PWB for reconsideration.

v. Stressed that in broadcasts it was essential PWB consult RCs on matter of both policy and detail for Region concerned.
This to be drawn to notice of DCCAO 15 Army Group for consultation with PWB, and possibly a further point for Political Meeting of SACMED.

H. CHAMBER OF COMMERCE

Instructions for organisation in AMG territory will be issued by Economic Section in accordance with Italian Government procedure.

I./

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

I. WAGE SCALES & SOCIALISATION OF ITALIAN INDUSTRY

Questions under discussion by Labour, Finance and Italian Government.

3. HEADQUARTERS, 2 DISTRICT.

Likely to be MILAN or MILAN AREA and NOT ALESSANDRIA.

D. MORLEY-FLETCHER,
Lt. Colonel,
Secretary,
NW Italy Coordinating Committee.

DISTRIBUTION:

Chief Commissioner	1
Executive Commissioner	2
One copy each member NWIC	13
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Public Relations Branch	1
Economic Section	1
Transportation Sub Commission	1
Food Sub Commission	1
Labour Sub Commission	1
Finance Sub Commission	1
Communications Sub Commission	1
G-1(B)	1
G-1(A)	1
G-4(B)	1
G-4(A)	1
Region LIGURIA	9
Region LOMBARDIA	15
Region PIEMONTE	13
N.W.I. Committee	2
R.N.	2
AFHQ G-5	2
15 Army Group C.A.	2
5 Army AMG	10
2 District	6
57 Area	2
59 Area	2

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Finance Sub Commission	1
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G-1(B)	1
G-1(A)	1
G-4(B)	1
G-4(A)	1
Region LIGURIA	9
Region LOMBARDIA	15
Region PIEMONTE	13
N.W.I. Committee	2
R.N.	2
AFHQ G-5	2
15 Army Group C.A.	2
5 Army AMG	10
2 District	6
57 Area	2
59 Area	2
151 Sub Area	2
File	2
Spares	10

U.S.A.

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HEADQUARTERS, ALLIED COMMISSION
Navy Sub-Commission APO 394

NSC/1722
2 March 1945

FIRST ENDORSEMENT on
FONAM secret ltr No. 131-18
of 19 February 1945.

From: Navy Sub-Commission, Hq. Allied Commission.
To : Regional Commissioner, LIGURIA REGION.

Subject: Initial Lift of Regional and Provincial Stores into North West Italy.

Reference: (a) HQ. LIGURIA ltr RWP/1 dated 27 January 1945.
(b) Navy Sub-Com 1st endorsement on reference (a) NSC/1572 of 29 January 1945.

1. The basic letter now has been received in reply to references (a) and (b) and is forwarded for comment, particularly in connection with paragraph 5, in order that appropriate reply may be made to Flag Officer Northern Area, Mediterranean.

H. W. ZIROLI,
Commodore, U. S. Navy,
for Chief, Navy Sub-Commission, AC.

Copy to:
FONAM
TRANSPORTATION SC. AC.

0941

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Office of F[illegible] Officer,
Northern Area,
Mediterranean.

At NAPLES 19th February, 1945.

No. 131-18
THE CHIEF OF THE NAVY SUB COMMISSION,
ALLIED COMMISSION HEADQUARTERS, ROME.

INITIAL LIFT OF REGIONAL AND PROVINCIAL STORES INTO NORTH WEST ITALY.

Headquarters, Liguria Region's No. N.W.P./1 dated 27th January, 1945, is returned with the following comments, as requested in paragraph 2 of your covering letter No. NSC/1572 dated 29th January, 1945.

2. At the recent Conference held in Rome on 10th February, 1945, it was stated that the Royal Navy were unable to open the ports of Spezia, Genoa, Savona and Imperia simultaneously. It was hoped, however, that Genoa and Savona might, as far as possible, be opened together and that the 30 tons of stores for Spezia should be transported by road.

3. Facts about the time required to open the ports were also forthcoming from the Conference and the final estimate, which included both minesweeping and salvage, was two months. This was, of course, for Liberty ships. It is difficult to estimate how far in advance of this date it will be possible to get L.C.T. into the ports, but a month after capture is a possible, although an optimistic, estimate.

4. To carry out this initial lift of stores into Genoa, it is estimated 4 L.C.T. will be required. As it is presumed that the stores which we are unable to lift into Imperia, will be acceptable at Savona, 2 L.C.T. will be required for that port, making a total of 6 L.C.T. for the whole requirement.

5. It will be necessary to request an allocation of these L.C.T. from the Commander-in-Chief, Mediterranean, and no guarantee can be given that we shall be allocated the number of L.C.T. for which we request. But I should be grateful if you could approach the Regional Commissioner, Liguria Region, and certify whether my comments are acceptable and whether I can proceed with my request for the allocation of the L.C.T.

/s/ J. A. MONEE
REAR ADMIRAL

563

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Tel:566

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation-Sub-Commission

GGG/rb

SUBJECT: N.W. Planning.

Report to the Director Transportation Sub-Commission.

CC.RR. - There are 1100 Carabinieri in the Rome Area who will be moved to Florence by Transportation Sub-Commission as needed to replace the Carabinieri taken from Florence into the forward areas. This will take a lift of forty trucks loads. This lift will be spread over a period of time so will not require the use of forty trucks at one time. The movement of the Carabinieri in to the forward areas is the responsibility of the Army.

Move in of Regional Hq & Personnel. The Regions of Liguria, Lombardia and Piemonte will have a total of 1000 tons lift. Regions will move in according to developments in the N.W. Area. The lift will be the responsibility of the Transportation Sub-Commission and will require 334 truck loads. If Liguria goes in by sea, the lift for that Region will be to Leghorn and by sea to its destination.

Railhead at Parma. The Military will lift a minimum of 500 tons per day of civil supplies from stockpiles at Ancona or Forli to railhead at Parma.
AC will lift from Parma to regional dumps. It will be the responsibility of each region to distribute supplies from regional dumps to the Provinces. Local trucks formed into truck pools will be used for this lift.
P.O.L. should be given a high priority in lift from Parma in the first stages so that there will be P.O.L. for trucks within Provinces.

Trucks required. The lift from Parma to Regional dumps will require the use of 276 trucks.

Parma to Torino	240 Kms.	562
" to Milano	152 "	
" to Genoa	191 "	
Average	194 "	

If Liguria is supplied by sea no change will be made

0943

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in the 500 tons daily lift from Parma, except that two regions will be served instead of three.
It is estimated that 1710 tons daily tonnage into the three regions is the minimum requirement. This estimated tonnage may be reduced priorata in proportion to indigenous supplies found in the area. An additional 1210 tons, therefore, may have to be lifted from stockpiles. If this is an AC responsibility, an additional 1100 trucks will be required to make the complete lift from stockpiles into regions.

P.O.L. - It is estimated that the total amount of P.O.L. needed for the lift within the regions will not be used in the early days of entry. 226 tons of P.O.L. daily is the estimated requirement for distribution purposes within regions. While P.O.L. should have the highest priority, it is not thought necessary that the total amount of estimated requirements be moved in in the early phases, since a week or more will be required to organize the local truck pools. It is suggested that for the first week, of the 500 tons lifted from Parma, 150 tons be P.O.L. and 350 tons be other supplies. These other supplies to be moved in their order of priority.
During second week P.O.L. tonnage be raised to 200 tons and other supplies lowered to 300 tons daily. During the third week and thereafter P.O.L. tonnage to be increased to the estimated requirement of 226 tons daily, leaving a lift of other supplies of 274 tons.

If the balance of the estimated supplies tonnage required is lifted from stockpiles to Parma and into regions by AC, an additional 132 tons of P.O.L. daily must be lifted from stockpiles to Parma, to care for the increase in the lift from Parma.

These figures are based on the assumption that Liguria will be supplied from Parma. If Liguria is supplied by sea, supplies for that Region will be lifted from stockpiles in Leghorn. This will decrease the total lift requirement from Parma. No data has been received by this office regarding the supplying by sea for Liguria Region.

All tonnage forward of Parma will be lifted by the trucks GT Coys and Q Coys.

Regional Transportation Officers will go forward with Phase I to assure early operation of civil truck pools.

561

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SECRET

TRANSPORTATION SUB-COMMISSION
MOVEMENTS DIVISION

FROM	TO
CHIEF COL. K.J. SIEFF RAIL BRANCH LT.COL. J.W. BAKER MAJOR C.H. WORTHINGTON MAJOR J.F. DUTHIE CAPT. I.F. CLINGING ROADS BRANCH LT.COL. J.H. BORDASS MAJOR STAIT GARDNER CAPT. H.J. MANSFIELD SHIPPING BRANCH LT.COL. J.A. BALFOUR MAJOR A.M. McCLURE CAPT. R. HOYLE LT. J. HAZELTON CHIEF CLERK RECEIVED :- 7 MAR 1945	715 146
DIRECTOR DEPUTY DIRECTOR PLANNING STAFF ADMINISTRATION DIVISION ROADS DIVISION PORTS & WAREHOUSE DIVISION RAIL DIVISION	

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Walter D. Scott
Lt. Col. A.G.D.

Figures and priorities mentioned herein are a basis from which to work, and all discussions should be laid down by the Priorities Board.

To insure the utmost efficiency in all branches, a representative of Transportation Sub-Commission HQ will go forward with the first AC Phase to coordinate all transportation. This representative will keep in daily touch with the Movements division, Roads division, Rail division through the office of the Director.

G.G. CROSS Jr.,
N.W. Planning.

560

0946

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Walter P. Scoggins H.C. Hoffis & Mc

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AP 751

ALLIED FORCE HEADQUARTERS
APO 512

JC/at

SECRET
Auth: SAC MT
Initials J
25 January 1945

AG 323/061 GDS-O

25 January 1945

SUBJECT: Occupation of NW ITALY

TO: Commanding General, 15th Army Group, APO 777
Chief Commissioner, Allied Commission, APO 394
General Officer Commanding, No 2 District

1. Reference is made to paragraph 9 of AFHQ Operation Instruction, subject: "Occupation of NW Italy", dated 21 December 1944.

2. Object: The object of this letter is to define the administrative responsibilities of the Headquarters, Allied Commission and the military headquarters responsible for the occupation of NW ITALY.

3. Definition. NW ITALY is defined as the area for which Headquarters No 2 District is to be responsible, viz:

a. The Compartimento of LIGURIA.

b. The Compartimento of PIEDMONTE.

c. The Provincio of VARESE)
d. The Provincio of COMO) In the Compartimento of LOMBARDIA.
e. The Provincio of MILANO)

f. The Provincio of PAVIA — In the Compartimento of EMILIA (this province may not initially be under No 2 District).

4. Operational Background. The occupation of NW ITALY is to be conducted in two (2) phases:

a. Phase I. Military occupation and the elimination of any remaining GERMAN or Fascist ITALIAN formations, and the re-establishment of law and order among the civilian population, terminating in the establishment of Allied Military Government.

b. Phase II. The assumption of responsibility for military administration by Headquarters No 2 District and for Allied Military Government by Headquarters, Allied Commission.

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Lt. Col. AGD

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Lt. Col. AGD

5. Division of Administrative Responsibilities - Phase I.

a. Headquarters Fifth Army (British Increment), or such British Headquarters as may be nominated, will be responsible for the maintenance of British forces.

b. Headquarters Fifth Army, or such other headquarters as may be designated by Commanding General, 15th Army Group for the occupation of NW ITALY, will be responsible for:

(1) Allied Military Government
(2) The initiation of civil relief measures.
(3) The execution of the tasks assigned in accordance with paragraph 9 below.
(4) Initiating xxx the mobilization of civil resources in conjunction with Headquarters, Allied Commission.

c. During Phase I, Headquarters No 2 District will be placed under command Commanding General, 15th Army Group, who will insure that it is given the facilities for reconnaissance and the establishment of its headquarters in preparation for its subsequent assumption of responsibilities in Phase II (see paragraph 6 below).

6. Division of Administrative Responsibilities - Phase II.

a. Headquarters No 2 District under direct command of this headquarters will be responsible for:

(1) The maintenance of British forces in NW ITALY.
(2) The execution of the tasks assigned in accordance with paragraph 9 below.
(3) The coordination of these matters which are being undertaken jointly by the military and civil authorities.

b. Headquarters, Peninsular Base Section, or such other headquarters as may be directed by Commanding General, MTOUSA, will be responsible for the maintenance of United States forces.

c. Headquarters, Allied Commission will be responsible for:

(1) Allied Military Government.
(2) The continuation of civil relief measures.
(3) The Development and operation of essential communications, industries and public utilities which are not the responsibility of the military (see paragraph 10 below).

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Lt. Col. AGD

0948

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7. Naval Assistance. Flag Officer, Northern Area has been made responsible for mine clearing and salvage at GENOA to enable a target figure of 8,000 tons per day to be handled through the port.

8. Military Assistance to be Afforded by This Headquarters.

a. This headquarters will be responsible, through the appropriate subordinate military headquarters, for affording the military assistance shown below. This responsiblity will be implemented by the provision of military personnel and resources or by the organization, under military supervision, of civilian labor and resources. It is the intention to withdraw gradually most of the military personnel and resources as soon as civil labor and resources can be mobilized to take over and the initial tasks of the military detailed below have been completed.

b. This headquarters will be responsible for:

(1) Port of GENOA.

(a) Repair of the port to enable 8,000 tons a day to be discharged and cleared.
(b) Discharging and clearing 2,000 tons daily which will include the maintenance of the military forces in NW ITALY.
(c) Controlling and coordinating all discharge and clearance up to a total of 8,000 tons daily.

(2) Railways.

(a) Repair of the following railways:

BOLOGNA - ALESSANDRIA
ALESSANDRIA - TURIN
The easiest route to MILAN
GENOA - ALESSANDRIA

(b) The priority in which the railways will be restored is that given above, contingent on the state of demolition found to have been carried out by the enemy when the area has been entered.

(3) Pipeline and Bulk Storage.

(a) The military supervision of,
(b) Supply of materials for, and

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Lt. Col. AGD

0949

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(c) Construction and operation of bulk storage facilities at GENOA and one (1) 4-inch pipeline from GENOA to ALESSANDRIA.

(4) Roads. Repair of the following roads:

(a) GENOA - ALESSANDRIA
(b) PIACENZA - ALESSANDRIA - TURIN
(c) PIACENZA - MILAN

(Subject to physical reconnaissance priority for repair will be in the order given above.)

(5) Traffic Control. Traffic control on the main arteries of military supplies.

(6) Public Utilities. Coordination of the rehabilitation of electric power and water systems at GENOA and such other places as may be notified.

(7) Signal Communications. Coordination of the repair of the main state cable routes.

(8) Training of Drivers. Training of Italian drivers for vehicles which will be under the control of Headquarters, Allied Commission for the delivery of civil supplies.

(9) Movement of Civil Supplies for Allied Commission by Road. Pending the development of GENOA, the delivery of civil supplies to a point NORTH of the present stockpiles. The location of the delivery point, and the quantity to be delivered will be contingent on the operational situation at the time N. ITALY is evacuated by the enemy. For planning purposes Headquarters, Allied Commission can assume that the military will deliver a daily tonnage of 500 tons at PARMA.

9. Implementation of AFHQ Responsibilities.

a. This headquarters will control direct, and will provide all resources necessary for, the execution of responsibilities under 8b (1), (2), (3) and (8). For local administration the units concerned will be placed under Headquarters Fifth Army in Phase I and of Headquarters No 2 District in Phase II.

b. Responsibilities under paragraph 8b (4), (5) and (6) are delegated to Headquarters Fifth Army during Phase I and Headquarters No 2 District during Phase II.

c. This headquarters will provide all resources necessary for carrying out the responsibility under paragraph 8b(9). Responsibility for the movement of the supplies at and forward of railhead will be delegated to Headquarters,

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0950

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Confidential Walter L. Logan Lt Col AGD

Fifth Army by this Headquarters, who will place the resources necessary at the disposal of Headquarters Fifth Army for the purpose.

10. Responsibilities of Headquarters, Allied Commission. Headquarters, Allied Commission will be generally responsible for insuring that as the first consideration unrest and disease are prevented and as the second essential industry is rehabilitated and opened. Particular responsibilities are as follows:

a. Food. Headquarters, Allied Commission will be responsible for providing initially a minimum daily bread ration of 200 grams. The maximum use will be made of indigenous resources, only the minimum balance required being imported.

b. Provision of Civil Resources for Military Tasks set out in Paragraph 8 Above. Headquarters, Allied Commission will be responsible for the provision of civilian manpower and materials to assist the military in the execution of the tasks detailed in paragraph 8 above.

c. Provision of Civil Resources for Commitments which are not a Military Responsibility. Headquarters, Allied Commission will be responsible generally for the economic development and rehabilitation of NW ITALY, and the provision of civil resources for this purpose, within the limits of such policies as may be established by this headquarters. The following matters in particular will have priority, subject to the requirements under paragraph 10b above, in the allocation of civil resources:

(1) Provision, through Land Forces Sub Commission (MMIA), of drivers to operate vehicles under the control of Headquarters, Allied Commission; such drivers to be Italian military personnel.

(2) Mobilization of civil workshop facilities for the rehabilitation of Italian vehicles found in the area.

(3) Maintenance and repair of all vehicles under the control of Headquarters, Allied Commission, used for the transportation of civil supplies, on a sufficient scale to deal with the situation where all vehicles are working on a double shift basis.

(4) Mobilization of local engineer resources in labor and materials for reconstruction and repair of:

Bridges
Roads
Railways

other than those set out in paragraph 8 above, work in connection with bridges and roads being coordinated by the Chief

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Engineer, Headquarters No 2 District and that in connection with railways by the Director, Military Railway Service, (Italy).

(5) Provision of dock labor for handling port discharge tonnage in excess of that which is a military responsibility.

(6) Provision of labor and materials for rehabilitation of essential industries and public utilities which are not a military responsibility.

11. Planning.

a. Phase I. Headquarters 15th Army Group will be responsible for planning the military and civil commitment either direct in conjunction with Allied Military Government representatives of Headquarters, Allied Commission, or by delegation through Headquarters Fifth Army in conjunction with Allied Military Government Fifth Army.

b. Phase II. Headquarters, Allied Commission, in conjunction with Headquarters No 2 District, will be responsible for planning this phase.

c. The various forms of assistance to be given by the military as outlined in paragraphs 8 and 9 above will be operative both during Phase I and Phase II. The planning in respect to this assistance is the responsibility of this headquarters. As it is not possible to insure close control of such detailed xxxxxx planning, or the initial implementation of the plan from this headquarters, this responsibility must be delegated. As Headquarters No 2 District will be finally responsible for the long term planning and execution of the tasks involved this responsibility is delegated to Headquarters No 2 District who will coordinate such planning on behalf of this headquarters.

By command of Field Marshal ALEXANDER:

/s/ C. W. Christenberry

C. W. CHRISTENBERRY,
Colonel, AGD,
Adjutant General.

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0952

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CLASSIFICATION

(Ref AG/AAI 15 Army Group Plan for occupation of NW Italy, i.e. Lombardia, Liguria and Piemonte Regions)

1. PERSONNEL.

a. What personnel is immediately available (within 48 hrs.) by Regions?

b. What are total requirements?

c. Where are the rest coming from and when?

2. SUPPLIES.

a. What supplies has AC now for NW Italy?

b. Where are they situated?

c. How much is required to be moved from Livorno to Ancona?

d. What is impact ration and what is the estimate of monthly tonnage required for civil maintenance of NW Italy? It is presumed that this does not include coal, petroleum stores and industrial maintenance.

e. What is estimate of local resources that AC will find available?

f. What is best information of what is going to arrive month by month commencing February 1945? Where is it expected to arrive?

3. TRANSPORT.

a. How many vehicles are available at the present moment?

b. 1700 x 1½ tonners are being made available by the end of March 1945.

i What arrangements are being made for training drivers?

ii Will such drivers be Italian personnel?

iii Has it been taken into account that it is necessary to have a relief driver for each truck?

c. AFHQ LOC F 164 dated 29 Dec 44, containing Minutes of Meeting on several commitments NW Italy 23 Dec 44, states that AFHQ have asked for AC 2000 x 3 tonners.

i From where are the trucks coming?

ii Are they already ordered? If so

(Continued)

0953

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11 (Continued)

By whom?

When?

What was the reply?

iii What arrangements are being made for tracking deliveries and relief drivers?

4. FINANCE.

What provision is being made for stockpiling and transportation of Am Lire?

5. PUBLIC SAFETY.

a. How many CC.RR. are needed for NW Italy?

i Piemonte?

ii Lombardia?

iii Liguria?

iv Province of Piacenza (Emelia)?

b. How many of the CC.RR. are actually available for call on 12 hours notice?

i Piemonte?

ii Lombardia?

iii Liguria?

iv Province of Piacenza (Emelia)?

c. When will the remainder (see a) be available?

d. Where are the CC.RR. at present actually available now located (by number (ex 1500 - Florence)?

e. Are the CC.RR. in question sufficiently clothed and equipped to take the field?

f. If answer to (e) is in the negative when will they be _____ and how many actually are ready for the field?

g. Is transport available for CC.RR. movement?

h. If so - whose transport?

572

(Continued)

0954

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5. (Continued)

i. If transport is not available now, when will it be and what action has been taken to secure it?

j. How many G.F. are available for convoy guard duties (for use in NW Italy)?

k. Where are these G.F. located now?

l. When will they be available? (ex - on 24 hours notice).

m. Are they clothed and equipped sufficiently?

n. If not, when will they be sufficiently clothed and equipped to take the field?

o. What is the position with respect to 3,000 Italian troops allegedly to be made available for AMG Public Safety use in NW Italy? (See Secret "Police Conference" Adv Hq No. 2 Mist. Off of 6 Jan '45).

p. Are soldiers mentioned in (o)?

i Clothed and equipped sufficiently?

ii In possession of transport?

iii If (i) and (ii) are in the negative, when will they be?

q. What AG personnel will represent Public Safety Sub-Coordination in NW Italy?

6. PUBLIC HEALTH.

a. Are chemicals available for purification of civilian water supply in

i Genoa?

ii Turin?

iii Milan?

b. If 2 a is answered in the affirmative where are these chemicals now? What are the quantities and types of each chemical?

c. If chemicals are not available when will they be available for

i Genoa?

ii Turin?

iii Milan?

d. What provisions are being made for civilian medical supplies for NW Italy?

(Continued)

551

0953

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6. (Continued)

e. What is the extent of the present stockpile of civilian medical supplies for NW Italy?

f. Where are these supplies located?

g. What transport is available to move them?

h. What steps have been or are to be taken in connection with 2g above?

i. What AG personnel will represent Public Health Sub-Coordination in NW Italy?

7. DISPLACED PERSONS AND REPATRIATION.

a. In connection with the occupation of NW Italy what steps have Displaced Persons and Refugees Sub-Commission taken with respect -

i Plans for establishment of camps and centers?

ii General recommendations to this Hq.

b. What personnel will represent Displaced Persons and Refugee Sub-Commission in NW Italy?

8. PATRIOTS BRANCH.

a. In connection with NW Italy have Patriots Branch anticipated locations of Patriot Centers?

b. What AG personnel will represent Patriot Branch in NW Italy?

9. What liaison has AG with AAG for clothing? Has AAG any plan for providing clothing for NW Italy.

550

0956

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Walter E. Jones Lt Col

FL/mb

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

30 January 1945

Tele : Ext. 318

412/11/Tn.3.

SUBJECT : Programme of Conference - N.W.Italy - Co-ordinating Planning Committee.

TO : Rail Division
Roads Division
Port & Bare house Division.

1. Further to our 412/Tn.3. dated 28 Jan.'45.

2. The Co-ordinating Planning Committee (N.W.Italy) Conference will now be held 1000 hours and 1430 hours Monday 5th Feb.'45.

M.J. SIMEY. Lt. Col.
Chief, Movements Division.

Walter Youngquist
Lt-Col

6

ALLIED MILITARY GOVERNMENT
N.W. ITALY
Coordinating Planning Committee

4/2/11

Tel: Int 496
NWI/CONF/1 28 JAN 45.

SUBJECT : Conference Change.

Ref NWI/CONF/1A of 27 JAN.

In view of certain Conferences at A.F.H.Q. following issue of "Administrative Responsibilities for Occupation of N.W. ITALY" - AG 323/061 GDS-O of 25 JAN - it is necessary to postpone Transportation Sub Commission meeting as follows:

Serial 11 - From 1000 and 1430 hrs TUE 30 JAN to MON 5 FEB same time.

D. Mosley-Fletcher
Lt Colonel

D. MOSLEY-FLETCHER,
Lt. Colonel,
Secretary,
N.W. Italy Coordinating Committee.

DISTRIBUTION

LIGURIA Region - R.C. (2)
Reg Tptn Offr.
Reg Engineer
Reg Food Offr
P.C. GENOA

PIEMONTE Region - R.C. (2)
Reg Tptn Offr.
Reg Engineer
Reg Food Officer

LOMBARDIA Region - R.C. (2)
Reg Tptn Offr
Reg Engineer
Reg Food Officer

Economic Section - Major Tooby.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Ref NWI/CONF/1A of 27 JAN.

In view of certain Conferences at A.F.H.Q. following issue of "Administrative Responsibilities for Occupation of N.W. ITALY" - AC 323/061 GDS-0 of 25 JAN - it is necessary to postpone Transportation Sub Commission meeting as follows:

Serial 11 - From 1000 and 1430 hrs TUE 30 JAN to MON 5 FEB same time.

D. MORLEY-FLETCHER,
Lt. Colonel,
Secretary,
N.W. Italy Coordinating Committee.

DISTRIBUTION

LIGURIA Region - R.C. (2)
Reg Tptn Offr.
Reg Engineer
Reg Food Offr
E.C. CENCA

PIEMONTE Region - R.C. (2)
Reg Tptn Offr.
Reg Engineer
Reg Food Officer

LOMBARDIA Region - R.C. (2)
Reg Tptn Offr
Reg Engineer
Reg Food Officer

Economic Section - Major Tobby.
TPTN S/C
Road Div
Lt. Col. Linberg
Road Div
Port & W'House Div.
Food S/C.

Secretary to Committee - (2)
File (2)

5'8

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

Weber per Sgt Major
Lt Col. [illegible]

INTER-OFFICE MEMO

lab

412/10

HEAD QUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

28 January 1945

Tele : Ext. 318

412/Tn.3.

SUBJECT : Programme of Conferences - N.W. Italy - Co-ordinating Planning Committee.

TO : Rail Division
Roads Division
Port & Warehouse Division.

It is advised that the Co-ordinating Planning Committee (N.W. Italy) Conference scheduled for Tuesday 30 Jan. has been postponed until Saturday 3 Feb. '45.

M.J. SIEFF. Lt. Col.
Chief, Movements Division.

Confidential

4/12/44

NOTES ON MOV & TN MEETING PRIOR TO C.A.O's. MEETING 25 DEC 44.

NORTH WEST ITALY.

1. It was announced by D.Q.M.G.(M) (Mov & Tn) that GENOA would be opened by British Military and VENICE by U.S. Military. VENICE opened sufficient to cover Military commitments only.

2. The Military will undertake :-

(a) Naval and engineering responsibility necessary for the opening of GENOA, which in the early days will be sufficient to cover the whole of the Military tonnage and some civil tonnage.

(b) Railway reconstruction as follows :-

Priority 1. BOLOGNA - ALESSANDRIA.
Priority 2. ALESSANDRIA - TURIN and easiest route off this line to MILAN.
" 3 Genoa - Alessandria.

(c) Delivery to GENOA of tonnage by sea and a specified tonnage overland to PARMA.

3. It is planned to open GENOA D + 14 and by D + 21 to produce 2,000 tons per day. Capacity of Port to increase at 4 - weekly intervals thereafter to 4,000 tons, 6,500 tons and 8,500 tons.

The Military guarantee one Docks Operating Coy which will be sufficient to handle Military traffic estimated at 1,000 tons and civil traffic of 1,000 tons daily.

It is probable that a second Docks Operating Coy will be made available thereby producing 3,000 tons in total per day. A.C. can rely on a minimum of 1,000 tons per day with a probability of 2,000 tons per day. This A.C. tonnage will be delivered under Military arrangements to local Warehouse.

A.C. heavy lifts such as bridging etc requiring cranes for handling and provided from Military sources will be included in the Military total of 1,000 tons per day.

Stevedore labour should be the subject of common agreement between the Military, A.C., M.W.T. and W.S.A.

The organisation of shore labour to be undertaken by the Military in the early stages.

M.P. for Docks Clearance (Military/A.C) must operate as a "pool" under the co-ordination of Port Commandant.

Co-ordinating authority for Port repairs will be C.E. 2 District. Clearance of wrecks and repair to Port must be the subject of discussion between C.E. 2 District, Naval Salvage and A.C.

The Port Planning Committee to be formed forthwith to include :-

Port Commandant
Navy
Sea Transport
M.W.T.
W.S.A.
2 District
A.C. (Mr. Cross and Party).

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

of the Military tonnage and some civil tonnage.

(b) Railway reconstruction as follows :-

Priority 1. BOLOGNA - ALESSANDRIA.
Priority 2. ALESSANDRIA - TURIN and easiest route off this line to MILAN.
" 3 Genoa - Alessandria.

(c) Delivery to GENOA of tonnage by sea and a specified tonnage overland to PARMA.

3. It is planned to open GENOA D + 14 and by D + 21 to produce 2,000 tons per day. Capacity of Port to increase at 4 - weekly intervals thereafter to 4,000 tons, 6,500 tons and 8,500 tons.

The Military guarantee one Docks Operating Coy which will be sufficient to handle Military traffic estimated at 1,000 tons and civil traffic of 1,000 tons daily.

It is probable that a second Docks Operating Coy will be made available thereby producing 3,000 tons in total per day. A.C. can rely on a minimum of 1,000 tons per day with a probability of 2,000 tons per day. This A.C. tonnage will be delivered under Military arrangements to local Warehouse.

A.C. heavy lifts such as bridging etc requiring cranes for handling and provided from Military sources will be included in the Military total of 1,000 tons per day.

Stevedore labour should be the subject of common agreement between the Military, A.C., M.W.T. and W.S.A. S[illegible]

The organisation of shore labour to be undertaken by the Military in the early stages.

M.T. for Docks Clearance (Military/A.C) must operate as a "pool" under the co-ordination of Port Commandant.

Co-ordinating authority for Port repairs will be C.E. 2 District. Clearance of wrecks and repair to Port must be the subject of discussion between C.E. 2 District, Naval Salvage and A.C.

The Port Planning Committee to be formed forthwith to include :-

Port Commandant
Navy
Sea Transport
M.W.T.
W.S.A.
2 District
A.C. (Mr. Gross and Party).

546

If GENOA is not immediately available the question of opening other Ports must be considered.

4. The Military undertake to deliver by any means at their disposal 1,000 tons of civil supplies per day to PARMA. This approximates the present A.C. transport available for lift forward from PARMA. It is agreed that A.C. have the right to ask for tonnage to be delivered at another destination provided this does not entail an increase in the Military resources delivery to PARMA. As an example, A.C. may decide to take 600 tons at PIACENZA instead of 1,000 tons at PARMA.

5. Road repairs will be undertaken by the Military as under :-

BOLOGNA - PIACENZA (during Operations)
GENOA - ALESSANDRIA
PIACENZA - ALESSANDRIA - TURIN.
PIACENZA - MILAN.

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1548

COPY NO. 26

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

23 Dec. 1944

APPRECIATION OF THE CIVIL COMMITMENT IN NORTHWEST ITALY

PART ONE - GENERAL

OBJECT

1. To consider the civil commitment in NW ITALY recommended in AFHQ Log. P. 164 to be the responsibility of Allied Commission.

DEFINITION OF NORTHWEST ITALY

2. The definition of the area given in Log. P. 164 is the area of responsibility of No. 2 District, stated as being the Compartimenti of LIGURIA, PIEMONTE, and LOMBARDIA. This statement is not correct and for administrative purposes the area is defined as comprising:

Compartimento of LIGURIA - all provinces

Compartimento of PIEMONTE - all provinces.

Compartimento of LOMBARDIA - provinces of VARESE, COMO, MILANO, and PAVIA.

Compartimento of EMILIA - province of PIACENZA.

3. In considering questions of transportation in relation to supplies from local resources consideration must be given to the supply potentialities of, and the need for supplying, areas not within the boundaries defined above. Wherever in this paper the area under consideration differs from the above definition, the provinces included are shown.

TIMING

545

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1. To consider the civil commitment in NW ITALY recommended in AFHQ Log. P. 164 to be the responsibility of Allied Commission.

DEFINITION OF NORTH WEST ITALY

2. The definition of the area given in Log. P. 164 is the area of responsibility of No. 2 District, stated as being the Compartimenti of LIGURIA, PIEMONTE, and LOMBARDIA. This statement is not correct and for administrative purposes the area is defined as comprising:

Compartimento of LIGURIA - all provinces

Compartimento of PIEMONTE - all provinces.

Compartimento of LOMBARDIA - provinces of VARESE, COMO, MILANO, and PAVIA.

Compartimento of EMILIA - province of PIACENZA.

3. In considering questions of transportation in relation to supplies from local resources consideration must be given to the supply potentialities of, and the need for supplying, areas not within the boundaries defined above. Wherever in this paper the area under consideration differs from the above definition, the provinces included are shown.

TIMING

4. This paper is based upon the G-2 estimate that the earliest time the enemy may begin to withdraw is mid-December and that he is unlikely to complete his withdrawal in under a month.

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CIVIL COMMITMENT

5. The economic commitments for which AC/AMG is primarily responsible include:

(a) The import and/or distribution of such supplies as are essential, in the initial stages of liberation, to prevent disease and unrest and, later, to provide for the population of NW ITALY a standard of living comparable with that in presently liberated ITALY.

(b) The restoration of public utilities, and of agricultural and industrial production, to the extent required to prevent disease and unrest and to assist the Allied war effort.

6. AC/AMG is also responsible for other economic commitments in the fields of Agriculture, Commerce, Industry, Labor, and Finance. Plans to meet these commitments are set out in "Outline Plan of Economic Operations in Northwest Italy" (Economic Section, Allied Commission, 30 Nov 44), copy of which is appended.

(Note: In certain cases the bases of calculations used in this paper differ from those used in the " Outline Plan of Economic Operations in Northwest Italy." Figures given in this paper are to be taken as superseding those in the "Outline Plan.")

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PART TWO - REQUIREMENTS & SUPPLIES

FOODSTUFFS

7. The calculation of requirements for foodstuffs to be imported into the area is based on the following scale of rations:

a) Flour:

EMILIA - 10 days' supply for towns over 50,000 at 200 grams per day per person plus supplementary rations for these towns for 10 days.

LIGURIA - 200 grams per day per person plus 12-1/2% of population on supplementary rations.

PIEMONTE - 100 grams per day per person plus 12-1/2% of population on supplementary ration 200 grams.

LOMBARDIA - as for PIEMONTE

b) Fats: 100 grams per month per person plus authorized supplementary rations.

c) Meat: 200 grams per month per person plus authorized supplementary rations.

d) Soup: Supplementary rations only.

e) Dried Vegetables: Supplementary rations only.

f) Sugar: 125 grams per month per person plus supplementary issue.

g) Milk: 1500 grams of powdered milk per month for 3% of total population.

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

supplementary rations for these towns for 10 days.

LIGURIA - 200 grams per day per person plus 12-1/2% of population on supplementary rations.

PIEMONTE - 100 grams per day per person plus 12-1/2% of population on supplementary ration 200 grams.

LOMBARDIA - as for PIEMONTE

b) Fats: 100 grams per month per person plus authorized supplementary rations.

c) Meat: 200 grams per month per person plus authorized supplementary rations.

d) Soup: Supplementary rations only.

e) Dried Vegetables: Supplementary rations only.

f) Sugar: 125 grams per month per person plus supplementary issue.

g) Milk: 1500 grams of powdered milk per month for 3% of total population.

h) Salt: 300 grams per month per person.

544

8. References to supplementary rations in the preceding paragraph relate to the additional rations authorized for special classes, e.g. hospital patients, nursing mothers, infants, laborers employed by Allied Forces, etc.

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9. On this basis total food requirement of the administrative area for first month of occupation is tabulated below:

PROVINCES AND COMPARTMENTS	FLOUR	MEAT	DRIED VEG.	SOUP	SUGAR	FATS	POWD. MILK	SALT	TOTAL
Alessandria	1,462	110	39	49	64	52	23	147	1,946
Aosta	716	54	19	24	32	25	12	72	954
Asti	706	53	19	24	32	25	12	71	942
Cuneo	1,794	137	49	61	80	64	29	183	2,397
Novara	1,236	53	33	42	55	44	20	124	1,607
Torino	3,807	284	102	127	167	133	59	381	5,060
Vercelli	1,131	87	31	38	70	40	18	114	1,529
PIEMONTE	10,852	778	292	365	500	383	173	1,092	14,435
Genova	4,723	195	70	87	115	91	41	261	5,588
Imperia	855	36	13	16	21	17	8	48	1,014
La Spezia	1,253	52	19	24	31	25	11	70	1,485
Savona	1,186	50	18	22	30	23	11	66	1,406
LIGURIA	8,022	333	120	149	197	156	71	455	9,493
Como	1,938	116	42	52	68	55	24	155	2,050
Milano	7,116	532	190	238	312	250	108	712	9,458
Pavia	1,500	112	40	50	67	53	23	150	1,995
Varese	1,292	97	35	43	57	46	20	129	1,719
LOMBARDIA	11,446	857	307	383	504	404	175	1,146	15,222
Piacenza	117	66	24	30	40	32	14	90	415
GRAND TOTAL	30,437	2,036	743	927	1,241	975	433	2783	38,565

All figures in tons

10. It is anticipated that quantities of imported foodstuffs, as shown in the following tabulation, will be stockpiled for the NORTH by 31 Dec 44.

	LEGHORN	ANCONA (RIMINI	NAPLES	BRINDISI	TOTALS
FLOUR	24000	9000	11000	1000	45000
SOUP	2000	1700	#1000		4700
DRIED VEGS.	#2350	700	-		3000
MILK	450	260	400		1100
FATS	1170	1700	2500		5300
SUGAR	1500	700	1000		3200
MEAT	1000	800	-		1800
					64100

(#allowing 1000 tons vegetables 100 tons corn to be used

Declassified E.O. 12356 Section 3.3/NND No. 782021

Novara	1,236	53	33	42	55	44	20	124	1,607
Torino	3,807	284	102	127	167	133	59	381	5,060
Vercelli	1,131	87	31	38	70	40	18	114	1,529
PIEMONTE	10,852	776	292	365	500	383	173	1,092	14,435
Genova	4,723	195	70	87	115	91	41	261	5,588
Imperia	855	36	13	16	21	17	8	48	1,014
La Spezia	1,250	52	19	24	31	25	11	70	1,485
Savona	1,188	50	18	22	30	23	11	66	1,406
LIGURIA	8,022	333	120	149	197	156	71	455	9,493
Como	1,938	116	42	52	68	55	24	155	2,050
Milano	7,116	532	190	238	312	250	108	712	9,458
Pavia	1,500	112	40	50	67	53	23	150	1,995
Varese	1,292	97	35	43	57	46	20	129	1,719
LOMBARDIA	11,446	857	307	383	504	404	175	1,146	15,222
Piacenza	117	68	24	30	40	32	14	90	415
GRAND TOTAL	30,437	2,036	743	927	1,241	975	433	2,783	39,565

All figures in tons

10. It is anticipated that quantities of imported foodstuffs, as shown in the following tabulation, will be stockpiled for the NORTH by 31 Dec 44.

	LEGHORN	ANCONA (RIMINI	NAPLES	BRINDISI	TOTALS
FLOUR	24000	9000	11000	1000	45000
SOUP	2000	1700	#1000		4700
DRIED VEGS.	#2350	700	-		3000
MILK	450	260	400		1100
FATS	1170	1700	2500		5300
SUGAR	1500	700	1000		3200
MEAT	1000	800	-		1800
					64100

(#allowing 1000 tons vegetables, 100 tons soup to be used in South.)

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11. The foregoing tabulations indicate that AC/AMG will be able to meet the basic rations for the population of the administrative area (for the first month of occupation), from its stockpiles in LEGHORN, ANCONA, RIMINI, NAPLES and BRINDISI,

a) without relying on foodstuffs which may be found in the area, and

b) PROVIDED THE SUPPLIES IN THE STOCKPILES CAN BE MOVED INTO, AND DISTRIBUTED IN, THE AREA.

12. The ration scales on which these calculations are based provide a diet well below subsistence level and it will, therefore, be necessary to arrange distribution of locally provided foodstuffs to augment the ration.

13. For reasons set out in Part Two - Transportation, there will probably be inadequate transportation facilities, initially, to move the stockpiles into the area and, therefore, consideration must be given to making the maximum possible use of local resources of rationed foodstuffs, using the stockpiles as supplemental reserves. At Appendix "A" is a study of the degree of self-sufficiency of NW ITALY in flour which shows that in the 1940/41 season (with mills undamaged) the area was self-supporting in wheat and produced an exportable surplus of flour of 47,000 M. tons in the year. These figures may be taken as indicative of a normal self-sufficiency in the area for all foodstuffs derived from agriculture.

14. The extent to which the enemy will have moved the 1944/45 harvest out of the area is unpredictable. It is, therefore, pos-

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b) PROVIDED THE SUPPLIES IN THE STOCKPILES CAN BE MOVED INTO, AND DISTRIBUTED IN, THE AREA.

12. The ration scales on which these calculations are based provide a diet well below subsistence level and it will, therefore, be necessary to arrange distribution of locally provided foodstuffs to augment the ration.

13. For reasons set out in Part Two - Transportation, there will probably be inadequate transportation facilities, initially, to move the stockpiles into the area and, therefore, consideration must be given to making the maximum possible use of local resources of rationed foodstuffs, using the stockpiles as supplemental reserves. At Appendix "A" is a study of the degree of self-sufficiency of NORTH ITALY in flour which shows that in the 1940/41 season (with mills undamaged) the area was self-supporting in wheat and produced an exportable surplus of flour of 47,000 M. tons in the year. These figures may be taken as indicative of a normal self-sufficiency in the area for all foodstuffs derived from agriculture.

14. The extent to which the enemy will have moved the 1944/45 harvest out of the area is unpredictable. It is, therefore, possible to conclude only that, subject to the extent to which the harvest remains in the area, a differential reliance can be placed on finding locally produced rationed and other foodstuffs. To that extent the ration can be supplemented and the problem of moving the stockpiles into the area will be relieved.

543

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MEDICAL SUPPLIES

15. The area under consideration for the distribution of medical supplies is comprised of the Compartimenti of PIEMONTE, LIGURIA, and LOMBARDIA, plus the provinces of PIACENZA and PARMA. The tonnages required to be moved into the area in the first month of liberation are tabulated below:

PIEMONTE	150 tons
LIGURIA	217 tons
LOMBARDIA	425 tons
PIACENZA & PARMA	49 tons
Total	841 tons

It is expected that roughly half this tonnage will be shipped from NAPLES and the remainder from FLORENCE.

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CLOTHING

16. Welfare.

Clothing for winter relief will be needed in the area. Quantities required for first month of liberation are:

Compartimento of PIEMONTE	155 tons
Compartimento of LIGURIA	68 tons
Compartimento of LOMBARDIA	264 tons
Provinces of PARMA & PIACENZA	31 tons
Total	518 tons

Clothing for this commitment has been requisitioned in U.S. for delivery LEGHORN. No firm delivery date is yet known.

17. Salvaged clothing.

Salvaged army clothing will be moved into the area for certain classes of workers employed by AMG. Tonnages for first month are as follows:

Compartimento of PIEMONTE	100 tons
Compartimento of LIGURIA	40 tons
Compartimento of LOMBARDIA	150 tons
Provinces of PARMA & PIACENZA	20 tons
Total	310 tons

Salvaged clothing is under repair and will be stockpiled in NAPLES to meet this commitment.

PETROL, OIL & LUBRICANTS.

18. The following tonnages for the first month of liberation are based on figures supplied by Pet. Sec. AFHQ.

Compartimento of PIEMONTE	2,335 tons
Compartimento of LIGURIA	1,502 tons
	4,155 tons

542

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Compartimento of LOMBARDIA.	264 tons
Provinces of PARMA & PIACENZA.	31 tons
Total	518 tons

Clothing for this commitment has been requisitioned in U.S. for delivery LEGHORN. No firm delivery date is yet known.

17. Salvaged clothing.

Salvaged army clothing will be moved into the area for certain classes of workers employed by AMG. Tonnages for first month are as follows:

Compartimento of PIEMONTE	100 tons
Compartimento of LIGURIA.	40 tons
Compartimento of LOMBARDIA.	150 tons
Provinces of PARMA & PIACENZA.	20 tons
Total	310 tons

Salvaged clothing is under repair and will be stockpiled in NAPLES to meet this commitment.

PETROL, OIL & LUBRICANTS.

18. The following tonnages for the first month of liberation are based on figures supplied by Pet. Sec. AFHQ.

Compartimento of PIEMONTE	2,335 tons
Compartimento of LIGURIA.	1,502 tons
Compartimento of LOMBARDIA.	4,155 tons
Provinces of PARMA & PIACENZA.	544 tons
Total	8,536 tons

542

[redacted]

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Pet. Sec. AFHQ has the responsibility for delivering these quantities to the port of GENOVA. Repair of port bulk-storage installations and the subsequent installation of pipe-lines into the area will be the responsibility of C.I.F. with military supervision and help. In the initial stages distribution within the area is to be undertaken by C.I.F. using road vehicles. NO DECISION HAS YET BEEN MADE AS TO THE PROVISION OF THESE VEHICLES.

NEWSPRINT

19. Newsprint will be moved into the area for distribution as determined by PWB and AFB. Quantities estimated as required in the first month of liberation are tabulated below:

Compartimento of PIEMONTE	100 tons
Compartimento of LIGURIA	50 tons
Compartimento of LOMBARDIA	150 tons
Provinces of PARMA & PIACENZA	10 tons
Total	310 tons

As of 1 January 1945 imports of newsprint will be increased from the present 600 tons to 1000 tons per month. The additional 400 tons per month will be stockpiled under the direction of Transportation Subcommission, AC.

TOBACCO

20. It is anticipated that stocks of manufactured tobacco will be found in the locations of factories in TURIN and MILAN. Movement of the following tonnages of raw tobacco during the first month from points within the area is included:

Compartimento of PIEMONTE	10 tons
Compartimento of LIGURIA	5 tons
Compartimento of LOMBARDIA	20 tons
Provinces of PARMA & PIACENZA	2 tons

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19. Newsprint will be moved into the area for distribution as determined by PWB and AFB. Quantities estimated as required in the first month of liberation are tabulated below:

Compartimento of PIEMONTE	100 tons
Compartimento of LIGURIA.	50 tons
Compartimento of LOMBARDIA.	150 tons
Provinces of PARMA & PIACENZA.	10 tons
Total	310 tons

As of 1 January 1945 imports of newsprint will be increased from the present 600 tons to 1000 tons per month. The additional 400 tons per month will be stockpiled under the direction of Transportation Subcommission, AC.

TOBACCO

20. It is anticipated that stocks of manufactured tobacco will be found in the locations of factories in TURIN and MILAN. Movement of the following tonnages of raw tobacco during the first month from points within the area is included:

Compartimento of PIEMONTE	10 tons
Compartimento of LIGURIA.	5 tons
Compartimento of LOMBARDIA.	20 tons
Provinces of PARMA & PIACENZA.	2 tons
Total	37 tons

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Lt. Col. AC

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MATCHES

21. The following tonnages will be moved within the area during the first month: Supplies in these quantities are expected to be found stored in the area.

Compartimento of PIEMONTE, from TURIN	10 tons
Compartimento of LIGURIA, from MILAN	5 tons
Compartimento of LOMBARDIA, from MILAN	10 tons
Provinces of PARMA & PIACENZA, from MILAN	2 tons
Total	27 tons

MISCELLANEOUS NON-SUBSISTENCE MATERIALS

22. Miscellaneous supplies for emergency repair work (e.g., cement, metals, tools, etc.) will need to be moved into the area during the first month of liberation. The following are the estimated tonnages:

Compartimento of PIEMONTE	200 tons
Compartimento of LIGURIA	150 tons
Compartimento of LOMBARDIA	300 tons
Provinces of PARMA & PIACENZA	50 tons
Total	700 tons

These estimates are approximate as specific requirements are unpredictable. For this reason no stockpile has been made. Supplies will be drawn so far as possible from local resources in S. ITALY but it is anticipated that it will be necessary to draw on military supplies to meet part of this commitment.

EMERGENCY REPAIR EQUIPMENT

23. In addition to the miscellaneous materials under

Declassified E.O. 12356 Section 3.3/NND No. 782021

Provinces of PARMA & PIACENZA, from MILAN	2 tons
Total	27 tons

MISCELLANEOUS NON-SUBSISTENCE MATERIALS

22. Miscellaneous supplies for emergency repair work (e.g., cement, metals, tools, etc.) will need to be moved into the area during the first month of liberation. The following are the estimated tonnages:

Compartimento of PIEMONTE	200 tons
Compartimento of LIGURIA	150 tons
Compartimento of LOMBARDIA	300 tons
Provinces of PARMA & PIACENZA	50 tons
Total	700 tons

These estimates are approximate as specific requirements are unpredictable. For this reason no stockpile has been made. Supplies will be drawn so far as possible from local resources in S. ITALY but it is anticipated that it will be necessary to draw on military supplies to meet part of this commitment.

EMERGENCY REPAIR EQUIPMENT

23. In addition to the miscellaneous materials under para 22 the Public Works engineers will need equipment to enable them to start at once on an emergency program of reconstruction of electric power installations, sewage and water supply systems, highways and bridges, minor ports, and miscellaneous services.

541

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The following is an estimate of the minimum equipment required:

115 - 3-ton trucks (dumps preferred)
68 - weapon carriers (3/4-ton)
25 - 2½-ton trucks 6 x 6
20 - 5-ton trucks
25 - pole carriers
23 - jeeps
10 - jeep trailers
12 - steam rollers
11 - rock crushers
12 - tar kettles
8 - air compressors (220 cu.ft.)
6 - concrete mixers
10 - pumps - water - 2" and 3"
4 - mobile electric generators
3 - bulldozers
1 - dragline crane
24 - floodlights
4 - sets underwater cutting tools
4 - complete sets diving equipment

None of the equipment listed above is available from AC or civilian sources.

COAL

24. Coal for the area will be supplied by AFHQ to GENOVA or some other port. AC estimates of essential requirements are as follows:

Declassified E.O. 12356 Section 3.3/NND No. 782021

25 - pole carriers

23 - jeeps

10 - jeep trailers

12 - steam rollers

11 - rock crushers

12 - tar kettles

8 - air compressors (220 cu.ft.)

6 - concrete mixers

10 - pumps - water - 2" and 3"

4 - mobile electric generators

3 - bulldozers

1 - dragline crane

24 - floodlights

4 - sets underwater cutting tools

4 - complete sets diving equipment

None of the equipment listed above is available from AC or civilian sources.

COAL

24. Coal for the area will be supplied by AFHQ to GENOVA or some other port. AC estimate of essential requirements are as follows:

[redacted]

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Public Utilities (Gas Works & Power Stations) 70% of normal	2,920	tons per day
Essential Civilian Needs - 350 tons per million per month	80	tons per day
Railways	200	tons per day
Military	200	tons per day
Total	3,400	tons per day

No allowance is made in these figures for industrial uses. Probable extensive damage will make the reactivation of cement factories a high priority necessity. The estimated need for coal for cement manufacture is 150 tons per day.

Declassified E.O. 12356 Section 3.3/NND No. 782021

No allowance is made in these figures for industrial uses. Probable extensive damage will make the reactivation of cement factories a high priority necessity. The estimated need for coal for cement manufacture is 150 tons per day.

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Walter R. Scoggins Lt. Col. QMC

PART THREE - TRANSPORTATION

25. Transporation plans are limited by the following factors.

a) GENOVA is the only port in the area normally capable of handling the tonnage of supplies involved and having (normal) good communications into the area.

b) GENOVA is unlikely to be usable as a port for at least one month after occupation of the city.

c) Road and rail communications along the W coast from LIVORNO to GENOVA are vulnerable and the enemy can be counted upon to make them unusable for some weeks after liberation of the area.

26. Consideration must, therefore, be given to supplying the NW from a railhead at BOLOGNA. If the extent of the enemy's withdrawal makes this possible, it will be necessary to supply the provinces of MODENA and REGGIO EMILIA since they lie between BOLOGNA and the area.

27. The movement problem has, therefore, been studied on the basis of three assumptions:

a) Assuming GENOVA as the major supply source and that the area to be supplied comprises all of the compartimenti of PIEMONTE, LIGURIA, and LOMBARDIA, plus the provinces of PIACENZA and PARMA in the compartimento of EMILIA. See Map No. 1.

b) Assuming BOLOGNA railhead as the major supply source and that the area to be supplied comprises the same area as in (a) plus the provinces of REGGIO and MODENA in the compart-

Declassified E.O. 12356 Section 3.3/NND No. 782021

ing (normal) good communications into the area.

b) GENOVA is unlikely to be usable as a port for at least one month after occupation of the city.

c) Road and rail communications along the W coast from LIVORNO to GENOVA are vulnerable and the enemy can be counted upon to make them unusable for some weeks after liberation of the area.

26. Consideration must, therefore, be given to supplying the NW from a railhead at BOLOGNA. If the extent of the enemy's withdrawal makes this possible, it will be necessary to supply the provinces of MODENA and REGGIO EMILIA since they lie between BOLOGNA and the area.

27. The movement problem has, therefore, been studied on the basis of three assumptions:

a) Assuming GENOVA as the major supply source and that the area to be supplied comprises all of the compartimenti of PIEMONTE, LIGURIA, and LOMBARDIA, plus the provinces of PIACENZA and PARMA in the compartimento of EMILIA. See Map No. 1.

b) Assuming BOLOGNA railhead as the major supply source and that the area to be supplied comprises the same area as in (a) plus the provinces of REGGIO and MODENA in the compartimento of EMILIA. See Map No. 2.

c) Assuming BOLOGNA railhead as the major supply source and that the area to be supplied comprises all of the compartimenti of PIEMONTE and LIGURIA, the provinces of COMO, VARESE, MILANO, and PAVIA in the compartimento of LOMBARDIA and the provinces of PIACENZA, PARMA, REGGIO and MODENA in the compartimento of EMILIA. See Map No. 3.

539

Declassified E.O. 12356 Section 3.3/NND No. 780021

Confidential

28. The compartimento of LIGURIA presents special supply difficulties during the initial stages of liberation. The only road and the only railway serving the compartimento follow the coast and are so vulnerable that the enemy will certainly render them unusable for some weeks after occupation.

The provinces of IMPERIA, SAVONA, and LA SPEZIA, as well as GENOVA, will, therefore, have to be supplied by sea. This will involve the clearance of sea mines from the coastal waters.

29. At Appendix "B" is shown a tabulation of the lifts and ton-kilometers of truck haule necessary to supply NW ITALY for the first month of liberation with the basic needs detailed in PART ONE (less coal), calculated first on the basis of GENOVA and second on the basis of BOLOGNA as the major supply source.

30. Assuming -

a) no railways to be available in the first month of occupation and all internal distribution therefore to be made by truck.

b) that only the provinces of ALESSANDRIA, ASTI, CUNEO, NOVARA, TORINO, VERCELLI, COMO, MILANO, PAVIA, VARESE and PIACENZA are to be supplied by truck. The following ton-kilometers of truck-haul are required for the first month:

	Based on GENOVA ton-kilos	Based on BOLOGNA ton-kilos
Food & medical supplies	4,826,000	7,380,000

Declassified E.O. 12356 Section 3.3/NND No. 782021

well as GENOVA, will, therefore, have to be supplied by sea. This will involve the clearance of sea mines from the coastal waters.

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30. Assuming -

a) no railways to be available in the first month of occupation and all internal distribution therefore to be made by truck.

b) that only the provinces of ALLESSANDRIA, ASTI, CUNEO, NOVARA, TORINO, VERCELLI, COMO, MILANO, PAVIA, VARESE and PIACENZA are to be supplied by truck. The following ton-kilometers of truck-haul are required for the first month:

	Based on GENOVA ton-kilos	Based on BOLOGNA ton-kilos
Food & medical supplies	4,826,000	7,380,000
POL	812,000	1,427,000
Clothing, tobacco, newsprint etc.	191,000	351,000
Total	5,829,000	9,158,000

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

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It is estimated that trucks operating from GENOVA will average 150 kilometers per day for 27 days per month. On this basis a 3-ton truck will lift 6,000 ton-kilometers a month on a one-way haul.

It is estimated that trucks operating from BOLOGNA will average 200 kilometers per day for 27 days per month. On this basis a 3-ton truck will lift 8,000 ton-kilometers a month on a one-way haul.

31. On past experience it is anticipated that such road transport as remains in the area after the withdrawal of the enemy will be barely sufficient to take care of local movement of foodstuffs. It cannot, therefore, be counted on (and is in any case generally unsuited for) the long hauls required to bring in supplies from distant supply points.

32. On the basis of the foregoing premises it is clear that to move only medical supplies and food at the proposed ration scales into the area will require 800 x 3-ton trucks if GENOVA is the base and 920 x 3-ton trucks if BOLOGNA is the base. To move in all the essential supplies dealt with in PART ONE (less coal) would require 970 x 3-ton trucks if GENOVA is the base and 1140 x 3-ton trucks if BOLOGNA is the base.

33. By mid-January, it is estimated that AC/AMG will have available for the NW area approximately 500 vehicles with a lift of 1500 tons. Some of these trucks are at present operating in army areas and assisting in the movement of civil supplies. Provided some of these trucks can be released, these

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

basis a 3-ton truck will lift 8,000 ton-kilometers a month on a one-way haul.

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33. By mid-January, it is estimated that AC/AMG will have available for the NW area approximately 500 vehicles with a lift of 1500 tons. Some of these trucks are at present operating in army areas and assisting in the movement of civil supplies. Provided some of these trucks can be released, these 500 trucks constitute the total number of vehicles that AC has available not only for the movement of supplies as considered in the foregoing, but also for the conveyance of port, railway, and road recce personnel. Provided that the proposed shipping program is fulfilled, 1700 x 1½ ton additional trucks should become available for use by AC, spread evenly through the months of March, April, and May.

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528

Declassified E.O. 12356 Section 3.3/NND No. 780021

Confidential

MEANS OF MOVEMENT

34. Of the three possible means of transport, sea, road, and railways by which these supplies might be introduced, no single one is likely to suffice in the initial period.

35. SEA. a) It is assumed that GENOVA will be the first port that will be opened, unless the withdrawal of the enemy from NW ITALY proceeds at such pace that is is found possible to open ports south of GENOVA before GENOVA itself is liberated.

b) The Italian Government and AC have virtually no equipment for opening blocked and damaged ports, and it is assumed that AFHQ will arrange for the opening of ports by service means. It is proposed to prepare a port personnel party composed of AC representatives, Italian engineers, divers, etc., who will go into the port in the initial phase. This party, as well as containing personnel to carry out actual work, will contain personnel to organize civilian stevedores, quay labor, craft repair personnel, etc.; there should be ample personnel of this type available in GENOA. See Appendix "C" for detailed proposals.

c) It is anticipated that considerable difficulty will be experienced in distributing essential supplies to the population on the LIGURIAN coast by rail or road during the initial period, due to the vulnerability of both these means of communication. It is therefore recommended that supplies should be distributed by

Declassified E.O. 12356 Section 3.3/NND No. 780021

is found possible to open ports south of GENOVA before GENOVA itself is liberated.

b) The Italian Government and AC have virtually no equipment for opening blocked and damaged ports, and it is assumed that AFHQ will arrange for the opening of ports by service means. It is proposed to prepare a port personnel party composed of AC representatives, Italian engineers, divers, etc., who will go into the port in the initial phase. This party, as well as containing personnel to carry out actual work, will contain personnel to organize civilian stevedores, quay labor, craft repair personnel, etc.; there should be ample personnel of this type available in GENOA. See Appendix "C" for detailed proposals.

c) It is anticipated that considerable difficulty will be experienced in distributing essential supplies to the population on the LIGURIAN coast by rail or road during the initial period, due to the vulnerability of both these means of communication. It is therefore recommended that supplies should be distributed by coaster and schooner in the initial phases direct from source, but as soon as GENOA is operating efficiently and receiving shipments from extra Mediterranean sources, by transshipment from GENOVA.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Confidential

36. ROAD. The following appear to be the road routes by which supplies could be moved into NW ITALY to fulfill the civil commitment:

a) BOLOGNA-PIACENZA

b) LEGHORN-LA SPEZIA

c) GENOA-ALESSANDRIA-TURIN-MILAN

d) SOUTHERN SWITZERLAND-MILAN

e) SOUTHEASTERN FRANCE-TURIN

The last two cases are only practicable if port and rail or road capacity can be made available in FRANCE for the importation of supplies to NW ITALY, and in (d) if SWITZERLAND will permit the passage of stores for ITALY.

37. Provisional arrangements are in hand by Public Works & Utilities Sub-Commission, AC, to make the maximum use of local resources in the repair of roads in NW ITALY, but which roads will be repaired directly under an AC control will depend on:

a) What roads are repaired directly by Military resources, without AC/AMG assistance.

b) What roads are repaired directly by Military resources, for which AC/AMG assistance will be required. The program worked out by P.W. & U. Sub-Commission entails the movement into the area of approximately 2,000 tons of stores in the first 30 days.

38. RAILWAYS. The majority of the railways in this area are very vulnerable to demolition and it is assumed that little will be obtained from the railways in the first 30 days.

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

d) SOUTHERN SWITZERLAND-MILAN

e) SOUTHEASTERN FRANCE-TURIN

The last two cases are only practicable if port and rail or road capacity can be made available in FRANCE for the importation of supplies to NW ITALY, and in (d) if SWITZERLAND will permit the passage of stores for ITALY.

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a) What roads are repaired directly by Military resources, without AC/AMG assistance.

b) What roads are repaired directly by Military resources, for which AC/AMG assistance will be required. The program worked out by P.W. & U. Sub-Commission entails the movement into the area of approximately 2,000 tons of stores in the first 30 days.

38. RAILWAYS. The majority of the railways in this area are very vulnerable to demolition and it is assumed that little use will be obtained from the railways in the first 30 days.

39. The main railways needed to fulfill the civil commitment are:

a) BOLOGNA-PIACENZA-ALESSANDRIA-TURIN.

b) GENOA-ALESSANDRIA.

Declassified E.O. 12356 Section 3.3/NND No. 782021

Confidential

c) MILAN connection with PIACENZA-BOLOGNA line.

d) SOUTHERN SWITZERLAND-COMO-MILAN.

e) FRENCH BORDER-TURIN.

Here again the last two routes presuppose port capacity, or local availability of coal, and that transport facilities would be available in FRANCE for the movement of supplies into Italy and (c) presupposes that SWITZERLAND will permit the passage of supplies.

40. AC/AMG control directly no facilities for the repair, reconstruction, and operating of the railways. Arrangements are in hand with ISR to earmark personnel who will go into the liberated areas as early as possible, to organize the reconstruction and operating of railways with local resources and personnel. In the initial stages, however, it is anticipated that the main work will fall on Military resources; here again a final plan cannot be formulated until it is known what railways will be a Military priority for repair by Military resources.

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

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PART FOUR - CONCLUSIONS

41. AC/AMG has stockpiled sufficient foodstuffs and has arranged procurement of sufficient other essential supplies to supply IVth IT.LN for immediate requirements on liberation.

42. During the first month of liberation these supplies will have to be hauled into the area by truck, to the extent that highway facilities permit.

43. Trucks available to AC/AMG in the period January-March will suffice to carry 35% to 52% only (depending on source of supply) of the barest minimum of supplies required in the area.

44. The Italian Government, working with AC/AMG, will be able to find personnel, but has no equipment available for the clearance or reconstruction of ports, highways, railways, bridges or public utilities.

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

42. During the first month [illegible] have to be hauled into the area by truck, to the extent that highway facilities permit.

43. Trucks available to AC/AG in the period January-March will suffice to carry 35% to 52% only (depending on source of supply) of the barest minimum of supplies required in the area.

44. The Italian Government, working with AC/AG, will be able to find personnel, but has no equipment available for the clearance or reconstruction of ports, highways, railways, bridges or public utilities.

Declassified E.O. 12356 Section 3.3/NND No. 782021

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APPENDIX "A"

FLOUR SUPPLIES FROM LOCAL RESOURCES

1. a) AC stockpiling program for the first stages of liberation of the Northwest are designed to import flour, at the rate of 100 gms., for Piedmonte and Lombardia, and 200 gms. for Liguria on a uniform per capita basis.

b) The authorized ration of 200 gms. can be attained only by use of indigenous supplies and the differential stated is based upon the greater probability of such supplies except in Liguria.

c) Considerable stocks of POL, coal, and miscellaneous items are available for movement into the areas, subject to various priorities.

d) Transport into the area will depend upon highway repairs which cannot be predicted. Rail cannot be used for some time. Trucks cannot haul the amounts stockpiled, and a radical increase in the number of trucks, or decrease in the lift required will be necessary to develop a coordinated plan.

e) Civil Transport found within the area will be devoted to internal distribution of supplies.

f) Amassing of grain will continue in the area, and stocks will be found in certain areas based on observations made in Macerata, Ancona, Pesaro, Rimini, and Forli Provinces after they were liberated.

2. Reliance upon local supplies is deprecated, due to uncertainties involved but the inference is that they render possible

Declassified E.O. 12356 Section 3.3/NND No. 780021

by use of indigenous supplies and the differential stated is based upon the greater probability of such supplies except in Liguria.

c) Considerable stocks of POL, coal, and miscellaneous items are available for movement into the areas, subject to various priorities.

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e) Civil Transport found within the area will be devoted to internal distribution of supplies.

f) Amassing of grain will continue in the area and stocks will be found in certain areas based on observations made in Macerata, Ancona, Pesaro, Rimini and Forli Provinces after they were liberated.

2. Reliance upon local supplies is deprecated, due to uncertainties involved but the inference is that they render possible the planned 100/200 gms. import. Transport is to a degree, unpredictable but obviously inadequate to lift stockpiles as planned, hence fuller consideration of local resources is proposed. Data are available which indicate that the <u>possibility</u> of local supplies might warrant redistribution of stockpiles and consequent transport requirements, placing differential reliance on local

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525

Declassified E.O. 12356 Section 3.3/NND No. 782021

supplies and using stockpiles as supplemental thereto. If the initial reliance upon them, for the second 100 gm., is warranted, then in view of the transport problem, the next step is differential reliance.

3. The following observations are based on data on wheat from 1937/38, 39/40, 40/41, 41/42, 42/43, and flour from 40/41; which figures were collected in connection with the amassing programs and subsequent disposition of the grain and flour. No attempt has been made to refine the data, for it is intended to demonstrate only radical differences between certain provinces and zones which can logically be depended upon to remain unchanged in trend and relative magnitude during combat operations.

4. There are two types of provinces, from a production standpoint in the area under consideration as follows:

a High-producing provinces that export wheat.

b Low-producing or high-consuming provinces that import.

5. High-producing provinces that export wheat are indicated below, and while the exchange of types of wheat is often involved imports have been subtracted from exports, and only net exports are stated.

Province		Net Export in cli.
Alessandria		244,000
Aosta		43,500
Asti		86,680
Cuneo		307,140
Vercelli		385,960
TOTAL	PIEMONTE	1,067,280
Bergamo		86,547
Brescia		793,204

Declassified E.O. 12356 Section 3.3/NND No. 782021

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Province		Net Export in qli.
Alessandria		244,000
Aosta		43,500
Asti		86,680
Cuneo		307,140
Vercelli		385,960
TOTAL	PIEMONTE	1,067,280
Bergamo		86,547
Brescia		793,204
Cramona		293,926
Pavia		295,971
TOTAL	LOMBARDIA	1,469,648
Parma		104,890
Piacenza		247,406
TOTAL	EMILIA	352,296
GRAND TOTAL - EXPORTS		2,889,224

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

Confidential

6. Low-producing or high-consuming provinces that always import wheat are indicated below, with data treated to show net imports only.

Province		Net import in qli.
Novara		112,643
Torino		132,280
TOTAL	PIEMONTE	244,923
Como		187,048
Milano		409,027
Sondria		30,853
Varese		333,378
TOTAL	LOMBARDIA	960,306
Genoa		1,153,289
Imperia		305,301
La Spezia		20,766
Savona		181,841
TOTAL	LIGURIA	1,661,196
GRAND TOTAL - IMPORTS		2,866,425

7. Importing provinces obtain wheat from all parts of Italy in order to effect the desired proportion of soft vs. hard types, for Northern Italy only produces soft wheat. The major part of the imports indicated in para 6 come from areas within the zone, however, and these are indicated in detail in Appendix I as a guide for the study of transportation involved. Unlike providing Rome's requirements from Macerata/Ancona, 45% is obtained from adjoining provinces the rest from more distant surplus areas. If the estimated consumption during the period involved does not exceed those quantities normally contributed by the adjoining provinces during the season, considerable reliance in those sources is warranted, for the total average year's consumption in the exporting provinces has been

Declassified E.O. 12356 Section 3.3/NND No. 782021

Como		187,048
Milano		409,027
Sondrio		30,853
Varese		333,378
TOTAL	LOMBARDIA	960,306
Genoa		1,153,288
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524

Declassified E.O. 12356 Sec. 3.3/NND No. 782021

Confidential

8. Consideration of the record of movement of flour during the 40/41 season brings to light certain details as to milling capacity. Certain provinces produce and mill grain, others produce but cannot mill their requirements, others do not produce th their requirements but mill more than that, and finally some neither produce nor mill their requirements. Those of the first category can be supplied when mills are repaired, and those of the second group can be supplied by portable mills. The third group (including Genoa) can process imported grain, and possibly aid in supplying those in the last category. Details of imports and exports of flour are outlined in Appendix II and show a total flour export of 1,911,598 qli. and a total flour import of 1,439,170.

9. The area as a whole shows wheat exports of 2,889,224 qli., and wheat imports of 2,866,429 qli., indicating that the basic problem is internal transportation and distribution, rather than import and distribution disregarding the usual exchanges of hard and soft wheat that are made to obtain the desired ratio of bread versus pasta. The Piemonte/Lombardia/Emilia zone normally has a net exportable surplus of 1,683,995 qli., equal to the deficiency in Liguria. Such a transfer will be handicapped until rail facilities are restored, and supplementing Liguria from Livorno stockpiles is obviously essential in the meantime. However, attention focused upon the following points should materially relieve the import problem except in Liguria, long before the expiration of the 90 days period under consideration, and possibly from the outset.

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

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a. Milling capacity is of paramount importance, and highest priorities should be granted to mill repairs, with appropriate stockpiles of items essential to repair and operation thereof.

b. The organization and operation of internal transport

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

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will be a governing factor, with the emphasis on bringing the grain from warehouses into mills, and distribution of flour, to reduce the quantity moving from distant stockpiles.

10. Conclusion: Reliance upon a differential utilization of local supplies, supplemented by stockpiles should permit more effective redistribution of the available transportation.

Declassified E.O. 12356 Section 3.3/NND No. 782021

1004

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

553

1005

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

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APPENDIX "A" TABLE 1.

LOCAL SOURCES OF IMPORTS OF WHEAT

1 - 37/38 3 - 39/40
2 - 38/39 4 - 40/41

IMPORTING PROVINCE		Alessandria	Asesta	Asti	Cuneo	Vercelli	Brescia	Cremona	Pavia	Parma	Piacenza
NOVARRA	1		15,000			17,575	69,100	53,583			
90% of net	2					58,070			17,800		
import re-	3					112,018					
quirements	4	60				93,747	46,000	4,742			
	5					600		5,000			
TORINO	1		61,339		18,125	223,804					
114% of net	2		48,381		149,799	57,865					
import re-	3		34,660			80,000					
quirements	4	8,400	17,500	467		17,500	7,400	10,630			
	5					30,000	14,973	15,002			
GENOA	1	52,716			42,000	116,716	63,883	113,342	151,263	160	173,127
53 % of net	2	183,967			22,980	86,444		16,101	12,180		69,386
import re-	3	402,769		141,592	144,033	202,115		5,000	206,276		27,834
quirements	4	62,651	8,723	5,000		35,000	3,064	23,000	73,083		186,396
	5	23,212			181,386	87,000	84,281	10,000	41,410		
IMPERIA	1	6,462			61,965	22,174			14,020		
52% of net	2				118,137						
import re-	3		4,000	6,070	245,830	2,585					
quirements	4	52,987	15,000	3,000	30,809		6,985	2,000			
	5				144,920	13,640	42,200				
LA SPEZIA	1							2,600			1,633
12% of net	2								6,266		
import re-	3										
quirements	4								2,495		3,000
	5										

Confidential

1006

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

APPENDIX "A" TABLE 1.

LOCAL SOURCES OF IMPORTS OF WHEAT

1 - 37/38 3 - 39/40 5 - 41/42
2 - 38/39 4 - 40/41

Aosta	Asti	Cuneo	Ver-celli	Bres-cia	Cremona	Pavia	Parma	Fin-cenza
5,000			17,575	69,106	53,585			
			58,070					
			112,018			17,800		
			93,747	46,000	4,742			
			600		5,000			
1,339		18,125	223,804					
6,381		140,799	57,665					
4,660			50,000					
7,589	467		17,500	7,400	10,030			
			36,000	14,973	15,002			
		42,000	118,716	73,683	113,542	151,268	150	175,127
		22,580	86,444		16,101	12,150		69,386
	144,592	144,033	202,135		5,000	206,276		27,839
6,723	5,000		35,000	3,683	23,900	78,083		186,592
		181,386	57,000	84,281	10,030	41,410		
		81,965	22,174			14,020		
		119,137						
4,000	6,070	245,850	2,595					
5,000	3,000	30,909			6,985	2,000		
		144,920	11,640	42,290				
					2,600			1,635
						6,266		
						2,195		3,000

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APPENDIX "A" TABLE 2

Milling Capacity as Indicated by Flour Import/Export

Certain Provinces Export both Grain and Flour:

Province	Grain Exports	Flour Exports
Alessandria	244,000 qli.	493,373 qli.
Asti	86,680 "	142,291 "
Cuneo	307,140 "	135,519 "
Cremona	293,926 "	119,639 "
Pavia	295,971 "	300,769 "
Parma	104,890 "	98,336 "
Piacenza	247,406 "	292,515 "
	Total	1,582,442 "

Certain Provinces Export Grain But Must Import Flour:

Province	Grain Exports	Flour Imports
Aosta	43,500 qli.	107,005 qli.
Vercelli	385,960 "	129,520 "
Bergamo	86,547 "	135,546 "
Brescia	793,204 "	225,721 "
	Total	597,792 "

Certain Provinces Do Not Produce Enough Grain But Export Flour:

Province	Grain Imports	Flour Exports
Novara	112,643 qli.	43,739 qli.
Genova	1,153,288 "	276,462 "
Varese	333,378 "	8,955 "
	Total	329,156 "

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

Cremona	293,926 "	119,639 "
Pavia	295,971 "	300,769 "
Parma	104,890 "	98,336 "
Piacenza	247,406 "	292,515 "
	Total	1,582,442 "

Certain Provinces Export Grain But Must Import Flour:

Province	Grain Exports	Flour Imports
Aosta	43,500 qli.	107,005 qli.
Vercelli	385,960 "	129,520 "
Bergamo	86,547 "	135,546 "
Brescia	793,204 "	225,721 "
	Total	597,792 "

Certain Provinces Do Not Produce Enough Grain But Export Flour:

Province	Grain Imports	Flour Exports
Novara	112,643 qli.	43,739 qli.
Genova	1,153,286 "	276,462 "
Varese	333,378 "	8,955 "
	Total	329,156 "

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Certain Provinces Import Both Grain and Flour:

Province	Grain Imports	Flour Imports
Torino	132,280 qli.	185,171 qli.
Imperia	305,301 "	39,448 "
La Spezia	20,766 "	80,510 "
Savona	181,841 "	63,189 "
Como	187,048 "	100,878 "
Milano	409,027 "	311,928 "
Sondria	30,853 "	60,254 "
	Total	841,378 "

Total exports ..31,911,598 "

Total imports ..31,439,170 "

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

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APPENDIX "B"

TRANSPORTATION

Tabulation of lifts and ton-kilometers
for truck-hauls to supply N'r ITALY
during first month of liberation

Declassified E.O. 12356 Section 3.3/NND No. 782021

Tabulation of lifts and ton-kilometers

for truck-hauls to supply NW ITALY

during first month of liberation

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

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SUMMARY BASIS - GENOVA AS MAJOR SUPPLY BASE

	Total for all Provinces Considered		Imperia, Savona, Genova, La Spezia		Bergamo, Brescia, Cremona, Mantova, Sondrio, Parma	
	Tons	Ton-Kms.	Tons	Ton-Kms.	Tons	Ton-Kms.
		(add 000)		(add 000)		(add 000)
1. FOOD	49,491	8,510	9,493	366	9,926	3,385
2. MEDICAL SUPPLIES	811	118	217	9	190	42
3. P. C. I.	8,556	1,282	1,802	51	1,895	409
4. PUBLIC HEALTH - UNRRA CLOTHING	618	92	58	3	119	26
5. TOBACCO, NEWSPRINT, ETC.	1,304	206	250	10	289	63
TOTAL	60,770	10,208	11,820	439	12,417	3,930
1 and 2	50,332	8,628	9,710	375	10,116	3,427
1, 2 and 3	58,868	9,910	11,212	430	12,009	3,836
1, 2, 3 and 4	59,386	10,002	11,280	439	12,128	3,862

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

SUMMARY BASIS - GENOVA AS MAJOR SUPPLY BASE

Total for all Provinces Considered		Imperia, Savona, Genova, La Spezia		Bergamo, Brescia, Cremona, Mantova, Sondrio, Parma		Alessandria, Asta, Asti, Cuneo, Novara, Torino, Vercelli, Como, Milano, Pavia, Varese, and Piacenza	
Tons	Ton-Kms. (add 000)	Tons	Ton-Kms. (add 000)	Tons	Ton-Kms. (add 000)	Tons	Ton-Kms. (add 000)
49,191	8,810	2,493	366	9,926	3,385	30,072	4,759
841	118	217	9	190	42	434	67
8,836	1,282	1,002	61	1,293	409	5,141	812
518	92	98	8	119	26	331	63
1,384	204	250	10	269	68	865	126
60,770	10,206	11,530	439	12,117	3,930	36,823	5,829
50,332	8,428	9,710	375	10,116	3,227	30,506	4,826
58,866	9,910	11,212	436	12,009	3,830	35,647	5,638
59,366	10,062	11,280	430	12,126	3,862	35,978	5,701

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[redacted]

Trucks, Lifts, Routes and Ton Kilometers For Northwest Italy
In First Month of Liberation

FOOD AND MEDICAL SUPPLIES

ASSUMING GENOVA AS MAJOR SUPPLY SOURCE

PROVINCE	TONS REQUIRED					TON KILOMETERS (ARD 000)				
	Food			Med. Sup.	Grand Total	Kilometer	Food			Med. Sup.	Grand Total
	Flour	Other	Total				Flour	Other	Total		
Alessandria	1462	454	1916	53	1969	84	123	41	164	4	168
Aosta	716	238	954	20	974	269	185	62	247	5	252
Asti	706	236	942	10	952	114	80	27	107	1	108
Cuneo	1794	603	2397	9	2406	150	269	90	359	1	360
Novara	1236	371	1607	25	1632	147	182	55	237	4	241
Torino	3807	1253	5060	17	5077	171	651	214	865	3	868
Vercelli	1151	398	1269	16	1545	130	147	52	199	2	201
Genova	4723	865	5588	127	5716	-	-	-	-	-	-
Imperia	855	159	1014	24	1038	127	109	20	129	3	132
La Spezia	1283	232	1493	32	1519	115	144	24	168	4	172
Savona	1186	220	1406	32	1438	49	58	11	69	2	71
Bergamo	1918	634	2552	44	2596	196	376	124	500	9	509
Brescia	2389	780	3169	54	3223	228	540	178	718	12	730
Como	1638	512	2050	36	2086	200	302	102	410	7	417
Cremona	1109	367	1476	26	1502	178	197	65	262	5	267
Mantova	1224	406	1630	28	1658	246	1525	100	1625	7	1632
Milano	7116	2342	9458	163	9621	187	1117	369	1486	26	1512
Pavia	1500	496	1996	34	2029	122	183	60	243	4	247
Sondrio	449	150	599	10	609	292	131	44	176	3	179
Varese	1292	427	1719	30	1749	223	288	96	383	7	390
Parma	130	390	520	26	546	203	26	79	105	6	111
Piacenza	117	298	415	21	436	144	17	43	60	3	63
TOTAL	37631	11460	49091	841	50332	3535	6656	1864	8510	116	8626

Assuming Imperia, Savona and La Spezia, as well as Genova, would be serviced entirely from the sea the deductions would be:

	8017	1478	9495	217	9710	291	511	95	606	3	673
NEW TOTAL	29614	10334	39596	624	40622	3254	6345	1769	8114	109	8263

Assuming Sondrio, Bergamo, Brescia, Cremona, Mantova and Parma were not liberated in first month and that all of Liguria is serviced by sea, the further deductions would be:

	7199	2787	9986	190	10176	1348	2795	590	3385	42	3426
NEW TOTAL	22415	7657	30072	461	30506	1911	3550	1209	4759	67	4826

[illegible] must be serviced ex-Livorno by rail to Lucca and thence by

Declassified E.O. 12356 Section 3.3/NND No. 782021

Alessandria	1462	484	1946	54	1900	64	126	41	167	4	186
Aoste	716	258	964	20	974	259	185	62	247	5	290
Asti	706	236	942	10	952	114	80	27	107	1	108
Cuneo	1764	603	2367	9	2406	150	269	90	359	1	340
Novara	1236	371	1607	25	1632	137	122	55	237	4	293
Torino	3807	1253	5060	17	5077	171	651	214	865	3	1
Vercelli	1151	396	1281	18	1646	130	147	52	199	2	201
Genova	4725	865	5586	127	5716	-	-	-	-	-	-
Imperia	855	169	1014	24	1038	127	109	20	129	3	132
La Spezia	1263	232	1495	34	1519	115	144	21	168	5	172
Savona	1136	220	1406	32	1438	49	56	11	69	2	71
Bergamo	1918	634	2552	24	2606	196	376	134	530	5	800
Brescia	2369	780	3149	82	3203	225	540	178	718	12	736
Como	1538	512	2050	36	2086	200	308	102	410	7	517
Cremona	1109	367	1476	26	1502	178	197	65	262	6	287
Mantova	1224	406	1630	28	1658	246	1525	100	1625	7	1632
Milano	7116	2342	9456	165	9621	157	1117	368	1485	26	1611
Pavia	1800	495	1995	34	2029	122	183	60	243	4	287
Sondrio	449	150	599	10	609	202	131	44	176	3	179
Varese	1292	427	1719	30	1749	223	282	96	378	7	390
Parma	130	390	520	26	546	203	26	79	106	6	111
Piacenza	117	299	416	21	436	144	17	48	65	3	68
TOTAL	37631	11880	49491	841	50332	5535	6856	1854	8510	118	8628

Assuming Imperia, Savona and La Spezia, as well as Genova, would be serviced entirely from the sea the deductions would be:

	6017	1476	9193	217	9710	281	311	65	366	9	375
NEW TOTAL	23614	10384	39298	624	40022	5254	6545	1789	8144	109	8253

Assuming Sondrio, Bergamo, Brescia, Cremona, Mantova and Parma were not liberated in first month and that all of Liguria is serviced by sea, the further deductions would be:

	7199	2727	9926	190	10116	1543	2795	880	3675	42	3717
NEW TOTAL	22415	7657	30072	434	30506	1911	3850	1209	4759	67	4826

NOTE: La Spezia might be serviced ex-Livorno by rail to Lucca and thence by road. Data based on distribution only to provincial capitals assuming local transport for redistribution to communes.

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Declassified E.O. 12356 Section 3.3/NND No. 782021

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Trucks, Lifts, Routes And Ton Kilometers for Northwest Italy
In First Month of Liberation

P.O.L., CLOTHING FOR PUBLIC HEALTH AND UNRRA, SALVAGE CLOTHING, MATCHES, NEWSPRINT, TOBACCO AND MISCELLANEOUS ITEMS

ASSUMING GENOVA AS MAJOR SUPPLY SOURCE

Province	Tobacco, Newsprint, Clothing (Salv.) Matches, Miscel.		Public Health UNRRA CLOTHING		P.O.L.-Petrol, Diesel Oil, Kerosene	
	Tonnage	Ton-Kms. (add 000)	Tonnage	Ton-Kms. (add 000)	Tonnage	Ton-Kms (add 000)
Alessandria	56	5	21	2	314	26
Aosta	28	7	10	3	155	40
Asti	27	3	10	11	150	17
Cuneo	70	10	26	4	392	59
Novara	46	7	18	3	265	39
Torino	147	25	54	9	818	140
Vercelli	44	6	16	2	243	32
Genova	147	-	40	-	882	-
Imperia	27	4	7	1	161	20
La Spezia	39	4	11	1	236	27
Savona	37	2	10	1	223	13
Bergamo	65	13	27	5	430	84
Brescia	81	18	34	8	531	121
Como	52	10	22	4	347	69
Cremona	38	7	16	3	249	44
Mantova	42	10	18	4	275	68
Milano	242	38	102	16	1597	251
Pavia	51	6	21	3	336	41
Sondrio	15	2	6	2	100	29
Varese	44	10	18	4	290	65
Parma	48	10	18	4	308	63
Piacenza	36	5	13	2	236	34
TOTAL	1384	206	518	92	8536	1282

Assuming Imperia, Savona, and La Spezia, as well as Genova, would be serviced entirely from the sea the deductions would be:

	250	10	68	3	1502	61
NET TOTAL	1134	196	450	89	7034	1221

Assuming Sondrio, Bergamo, Brescia, Cremona, Mantova and Parma

Declassified E.O. 12356 Section 3.3/NND No. 782021

	Tonnage	Ton-Kms. (000)	Total 2C Ton-Kms. (000)		Total 3 Ton-Kms. (000)	
Alessandria	56	5	21	2	314	26
Aosta	28	7	10	3	153	40
Asti	27	3	10	11	150	17
Cuneo	70	10	26	4	392	59
Novara	48	7	18	3	265	39
Torino	147	25	54	9	816	140
Vercelli	44	6	16	2	243	32
Genova	147	-	40	-	882	-
Imperia	27	3	7	1	161	20
La Spezia	39	4	11	1	236	27
Savona	37	2	10	1	223	13
Bergamo	65	13	27	5	430	84
Brescia	81	18	34	8	531	121
Como	52	10	22	4	347	69
Cremona	38	7	16	3	249	44
Mantova	42	10	18	4	275	68
Milano	244	38	102	16	1597	251
Pavia	51	6	21	3	336	41
Sondrio	15	4	6	2	100	29
Varese	44	10	18	4	290	65
Parma	48	10	18	4	308	63
Piacenza	36	5	13	2	236	34
TOTAL	1384	206	518	92	8536	1282

Assuming Imperia, Savona, and La Spezia, as well as Genova, would be serviced entirely from the sea the deductions would be:

	250	10	68	3	1502	61
NEW TOTAL	1134	196	450	89	7034	1221

Assuming Sondrio, Bergamo, Brescia, Cremona, Mantova and Parma were not liberated in first month and that all of Liguria is serviced by sea the further deductions would be:

	289	68	119	26	1893	409
NEW TOTAL	645	128	331	63	5141	812

NOTE La Spezia might be serviced ex-Livorno by rail to Lucca and thence by road. Data based on distribution by rail to provincial capitals assuming local transport for redistribution to communes.

528

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

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

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SUMMARY BASIS - BOLOGNA AS MAJOR SUPPLY SOURCE

	Total for all Provinces Considered		Modena, Reggio Emilia		Imperia, Savona, Genova, La Spezia		Bergamo, Brescia, Cremona, Mantova, Sondrio.	
	Tons	Ton-Kms. (add 000)	Tons	Ton-Kms. (add 000)	Tons	Ton-Kms. (add 000)	Tons	Ton-Kms. (add 000)
1. FOOD	19,491	11879	1,205	61	9,493	2,742	9,406	1,929
2. MEDICAL SUPPLIES	841	203	61	3	217	63	162	32
3. P. O. L.	5,536	2,159	546	27	1,502	434	1,586	326
4. PUBLIC HEALTH-UNRRA CLOTHING	518	152	38	2	62	19	101	21
5. TOBACCO, NEWSPRINT, ETC.	1,396	353	97	5	256	72	254	49
TOTAL	60,770	14,746	1,947	98	11,530	3,330	11,488	2,356
1. PLUS 2.	50,332	12,082	1,266	64	9,710	2,805	9,568	1,961
1., 2, and 3.	58,868	14,241	1,812	91	11,212	3,239	11,183	2,286
1., 2., 3., and 4	59,386	14,393	1,850	93	11,280	3,258	11,284	2,307

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

SUMMARY BASIS - BOLOGNA AS MAJOR SUPPLY SOURCE

Total for all Provinces Considered		Modena, Reggio Emilia		Imperia, Savona, Genova, La Spezia		Bergamo, Brescia, Cremona, Mantova, Sondrio.		Alessandria, Aosta, Asti, Cuneo, Novara, Torino, Vercelli, Como, Milano, Pavia Varese, Parma and Piacenza	
Tons	Ton-Kms. (add 000)	Tons	Ton-Kms. (add 000)	Tons	Ton-Kms. (add 000)	Tons	Ton-Kms. (add 000)	Tons	Ton-Kms. (add 000)
11879	1,205	61	2,498	2,742	2,406	1,929	31,797	7,269	
203	61	3	217	65	102	32	623	111	
2,159	546	27	1,602	434	1,585	825	5,995	1,427	
152	38	2	68	19	101	21	387	114	
353	97	5	250	72	241	49	990	237	
14,746	1,947	98	11,530	3,330	11,496	2,356	39,692	9,158	
12,082	1,266	64	9,710	2,805	9,566	1,961	32,320	7,380	
14,241	1,812	91	11,212	3,239	11,153	2,286	38,315	8,807	
14,393	1,850	93	11,260	3,256	11,254	2,307	38,702	8,921	

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Truck Lift, Routes, Ton Kilometers For Northwest Italy
In First Month of Liberation

FOOD AND MEDICAL SUPPLIES

ASSUMING BOLOGNA RAILHEAD AS MAJOR SUPPLY SOURCE

PROVINCE	TONS REQUIRED						TON KILOMETERS (ADE 600)				
	Food			Med.	Grand	Kilo-	Food			Med.	Grand
	Flour	Other	Total	Sup.	Total	meter	Flour	Other	Total	Sup.	Total
Allessandria	1462	484	1946	53	1999	147	215	71	286	5	291
Aosta	718	238	956	20	976	396	284	94	378	8	386
Asti	705	236	941	10	951	272	192	64	256	3	259
Cuneo	1794	603	2397	8	2405	427	766	257	1023	4	1027
Novara	1256	371	1627	25	1652	235	315	96	410	6	416
Torino	3807	1253	5060	17	5077	330	266	413	669	6	675
Vercelli	1131	393	1524	16	1540	278	314	111	425	4	429
Genova	4723	986	5708	127	5835	241	1327	243	1570	36	1606
Imperia	855	159	1014	24	1038	337	341	93	434	10	444
La Spezia	1253	232	1485	34	1519	307	359	98	457	10	467
Savona	1186	220	1406	32	1438	325	389	72	461	10	471
Bergamo	1918	634	2552	44	2596	322	428	141	567	10	577
Brescia	2369	780	3149	54	3203	202	526	173	699	12	711
Como	1538	512	2050	36	2086	250	384	128	512	9	521
Cremona	1109	367	1476	25	1502	173	192	63	255	4	259
Mantova	1224	406	1630	28	1658	126	154	51	205	3	208
Milano	7116	2342	9458	163	9621	242	1722	567	2289	39	2328
Pavia	1500	495	1995	34	2029	207	310	102	412	7	419
Sondrio	449	150	599	10	609	336	152	51	203	3	206
Varese	1292	427	1719	30	1749	253	333	110	443	8	451
Parma	130	330	520	23	543	81	12	35	47	3	50
Piacenza	117	295	416	21	436	140	16	42	58	3	61
TOTAL	37631	11880	49491	811	50302	5665	8545	2984	11529	208	11737

This plan assumes distribution through Modena and Reggio Emilia, therefore, supplying these two provinces should be considered. Their requirements are:

Modena	175	478	653	24	677	30	7	19	26	1	27
Reggio Emilia	170	382	552	27	579	82	11	24	35	2	37
NEW TOTAL	37976	12720	50696	862	51558	5802	8563	3027	11590	208	11798

Assuming Imperia, Savona, La Spezia and Genova would be serviced entirely from the sea the deductions would be:

	8017	1476	9493	317	9710	1215	2316	426	2742	63	2805
NEW TOTAL	29959	11244	41203	545	41848	4587	6247	2601	8848	145	8993

Assuming Bergamo, Brescia, Cremona, Mantova and Sondrio were not liberated in first month and that all of Liguria is serviced by sea the further deductions would be:

	7069	2337	9406	162	9568	1061	1450	479	1929	32	1961

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

	Flour	Other	Local	Sub.							
Allessandria	1462	484	1946	52	1998	145	215	71	286	5	291
Aosta	716	288	954	20	974	295	284	94	379	8	386
Asti	706	236	942	10	952	232	182	64	256	3	259
Cuneo	1794	603	2397	6	2406	527	786	257	1023	4	1027
Novara	1256	371	1627	26	1652	235	316	93	410	6	416
Torino	3807	1263	5070	17	5077	330	256	413	669	6	675
Vercelli	1131	393	1529	16	1545	276	314	111	425	4	429
Genova	4723	868	5589	127	5716	381	1327	243	1570	36	1606
Imperia	856	159	1014	24	1038	570	341	93	434	10	444
La Spezia	1263	232	1495	34	1529	607	269	48	307	7	314
Savona	1186	220	1406	32	1438	325	389	72	461	10	471
Bergamo	1018	634	2652	44	2696	222	426	141	567	10	577
Brescia	2369	730	3112	5	3203	328	526	173	699	12	711
Como	1538	513	2050	36	2086	250	384	128	512	9	521
Cremona	1109	367	1476	26	1502	173	192	63	255	4	259
Mantova	1224	406	1630	28	1658	128	154	51	205	3	208
Milano	7116	2342	9458	163	9621	242	1722	567	2289	39	2328
Pavia	1500	496	1996	34	2029	207	310	102	412	7	419
Sondrio	449	150	599	10	609	335	162	51	203	3	206
Varese	1292	427	1719	30	1749	253	333	110	443	8	451
Parma	130	390	520	28	548	91	12	35	47	3	50
Piacenza	117	298	415	21	436	140	16	42	58	3	61
TOTAL	37681	11860	49541	841	50382	6563	8865	2984	11849	203	12052

This plan assumes distribution through Modena and Reggio Emilia, therefore, supplying these two provinces should be considered. Their requirements are:

Modena	175	478	653	34	687	38	7	19	26	1	27
Reggio Emilia	170	362	532	27	559	64	11	24	35	2	37
NEW TOTAL	37976	12720	50696	902	51598	6692	8903	3037	11940	206	12146

Assuming Imperia, Savona, La Spezia and Genova would be serviced entirely from the sea the deductions would be:

	8017	1476	9493	217	9710	1215	2318	426	2742	63	2805
NEW TOTAL	29959	11244	41203	685	41888	4477	6585	2611	9196	143	9341

Assuming Bergamo, Brescia, Cremona, Mantova and Sondrio were not liberated in first month and that all of Liguria is serviced by sea the further deductions would be:

	7069	2357	9426	162	9588	1081	1450	479	1929	32	1961
NEW TOTAL	22890	8907	31797	523	32320	3396	5137	2182	7269	111	7380

NOTES:

La Spezia might be serviced ex-Livorno by rail to Lucca and thence by road.

Data based on distribution only to provincial capitals assuming local transport for redistribution to communes.

Data are based on revised distance figures and vary slightly from data issued 15 December.

527

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

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Trucks, Lifts, Routes and Ton Kilometers for Northwest Italy in First Month of Liberation

P.O.L., CLOTHING FOR PUBLIC HEALTH AND UNRRA SALVAGE CLOTHING, MATCHES, NEWSPRINT, TOBACCO AND MISCELLANEOUS ITEMS

ASSUMING BOLOGNA RAILHEAD AS MAJOR SUPPLY SOURCE

Province	Tobacco, Newsprint, Clothing (Salv.) Matches, Miscel.		Public Health UNRRA CLOTHING		P.O.L.-Petrol, Diesel Oil, Kerosene	
	Tonnage	Ton-Kms.	Tonnage	Ton-Kms.	Tonnage	Ton-Kms.
		(add 000)		(add 000)		(add 000)
Alessandria	56	8	21	3	314	46
Aosta	28	11	10	4	153	61
Asti	27	7	10	3	150	41
Cuneo	70	30	26	11	392	167
Novara	48	12	18	5	265	68
Torino	147	49	54	18	815	270
Vercelli	44	12	16	4	243	68
Genova	147	41	40	11	882	248
Imperia	27	11	7	3	161	64
La Spezia	39	8	11	2	236	49
Savona	37	12	10	3	223	73
Bergamo	65	14	27	6	430	95
Brescia	81	18	34	8	531	116
Como	52	13	22	5	347	87
Cremona	38	7	16	3	249	43
Mantova	42	5	18	2	275	35
Milano	242	59	102	25	1597	386
Pavia	51	11	21	4	336	70
Sondrio	15	5	6	2	100	34
Varese	44	11	18	5	290	75
Parma	46	4	18	2	308	28
Piacenza	36	5	13	2	236	33
TOTAL	1384	353	518	152	8536	2150

This plan assumes distribution through Modena and Reggio Emilia, therefore, supplying these two provinces should be considered. Their requirements are:

Modena	54	2	21	1	304	12
Reggio Emilia	63	3	17	1	242	14
NEW TOTAL	1501	358	556	154	9082	2176

Assuming Imperia, Savona, La Spezia and Genova would be serviced entirely from the sea, the deductions would be:

	250	72	68	19	1502	432

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Alessandria	56	8	21	3	314	46
Asti	28	11	10	4	153	61
Asti	27	7	10	3	150	41
Cuneo	70	30	26	11	392	167
Novara	46	12	18	5	265	68
Torino	147	49	57	18	816	270
Vercelli	41	12	16	4	243	68
Genova	147	41	40	11	882	248
Imperia	27	11	7	3	161	64
La Spezia	38	8	11	2	236	49
Savona	37	12	10	3	223	73
Bergamo	65	14	27	6	430	95
Brescia	81	18	34	8	531	118
Como	24	13	22	12	347	87
Cremona	38	7	16	3	249	53
Mantova	42	5	18	2	275	35
Milano	242	59	102	25	1597	386
Pavia	51	11	21	4	338	70
Sondrio	15	5	6	2	100	34
Varese	42	11	18	5	290	75
Parma	46	4	16	2	308	28
Piacenza	36	5	13	2	236	33
TOTAL	1364	353	518	152	8536	2159

This plan assumes distribution through Modena and Reggio Emilia, therefore, supplying these two provinces should be considered. Their requirements are:

Modena	54	2	21	1	304	12
Reggio Emilia	43	3	17	1	242	17
NEW TOTAL	1401	358	556	154	9082	2188

Assuming Imperia, Savona, La Spezia and Genova would be serviced entirely from the sea the deductions would be:

	250	72	68	19	1502	436
NEW TOTAL	1231	286	488	135	7580	1752

Assuming Bergamo, Brescia, Cremona, Mantova and Sondrio were not liberated in first month and that all of Liguria is serviced by sea the further deductions would be:

526

	241	9	101	21	1585	325
NEW TOTAL	990	277	387	114	5995	1427

NOTES: La Spezia might be serviced ex-Livorno by rail to Lucca and thence by road. Data based on distribution only to provincial capitals assuming local transport for redistribution to communes. Data are based on revised distance figures and vary slightly from data issued 18 Dec.

[redacted]

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APPENDIX "C"

PORT OF GENOVA

(Assuming Italian Government with AC Assistance Assume the Maximum Responsibility)

A Port Committee will be formed by the Transportation Sub-Commission to work in close liaison with AFHQ. This Committee will be prepared to move forward as soon as operations permit. It is expected that the port of Genova will have been effectively blocked by the time it is turned over to us. Unless a land transport route is possible to bring in the necessary mechanical equipment to repair the port for the reception of cargo vessels, it will be necessary to have landing craft of a large type which could use the beach one mile east of Genova. A channel to the beach will have to be cleared of mines. The landing craft would bring motor transport, motor fuel, diving equipment, explosives, etc.

After discharging original cargo, it would then be used either as a lighter for discharging priority cargo from ocean cargo vessels or used in a ferry service from Leghorn.

Experienced Italian divers for mine removal, blasting hulls, and recovering sunken ships are available. Many divers are available in the Genoa area, as it is the home of the men of this profession. Crews will have to be recruited at once and the necessary gear arranged.

The Italian Government is in no position to supply harbor craft. This must be arranged by the Allied Governments and the following is the minimum requirements that can be

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permit. It is expected that the port of Genova will have been effectively blocked by the time it is turned over to us. Unless a land transport route is possible to bring in the necessary mechanical equipment to prepare the port for the reception of cargo vessels, it will be necessary to have landing craft of a large type which could use the beach one mile east of Genova. A channel to the beach will have to be cleared of mines. The landing craft would bring motor transport, motor fuel, diving equipment, explosives, etc.

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The Italian Government is in no position to supply harbor craft. This must be arranged by the Allied Governments and the following is the minimum requirements that can be estimated at this stage.

12 mobile cranes with a capacity of 6 tons and 20 mobile cranes with a capacity of 5 tons.

6 tugs, 300 H.P.

20 RCLs and

60 Lighters of 60 tons each.

525

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There are several gantry cranes now in Rome area which should be dismantled and be made ready for future use.

We should experience no difficulty in obtaining sufficient experienced dock laborers, crane operators, etc.

Cargo working gear at the port will be an unknown quantity so it should be arranged that each ship loading for discharge at Genova should carry the stevedore gear used in the loading, so as to be in a position to discharge its cargo with its own gear.

If no gear is found in port, the Italian Government should be given the opportunity to purchase this ship's gear until their requirements have been accumulated.

For the immediate repairs of the port and for removals of the more important obstacles, it is necessary to have the following personnel and means:

1) 3 Specialized Engineers of the Public Works Dept. and 3 Officers of the Naval Engineers
2) 6 Assistants of the Naval Engineers for Quay Works.
3) 3 Warrant Officers.
4) 10 Divers with relative equipment.
5) 6 Diver's Boats (Not available and therefore to be supplied by the Allied Authorities).
6) 30 (Approximately) Specialized Workmen.
7) 4 Pontoons of 80 to 100 tons (two Italian could be taken away from Leghorn where they are requisitionned by the Royal Navy: The other two could be supplied by the Authorities).

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4) 10 Divers with relative equipment.
5) 6 Diver's Boats (Not available and therefore to be supplied by the Allied Authorities).
6) 30 (Approximately) Specialized Workmen.
7) 4 Pontoons of 80 to 100 tons (two Italian could be taken away from Leghorn where they are requisitioned by the Royal Navy: The other two could be supplied by the Authorities).
8) Pumps, compressors, motor welding sets, etc. could be supplied by Italian Navy.

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9) It is necessary for the Allied Authorities to supply all consumption materials, that is, fuel, lubricants, plates, bars, timber, oxygen, hydrogen, carbide, electrodes for welding, quick setting hydraulic cement, etc.

There are many competent firms of construction engineers who will be in a position to start immediately on the construction of the port provided the necessary materials are made available.

As soon as the port is capable of accepting cargo vessels, arrangements should be made for distribution of supplies around the Ligurian coast by small landing craft if obtainable or by schooners.

It has been estimated that about 8000 tons per month will have to be distributed this way. Since all the schooners available to the Schooner Control Committee are now used to their full capacity for the movement of civil supplies, additional schooner tonnage will have to be provided; this tonnage should be outside the schooner pool and control should be left to competent AC Authorities in the area.

The Ligurian coast ports will have to be swept clear of mines; as well as the connecting lines.

The following requirements are necessary for warehousing:

1) Good open storage space enclosed by fences or walls to accommodate 7500 tons (approximately 120,000 sq.ft.).

2) Good weather-proof inside storage space with adequate

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1028

who will be in a position to start immediately on the construction of the port provided the necessary materials are made available.

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The Ligurian coast ports will have to be swept clear of mines; as well as the connecting lines.

The following requirements are necessary for warehousing:

1) Good open storage space enclosed by fences or walls to accommodate 7500 tons (approximately 120,000 sq.ft.).

2) Good weather-proof inside storage space with adequate loading and unloading facilities, sufficient for 60,000 tons (approximately 6,000,000 cubic feet).

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Declassified E.O. 12356 Section 3.3/NND No. 782021

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
ROADS.

Confidential [redacted]

JHB/EYE.

AC/TN/R/77. 21 Dec 1944.

SUBJECT: N.W. Italy.

To:- Lt: Col. Sieff.

1. Reference the attached AC/TN/GTn dated 19 Dec 1944.

2. Tables A, B, C and D attached have been compiled in the following manner:-

(a) Table A shows the number of trucks required to lift Food and Medical Stores ONLY from Genova on a 150 miles run per day basis.

(b) Table B shows this same lift from Genova on a 100 mile run per day basis.

(c) Table C shows the number of trucks required to lift Food and Medical Stores ONLY from Bologna on a 150 mile run per day basis:

(d) Table D shows this same lift from Bologna on a 100 mile run per day basis.

3. 100 miles per day is considered the maximum and even this will only be obtainable under reasonably favourable conditions.

4. The maximum number of trucks that will be available, until rush shipments arrive, is 500 and this means that:

On Table A only 57.9 % of the lift required will be available.
" Table B " 45.28% " " " " " " "
" Table C " 48.6 % " " " " " " "
" Table D " 33.78% " " " " " " "

5. The tables show only the lift of Food and Medical Supplies. No provision has been made for the lift of P:O.L., Public Utilities, movement of materials for

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Dec 1944.

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(b) Table B shows this same lift from Genova on a 100 mile run per day basis.

(c) Table C shows the number of trucks required to lift Food and Medical Stores ONLY from Bologna on a 150 mile run per day basis:

(d) Table D shows this same lift from Bologna on a 100 mile run per day basis.

3. 100 miles per day is considered the maximum and even this will only be obtainable under reasonably favourable conditions.

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" Table B " 45.28% " " " " " " "
" Table C " 48.6 % " " " " " " "
" Table D " 33.78% " " " " " " "

5. The tables show only the lift of Food and Medical Supplies. No provision has been made for the lift of P:O.L., Public Utilities, movement of materials for reconstruction, etc.

523

6. Petrol and oil required for the number of vehicles set out in the tables, would be as follows:-

Table A	16,181	galls	Petrol	484	galls	Lub. per day.
Table B	13,800	"	"	414	"	" " "
Table C	19,131	"	"	573	"	" " "
Table D	18,500	"	"	555	"	" " "

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 Confidential [redacted] Kathryn Georgius Lt-Col-WAC

7. It has also been presumed that the Provinces of Imperia, La Spezia, Savona and, in the case of Tables C and D, the province of Genova, will be supplied from the Coast.

E. Y. Edwards Sub
for J. H. BORDASS Lt.Col.
Transportation Sub-Commission.

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1035

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Transportation Sub-Committee.

1034

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ROAD MOVEMENTS FROM GENOVA - FOOD AND MEDICAL SUPPLIES ONLY
THIS TABLE HAS BEEN COMPILED ON THE BASIS THAT A TRUCK WILL DO 100 MILES PER DAY

PROVINCE		TONS PER MONTH	TONS PER DAY	DISTANCE (MILES)	N. OF 3 TONNERS REQUIRED FOR SINGLE LIFT	Nº OF SHIFTS REQUIRED
ALESSANDRIA		1999	66	53.5	22	1
AOSTA		974	33	161.7	11	4
ASTI		952	32	76.6	11	2
CUNEO		2406	80	91.0	27	2
NOVARA		1632	54	102.8	18	2
TORINO		5077	169	112.5	57	3
VERCELLI		1545	51	88.1	17	2
BERGAMO		2596	87	130	29	3
BRESCIA		3203	107	139.3	36	3
COMO		2086	70	125.8	24	3
CREMONA		1502	51	109	17	2
MANTOVA		1658	55	151.5	19	3
MILANO		9621	321	99	107	2
PAVIA		2029	68	77.4	23	1
SONDRIO		609	21	182.4	7	4
VARESE		1749	58	135.8	20	3
PARMA		548	18	125.3	6	3
PIACENZA		436	15	88.1	5	2
IMPERIA	x	1038	35	73.4	12	2
LA SPEZIA	x	1519	51	73.1	17	2
SAVONA	x	1438	48	24.3	16	2 Trips per da
						TOTAL

521

If the three Provinces marked x can be supplied from the coast number of lorries reduced by

1035

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Confidential · Walter P. Loggia

[redacted]

FROM GENOVA - FOOD AND MEDICAL SUPPLIES ONLY
BEEN COMPILED ON THE BASIS THAT A TRUCK WILL DO 100 MILES PER DAY.

TABLE B

MONTH	TONS PER DAY	DISTANCE (MILES)	N. OF 3 TONNERS REQUIRED FOR SINGLE LIFT	Nº OF SHIFTS REQUIRED	TOTAL Nº OF 3 TONNERS
	66	53.5	22	1	22
	33	161.7	11	4	44
	32	76.6	11	2	22
	80	91.0	27	2	54
	54	102.8	18	2	36
	169	112.5	57	3	171
	51	88.1	17	2	34
	87	130	29	3	87
	107	139.3	36	3	108
	70	125.8	24	3	82
	51	109	17	2	34
	55	151.5	19	3	57
	321	99	107	2	214
	68	77.4	23	1	23
	21	182.4	7	4	28
	58	135.8	20	3	60
	18	125.3	6	3	18
	15	88.1	5	2	10
	35	73.4	12	2	24
	51	73.1	17	2	34
	48	24.3	16	2 Trips per day	8
				TOTAL	1170

ked x can be supplied from the coast number of by lorries reduced by 66 = 1104

1036

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...ase from Bologna - Food and Medical Supplies ONLY.
... cable has been compiled on the basis that a truck will do 150 miles per day. This mileage is considered far in excess of what will actually be possible.

Province	Tons per Month	Tons per Day	Distance (Miles)	No. of 3 Tonners Required for single lift	No. of Shifts required
Alessandria	1999	66	147.1	22	2
Aosta	974	33	247.5	11	4
Asti	952	32	170.3	11	2
Cuneo	2406	80	267	27	4
Novara	1632	54	159.3	18	2
Torino	5077	169	206.3	57	3
Vercelli	1545	51	174	17	2
Bergamo	2596	87	139	29	2
Brescia	3203	107	139	36	2
Como	2066	70	156.5	24	2
Cremona	1502	51	108.7	17	2
Mantova	1658	55	78.75	19	1
Milano	9621	321	151.5	107	2
Pavia	2023	68	129.9	23	2
Sondrio	609	21	211.2	7	3
Varese	1749	58	161.5	20	2
Parma	548	18	56.8	6	1
Piacenza	436	15	87.8	5	2
Genova+	5715	190	175.9	64	2
Imperia+	1038	35	249.3	12	4
La Spezia+	1519	51	129.6	17	2
Savona+	1438	48	205	16	3
				Total	

If the four Provinces marked+ can be supplied from the coast number of lorries reduced by 258 = 1027

1037

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[redacted] TABLE C.

...es from Bologna - Food and Medical Supplies ONLY.
...has been compiled on the basis that a truck will do
...er day. This mileage is considered far in excess of
...ctually be possible.

Tons per Month	Tons per Day	Distance (Miles)	No. of 3 Tonners Required for single lift	No. of Shifts required	Total No. of 3 Tonners.
1999	66	147.1	22	2	44
974	33	247.5	11	4	44
952	32	170.3	11	2	22
2406	80	267	27	4	108
1632	54	159.3	18	2	36
5077	169	205.3	57	3	171
1545	51	174	17	2	34
2596	87	139	29	2	58
3203	107	139	36	2	72
2086	70	156.5	24	2	48
1502	51	108.7	17	2	34
1658	55	78.75	19	1	19
9621	321	151.5	107	2	214
2029	68	129.9	23	2	46
609	21	211.2	7	3	21
1749	58	161.5	20	2	40
548	18	56.8	6	1	6
436	15	87.8	5	2	10
5715	190	175.9	64	2	128
1038	35	249.3	12	4	48
1519	51	189.6	17	2	34
1438	48	205	16	3	48
				Total	1285

...vinces marked can be supplied from the coast number of lorries
... 1027

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ROAD MOVEMENTS FROM BOLOGNA - FOOD AND MEDICAL SUPPLIES ONLY .
THIS TABLE HAS BEEN COMPILED ON THE BASIS THAT A TRUCK WILL DO 100 MILES PER D

PROVINCE	TONS PER MONTHS	TONS PER DAY	DISTANCE (MILES)	No OF 3 TONNERS REQUIRED FOR SINGLE LIFT	No OF SHIFT REQUIRED
ALESSANDRIA	1999	66	147.1	22	3
AOSTA	974	33	247.5	11	5
ASTI	952	32	170.3	11	4
CUNEO	2406	80	267	27	6
NOVARA	1632	54	159.3	18	3
TORINO	5077	169	206.3	57	4
VERCELLI	1545	51	174	17	4
BERGAMO	2596	87	139	29	3
BRESCIA	3203	107	139	36	3
COMO	2086	70	156.5	24	3
CREMONA	1502	51	108.7	17	2
MANTOVA	1658	55	78.75	19	2
MILANO	9621	321	151.5	107	3
PAVIA	2029	68	129.9	23	3
SONDRIO	609	21	211.2	7	4
VARESE	1749	58	161.5	20	3
PARMA	548	18	56.8	6	1
PIACENZA	436	15	87.8	5	2
GENOVA x	5715	190	175.9	64	4
IMPERIA x	1038	35	249.3	12	5
LA SPEZIA x	1519	51	129.0	17	3
SAVONA x	1438	48	205	16	4
				TOTAL	

If the four Provinces marked x can be supplied from one number of lorries reduced by 431 = 14

1039

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TS FROM BOLOGNA - FOOD AND MEDICAL SUPPLIES ONLY .
AS BEEN COMPILED ON THE BASIS THAT A TRUCK WILL DO 100 MILES PER DAY.

Confidential [redacted] Walters & Loyacus

TABLE D)

NTHS	TONS PER DAY	DISTANCE (MILES)	No OF 3 TONNERS REQUIRED FOR SINGLE LIFT	No OF SHIFTS REQUIRED	TOTAL No OF 3 TONNERS
	66	147.1	22	3	66
	33	247.5	11	5	55
	32	170.3	11	4	44
	80	267	27	6	162
	54	159.3	18	3	54
	109	206.3	57	4	228
	51	174	17	4	68
	87	139	29	3	87
	107	139	36	3	108
	70	150.5	24	3	72
	51	108.7	17	2	34
	55	78.75	19	2	38
	321	151.5	107	3	321
	68	129.9	23	3	69
	21	211.2	7	4	28
	58	161.5	20	3	60
	18	56.8	6	1	6
	15	87.8	5	2	10
	190	175.9	64	4	256
	35	249.3	12	5	60
	51	129.6	17	3	51
	48	205	16	4	64
				TOTAL	1911

can be supplied from cost number of lorries reduced by 431 = 1480

1040

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[redacted]

Walter R. Higgins
Lt. Col. AGD

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

[redacted]

MHT/hl

AC/TN/CTn

Tel: 220

19 Dec. '44

SUBJECT: NW Italy

1. Transportation Sub-Commission recommends that a clear division of responsibility be established in connection with the following:

a) Relative responsibility Navy, District 2, DMPS, and Italian Government with AC help in connection with opening of port of Genoa.

b) A determination of who will operate port of Genoa, District 2 or Italian Government with assistance of AC.

c) Which railway lines will be rehabilitated as a primary military commitment and to what extent ISR with AC assistance will be expected to participate in the reconstruction of lines which are primarily a military commitment?

d) A determination should be made whether it will be possible to bring supplies thru Switzerland and into Italy by the St. Gotthard Tunnel.

e) Will AC be able to withdrew any units either GT or Q Companies now operating in the 5th and 8th Army areas for use in NW Italy?

f) Who will clear mine fields along Liguria coast?

2. There are six possible sources of delivering supplies to NW Italy and all of these should be used, if possible:

a) Opening of port of Genoa and reconstruction of highway and rail facilities over the Apennine mountains to Alessandria.

b) Extension of highway and rail facilities along the southerly Po Valley from Bologna to Milano and Torino.

c) Establishing rail and highway connections with the Swiss border NW of Cuneo where double track electric rail extends from Switzerland.

d) Extension of highway and rail facilities west of Torino to the French frontier.

e) Supplying of Liguria coast by sea, which seems the only practical method. This may require beach landing. See attachment 4.

1041

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Confidential — Walter R. Scott [redacted] A Cse O&E

NW Italy

f) Use of port of Nice for the supply of the adjacent Italian area to a limited extent.

3. It is believed that essential supplies may be made available at an earlier date either thru Switzerland or thru Bologna than would be possible thru the port of Genoa or from the French frontier, and that for this reason a high priority should be assigned to establishing both highway and rail facilities from Bologna and a careful study of possibility of the use of Switzerland.

4. Based on minimum requirements submitted for food and medical supplies only, and assuming the use of the port of Genoa, 8,253,000 ton kilometers per month would be required against a possible lift of 500 trucks presently available of 3,000,000 ton kilometers per month. Assuming the use of Bologna for the entire supply 13,291,000 ton kilometers are required per month, against a possible maximum of 4,000,000 ton kilometers per month with 500 trucks. If it be assumed that a restricted area is liberated as shown and with 500 trucks available, it will be possible to lift only 62-1/2% of the minimum requirements for food and medical supplies, (as shown on Attachments 1 & 2), excluding POL, via Genoa and 47% of requirements via Bologna.

5. These figures indicate the necessity of establishment of rail facilities before any effective supplies can be brought into the NW area unless military units are made available in form of GT and Q Companies to supplement limited resources at the command of AC. It is not anticipated that any additional trucking resources will be available to AC before the end of March.

6. Maximum responsibilities which it is possible for the Italian Government to assume in connection with port of Genoa with AC assistance is set out in Attachment 3.

[redacted]

TOP [redacted] Confidential

Water Resources Div. Ft. Lee, Va.

ATTACHMENT NO. 1

TON KILOMETERS OF TRUCK HAULS FOR NORTHWEST ITALY
ASSUMING RAIL HEAD AT BOLOGNA IS ONLY SOURCE OF SUPPLIES
(First Month of Libertation)

PROVINCE	TONS REQUIRED					Kilometer	TON KILOMETERS (ADD 000)				
	Food			Med. Sup.	Grand Total		Food			Med. Sup.	Grand Total
	Flour	Other	Total				Flour	Other	Total		
Alessandria	1462	484	1946	53	1999	224	327	108	435	12	447
Aosta	716	238	954	20	974	399	286	95	381	8	389
Asti	706	236	942	10	952	261	184	62	246	3	249
Cuneo	1794	603	2397	9	2406	446	800	269	1069	4	1073
Novara	1236	371	1607	25	1632	266	329	99	428	7	435
Torino	3807	1253	5060	17	5077	318	1211	398	1609	5	1614
Vercelli	1131	398	1529	16	1545	289	327	115	442	5	447
Genova	4723	865	5588	127	5715	296	1398	256	1654	38	1692
Imperia	855	159	1014	24	1038	423	362	67	429	10	439
La Spezia	1253	232	1485	34	1519	203	254	47	301	7	308
Savona	1186	220	1406	32	1438	345	409	76	485	11	496
Bergamo	1918	634	2552	44	2596	234	449	148	597	10	607
Brescia	2369	780	3149	54	3203	236	559	184	743	13	756
Como	1538	512	2050	36	2086	257	395	132	527	9	536
Cremona	1109	367	1476	26	1502	185	205	68	273	5	278
Mantova	1224	406	1630	28	1658	125	153	51	204	4	208
Milano	7116	2342	9458	169	9621	214	1523	501	2024	35	2059
Pavia	1500	495	1995	34	2029	218	327	108	435	7	442
Sondrio	449	150	599	10	609	349	157	52	209	3	212
Varese	1292	427	1719	30	1749	280	362	120	482	8	490
Parma	130	390	520	28	548	89	12	35	47	2	49
Piacenza	117	298	415	21	436	152	18	45	63	3	66
TOTAL	37691	11860	49491	841	50332	5809	10047	3036	13083	209	13292
This plan assumes distribution through Modena and Reggio Emilia, therefore, supplying these two provinces should be considered. Their requirements are:											
Modena	175	478	653	34	687	39	7	19	26	1	27
Reggio Emilia	170	382	552	27	579	64	11	24	35	2	37
NEW TOTAL	37976	12720	50696	902	51598	5912	10065	3079	13144	212	13356
Assuming Imperia, Savona, and La Spezia, as well as Genova, would be serviced entirely from the sea the deductions would be:											
	8017	1476	9493	217	9710	1267	2425	446	2869	66	2935
NEW TOTAL	29959	11244	41203	685	41888	4645	7642	2633	10275	146	10421
Assuming Sondrio, Bergamo, Brescia, Cremona, Mantova and Parma were not liberated in first month and that all of Liguria is serviced by sea, the further deductions would be:											
	7199	2727	9926	190	10116	1218	1535	538	2073	37	2110
NEW TOTAL	22760	8517	31277	495	31772	3427	6107	2095	8202	109	8311

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Torino	3807	1253	5060	17	5077	318	1211	398	1609	5	1614
Vercelli	1131	398	1529	16	1545	289	327	115	442	5	447
Genova	4723	865	5588	127	5715	296	1398	256	1654	38	1692
Imperia	855	159	1014	24	1038	423	362	67	429	10	439
La Spezia	1253	232	1485	34	1519	203	254	47	301	7	308
Savona	1186	220	1406	32	1438	345	409	76	485	11	496
Bergamo	1918	634	2552	44	2596	234	449	148	597	10	607
Brescia	2369	780	3149	54	3203	286	559	184	743	13	756
Como	1538	512	2050	36	2086	257	395	132	527	9	536
Cremona	1109	367	1476	26	1502	185	205	68	273	5	278
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Sondrio	449	150	599	10	609	349	157	52	209	3	212
Varese	1292	427	1719	30	1749	280	362	120	482	8	490
Parma	130	390	520	28	548	89	12	35	47	2	49
Piacenza	117	298	415	21	436	152	18	45	63	3	66
TOTAL	37631	11860	49491	841	50332	5809	10047	3036	13083	209	13292

This plan assumes distribution through Modena and Reggio Emilia, therefore, supplying these two provinces should be considered. Their requirements are:

Modena	175	478	653	34	687	39	7	19	26	1	27
Reggio Emilia	170	382	552	27	579	64	11	24	35	2	37
NEW TOTAL	37976	12720	50696	902	51598	5912	10065	3079	13144	212	13356

Assuming Imperia, Savona, and La Spezia, as well as Genova, would be serviced entirely from the sea the deductions would be:

	8017	1476	9493	217	9710	1267	2423	446	2869	66	2935
NEW TOTAL	29959	11244	41203	685	41888	4645	7642	2633	10275	146	10421

Assuming Sondrio, Bergamo, Brescia, Cremona, Mantova and Parma were not liberated in first month and that all of Liguria is serviced by sea, the further deductions would be:

	7199	2727	9926	190	10116	1218	1535	538	2073	37	2110
NEW TOTAL	22760	8517	31277	495	31772	3427	6107	2095	8202	109	8311

SOURCES: Food Tonnage Data - Food S/C Program 16 December
Medical Supply Data - Public Health S/C Program of 14 December.
Truck routes and road kilometers - Road Division, Transportation S/C

516

PRIORITIES AND MOVEMENTS DIVISION
ECONOMIC SECTION
18 DECEMBER 1944

Declassified E.O. 12356 Section 3.3/NND No. 782021

Confidential

[redacted]

TON KILOMETERS OF TRUCK HAULS FOR NORTHWEST ITALY
ASSUMING GENOVA IS ONLY PORT IN SERVICE
(First Month of Liberation)

ATTACHMENT 2

PROVINCE	TONS REQUIRED					Kilometer	TONKILOMETERS (ADD 000)				
	Food			Med. Sup.	Grand Total		Food			Med. Sup.	Grand Total
	Flour	Other	Total				Flour	Other	Total		
Alessandria	1462	484	1946	53	1999	84	123	41	164	4	168
Aosta	716	238	954	20	974	259	185	62	247	5	252
Asti	706	236	942	10	952	114	80	27	107	1	108
Cuneo	1794	603	2397	9	2406	150	269	90	359	1	360
Novara	1236	371	1607	25	1632	147	182	55	237	4	241
Torino	3807	1253	5060	17	5077	171	651	214	865	3	868
Vercelli	1131	398	1529	16	1545	130	147	52	199	2	201
Genova	4723	865	5588	127	5715	-	-	-	-	-	-
Imperia	855	159	1014	24	1038	127	109	20	129	3	132
La Spezia	1253	232	1485	34	1519	115	144	24	168	4	172
Savona	1186	220	1406	32	1438	49	58	11	69	2	71
Bergamo	1918	634	2552	44	2596	196	376	124	500	9	509
Brescia	2369	780	3149	54	3203	228	540	178	718	12	730
Como	1538	512	2050	36	2086	200	308	102	410	7	417
Cremona	1109	367	1476	26	1502	178	197	65	262	5	267
Mantova	1224	406	1630	28	1658	246	1525	100	1625	7	1632
Milano	7116	2342	9458	163	9621	157	1117	368	1485	26	1511
Pavia	1500	495	1995	34	2029	122	183	60	243	4	247
Sondrio	449	150	599	10	609	292	131	44	175	3	178
Varese	1292	427	1719	30	1749	223	288	95	383	7	390
Parma	130	390	520	28	548	203	26	79	105	6	111
Piacenza	117	298	415	21	436	144	17	43	60	3	63
TOTAL	37691	11860	49491	841	50332	3535	6656	1854	8510	118	8628

Assuming Imperia, Savona, and La Spezia, as well as Genova, would be serviced entirely from the sea, the deductions would be:

515

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Novara	1236	371	1607	25	1632	147	182	55	237	4	241
Torino	3807	1253	5060	17	5077	171	651	214	865	3	868
Vercelli	1131	398	1529	16	1545	130	147	52	199	2	201
Genova	4729	865	5588	127	5715	-	-	-	-	-	-
Imperia	855	159	1014	24	1038	127	109	20	129	3	132
La Spezia	1253	232	1485	34	1519	115	144	24	168	4	172
Savona	1186	220	1406	32	1438	49	58	11	69	2	71
Bergamo	1918	634	2552	44	2596	196	376	124	500	9	509
Brescia	2969	780	3149	54	3203	228	540	178	718	12	730
Como	1538	512	2050	36	2086	200	308	102	410	7	417
Cremona	1109	367	1476	26	1502	178	197	65	262	5	267
Mantova	1224	406	1630	28	1658	246	1525	100	1625	7	1632
Milano	7116	2342	9458	163	9621	157	1117	368	1485	26	1511
Pavia	1500	495	1995	34	2029	122	183	60	243	4	247
Sondrio	449	150	599	10	609	292	131	44	175	3	178
Varese	1292	427	1719	30	1749	223	288	95	383	7	390
Parma	130	390	520	28	548	203	26	79	105	6	111
Piacenza	117	298	415	21	436	144	17	43	60	3	63
TOTAL	37631	11860	49491	841	50332	3535	6656	1854	8510	118	8628
	8017	1476	9493	217	9710	281	311	55	366	9	375
NEW TOTAL	29614	10384	39998	624	40622	3254	6345	1799	8144	109	8253
	7199	2727	9926	190	10116	1343	2795	590	3385	42	3426
NEW TOTAL	22415	7657	30072	434	30506	1911	3550	1209	4759	67	4826

Assuming Imperia, Savona, and La Spezia, as well as Genova, would be serviced entirely from the sea, the deductions would be:

Assuming Sondrio, Bergamo, Brescia, Cremona, Mantova, and Parma were not liberated in first month and that all of Liguria is serviced by sea, the further deductions would be:

NOTE: La Spezia could be serviced ex-Livorno by rail to Lucca and thence by road.

SOURCES: Food tonnage Data - Food S/C Program of 16 December
Medical Supply Data - Public Health S/C Program of 14 December
Truck routes and road kilometers - Road Division - Transportation S/C

PRIORITIES & MOVEMENTS DIVISION 18 December 1944

5158

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CC/hl

ATTACHMENT 3

19 Dec. '44

P O R T O F G E N O V A

(Assuming Italian Government with AC Assistance Assume the Maximum Responsibility)

A Port Committee will be formed by the Transportation Sub-Commission to work in close liaison with AFHQ. This Committee will be prepared to move forward as soon as operations permit. It is expected that the port of Genova will have been effectively blocked by the time it is turned over to us. Unless a land transport route is possible to bring in the necessary mechanical equipment to prepare the port for the reception of cargo vessels, it will be necessary to have landing craft of a large type which could use the beach one mile east of Genova. A channel to the beach will have to be cleared of mines. The landing craft would bring motor transport, motor fuel, diving equipment, explosives, etc.

After discharging original cargo, it would then be used either as a lighter for discharging priority cargo from ocean cargo vessels or used in a ferry service from Leghorn.

Experienced Italian divers for mine removal, blasting hulls, and recovering sunken ships are available. Many divers are available in the Genoa area, as it is the home of the men of this profession. Crews will have to be recruited at once and the necessary gear arranged.

The Italian Government is in no position to supply harbor craft. This must be arranged by the Allied Government and the following is the minimum requirements that can be estimated at this stage.

12 mobile cranes with a capacity of 8 tons and 20 mobile cranes with a capacity of 5 tons.
6 tugs, 300 H.P.
20 RCLs and
60 Lighters of 60 tons each.

514

There are several gantry cranes now in Rome area which should be dismantled and be made ready for future use.

We should experience no difficulty in obtaining sufficient experienced dock laborers, crane operators, etc.

Cargo working gear at the port will be an unknown quantity so it should be arranged that each ship loading for discharge at Genova should carry the stevedore gear used in the loading, so as to be in a position to discharge its cargo with its own gear.

[illegible] in port, the Italian Government should be given the

Declassified E.O. 12356 Section 3.3/NND No. 782021

A Port Committee will be formed by the Transportation Sub-Commission to work in close liaison with AFHQ. This Committee will be prepared to move forward as soon as operations permit. It is expected that the port of Genova will have been effectively blocked by the time it is turned over to us. Unless a land transport route is possible to bring in the necessary mechanical equipment to prepare the port for the reception of cargo vessels, it will be necessary to have landing craft of a large type which could use the beach one mile east of Genova. A channel to the beach will have to be cleared of mines. The landing craft would bring motor transport, motor fuel, diving equipment, explosives, etc.

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We should experience no difficulty in obtaining sufficient experienced dock laborers, crane operators, etc.

Cargo working gear at the port will be an unknown quantity so it should be arranged that each ship loading for discharge at Genova should carry the stevedore gear used in the loading, so as to be in a position to discharge its cargo with its own gear.

If no gear is found in port, the Italian Government should be given the opportunity to purchase this ship's gear until their requirements have been accumulated.

For the immediate repairs of the port and for removals of the more important obstacles, it is necessary to have the following personnel and means:

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[redacted] Confidential

Walter R. Scoggins
Lt-Col. AMG

ATTACHMENT 3 (cont'd) 19 December 44

1) 3 Specialized Engineers of the Public Works Dept. and 3 Officers of the Naval Engineers.

2) 6 Assistants of the Naval Engineers for Quey Works.

3) 3 Warrant Officers.

4) 10 Divers with relative equipment.

5) 6 Diver's Boats (not available and therefore to be supplied by the Allied Authorities).

6) 30 (Approximately) Specialized Workmen.

7) 4 Pntoons of 80 to 100 tons (two Italians could be taken away from Leghorn where they are requisitioned by the Royal Navy: The other two could be supplied by the Authorities).

8) Pumps, compressors, motor welding sets, etc. could be supplies by Italian Navy.

9) It is necessary for the Allied Authorities to supply all consumption materials, that is, fuel, lubricants, plates, bars, timber, oxygen, hydrogen, carbide, electrodes for welding, quick setting hydraulic cement, etc.

There are many competent firms of construction engineers who will be in a position to start immediately on the construction of the port, provided the necessary materials are made available. As soon as the port is capable of accepting cargo vessels, arrangements should be made for distribution of supplies around the Ligurian coast by small landing craft if obtainable or by schooners.

It has been estimated that about 8000 tons per month will have to be distributed this way. Since all the schooners available to the Schooner Control Committee are now used to their full capacity for the movement of civil supplies, additional schooner tonnage will have to be provided; this tonnage should be outside the schooner pool and control should be left to competent AC Authorities in the area.

The Ligurian coast ports will have to be swept clear of mines; as well as the connecting lines.

The following requirements are necessary for warehousing:

1) Good open storage space enclosed by fences or walls to accommodate 7500 tons (approximately 120,000 sq.ft.).

2) Good weather-proof inside storage space with adequate loading and unloading facilities, sufficient for 60,000 tons, (approximately

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

4) 10 Divers with relative equipment.

5) 6 Diver's Boats (not available and therefore to be supplied by the Allied Authorities).

6) 30 (Approximately) Specialized Workmen.

7) 4 Pntoons of 80 to 100 tons (two Italians could be taken away from Leghorn where they are requisitioned by the Royal Navy: The other two could be supplied by the Authorities).

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2) Good weather-proof inside storage space with adequate loading and unloading facilities, sufficient for 60,000 tons, (approximately 6,000,000 cubic feet).

Declassified E.O. 12356 Section 3.3/NND No. 782021

1050

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

Confidential

[redacted]
Walter P. Hargis
Lt Col AGD

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

[redacted]

MHT/hl

AC/TN/GTn

19 Dec. '44

Tel: 220

SUBJECT: NW Italy

1. Transportation Sub-Commission recommends that a clear division of responsibility be established in connection with the following:

a) Relative responsibility Navy, District 2, PWB, and Italian Government with AC help in connection with opening of port of Genoa.

b) A determination of who will operate port of Genoa, District 2 or Italian Government with assistance of AC.

c) Which railway lines will be rehabilitated as a primary military commitment and to what extent ISR with AC assistance will be expected to participate in the reconstruction of lines which are primarily a military commitment?

d) A determination should be made whether it will be possible to bring supplies thru Switzerland and into Italy by the St. Gotthard Tunnel.

e) Will AC be able to withdraw any units either GT or Q Companies now operating in the 5th and 8th Army areas for use in NW Italy?

f) Who will clear mine fields along Liguria coast?

2. There are six possible sources of delivering supplies to NW Italy and all of these should be used, if possible:

a) Opening of port of Genoa and reconstruction of highway and rail facilities over the Apennine mountains to Alessandria.

b) Extension of highway and rail facilities along the southerly Po Valley from Bologna to Milano and Torino.

c) Establishing rail and highway connections with the Swiss border NW of Como where double track electric rail extends from Switzerland.

d) Extension of highway and rail facilities west of Torino to the French frontier.

e) Supplying of Liguria coast by sea, which seems the only practical method. This may require beach landing. See attachment 4.

512

1051

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

Walter H. Scoggins Confidential

2 December 44

NW Italy

f) Use of port of Nice for the supply of the adjacent Italian area to a limited extent.

5. It is believed that essential supplies may be made available at an earlier date either thru Switzerland or thru Bologna then would be possible thru the port of Genoa or from the French frontier, and that for this reason a high priority should be assigned to establishing both highway and rail facilities from Bologna and a careful study of possibility of the use of Switzerland.

4. Based on minimum requirements submitted for food and medical supplies only, and assuming the use of the port of Genoa, 8,253,000 ton kilometers per month would be required against a possible lift of 500 trucks presently available of 3,000,000 ton kilometers per month. Assuming the use of Bologna for the entire supply 12,291,000 ton kilometers are required per month, against a possible maximum of 4,000,000 ton kilometers per month with 500 trucks. If it be assumed that a restricted area is liberated as shown and with 500 trucks available, it will be possible to lift only 62-1/2% of the minimum requirements for food and medical supplies, (as shown on Attachments 1 & 2), excluding POL, via Genoa and 47% of requirements via Bologna.

5. These figures indicate the necessity of establishment of rail facilities before any effective supplies can be brought into the NW area unless military units are made available in form of GT and C Companies to supplement limited resources at the command of AC. It is not anticipated that any additional trucking resources will be available to AC before the end of March.

6. Maximum responsibilities which it is possible for the Italian Government to assume in connection with port of Genoa with AC assistance is set out in Attachment 3.

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ATTACHMENT No. 1

TON KILOMETERS OF TRUCK HAULS FOR NORTHWEST ITALY
ASSUMING RAIL HEAD AT BOLOGNA IS ONLY SOURCE OF SUPPLIES
(First Month of Liberation)

PROVINCE	TONS REQUIRED					TON KILOMETERS (ADD 000)					
	Food			Med. Sup.	Grand Total	Kilometer	Food			Med. Sup.	Grand Total
	Flour	Other	Total				Flour	Other	Total		
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Savona	1186	220	1406	32	1438	345	409	76	485	11	496
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Brescia	2369	780	3149	54	3203	236	559	184	743	13	756
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Cremona	1109	367	1476	26	1502	185	205	68	273	5	278
Mantova	1224	406	1630	28	1658	125	153	51	204	4	208
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Modena	175	478	653	34	687	99	7	19	26	1	27
Reggio Emilia	170	382	552	27	579	64	11	24	35	2	37
NEW TOTAL	37976	12720	50696	902	51598	5912	10065	3079	13144	212	13356
Assuming Imperia, Savona, and La Spezia, as well as Genova, would be serviced entirely from the sea the deductions would be:											
	8017	1476	9493	217	9710	1267	2423	446	2869	66	2935
NEW TOTAL	29959	11244	41203	685	41888	4645	7642	2633	10275	146	10421
Assuming Sondrio, Bergamo, Brescia, Cremona, Mantova and Parma were not liberated in first month and that all of Liguria is serviced by sea, the further deductions would be:											
	7199	2727	9926	190	10116	1218	1535	538	2073	37	2110
NEW TOTAL	22760	8517	31277	495	31772	3427	6107	2095	8202	109	8311

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Novara	1256	371	1607	25	1632	286	329	99	428	7	435
Torino	9807	1253	5060	17	5077	318	1211	398	1609	5	1614
Vercelli	1131	398	1529	16	1545	289	327	115	442	5	447
Genova	4723	865	5588	127	5715	296	1998	256	1654	38	1692
Imperia	855	159	1014	24	1038	423	362	67	429	10	439
La Spezia	1259	292	1465	34	1519	205	254	47	301	7	308
Savona	1186	220	1406	32	1438	345	409	76	485	11	496
Bergamo	1918	634	2552	44	2596	234	449	148	597	10	607
Brescia	2369	780	3149	54	3203	236	559	184	743	13	756
Como	1538	512	2050	36	2086	257	395	132	527	9	536
Cremona	1109	367	1476	26	1502	185	205	68	273	5	278
Mantova	1224	406	1630	28	1658	125	159	51	204	4	208
Milano	7116	2342	9458	169	9621	214	1523	501	2024	35	2059
Pavia	1500	495	1995	34	2029	218	327	108	435	7	442
Sondrio	449	150	599	10	609	349	157	52	209	3	212
Varese	1292	427	1719	30	1749	280	362	120	482	8	490
Parma	130	390	520	28	548	89	12	35	47	2	49
Piacenza	117	298	415	21	436	152	19	45	63	3	66
TOTAL	37631	11860	49491	841	50332	5809	10047	3036	13083	209	13292

This plan assumes distribution through Modena and Reggio Emilia, therefore, supplying these two provinces should be considered. Their requirements are:

Modena	175	478	653	34	687	39	7	19	26	1	27
Reggio Emilia	170	382	552	27	579	64	11	24	35	2	37
NEW TOTAL	37976	12720	50696	902	51598	5912	10065	3079	13144	212	13356

Assuming Imperia, Savona, and La Spezia, as well as Genova, would be serviced entirely from the sea the deductions would be:

	8017	1476	9493	217	9710	1267	2423	446	2869	66	2935
NEW TOTAL	29959	11244	41203	685	41888	4645	7642	2633	10275	146	10421

Assuming Sondrio, Bergamo, Brescia, Cremona, Mantova and Parma were not liberated in first month and that all of Liguria is serviced by sea, the further deductions would be:

	7199	2727	9926	190	10116	1218	3535	538	2073	37	2110
NEW TOTAL	22760	8517	31277	495	31772	3427	6107	2095	8202	109	8311

SOURCES: Food Tonnage Data - Food S/C Program 16 December
Medical Supply Data - Public Health S/C Program of 14 December
Truck routes and road kilometers - Road Division, Transportation S/C

511

PRIORITIES AND MOVEMENTS DIVISION
ECONOMIC SECTION
16 DECEMBER 1944

1053
Declassified E.O. 12356 Section 3.3/NND No. 782021

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[redacted]

TONS, KILOMETERS OF TRUCK HAULS FOR NORTHWEST ITALY
ASSUMING GENOVA IS ONLY PORT IN SERVICE
(First Month of Liberation)

ATTACHMENT 2

PROVINCE	TONS REQUIRED					KILOMETER	TONKILOMETERS (ADD 000)				
	Food			Med. Sup.	Grand Total		Food			Med. Sup.	Grand Total
	Flour	Other	Total				Flour	Other	Total		
Alessandria	1462	484	1946	53	1999	84	123	41	164	4	168
Aosta	716	238	954	20	974	259	185	62	247	5	252
Asti	706	236	942	10	952	114	80	27	107	1	108
Cuneo	1794	603	2397	9	2406	150	269	90	359	1	360
Novara	1236	371	1607	25	1632	147	182	55	237	4	241
Torino	3807	1253	5060	17	5077	171	651	214	865	3	868
Vercelli	1131	398	1529	16	1545	130	147	52	199	2	201
Genova	4723	865	5588	127	5715	-	-	-	-	-	-
Imperia	855	159	1014	24	1038	127	109	20	129	3	132
La Spezia	1253	232	1485	34	1519	115	144	24	168	4	172
Savona	1186	220	1406	32	1438	49	58	11	69	2	71
Bergamo	1918	634	2552	44	2596	196	376	124	500	9	509
Brescia	2369	780	3149	54	3203	228	540	178	718	12	730
Como	1538	512	2050	36	2086	200	308	102	410	7	417
Cremona	1109	367	1476	26	1502	178	197	65	262	5	267
Mantova	1224	406	1630	28	1658	246	1525	100	1625	7	1632
Milano	7116	2342	9458	163	9621	157	1117	368	1485	26	1511
Pavia	1500	495	1995	34	2029	122	183	60	243	4	247
Sondrio	449	150	599	10	609	292	131	44	175	3	178
Varese	1292	427	1719	30	1749	223	288	95	383	7	390
Parma	130	390	520	28	548	203	26	79	105	6	111
Piacenza	117	298	415	21	436	144	17	43	60	3	63
TOTAL	37631	11860	49491	841	50332	3535	6656	1854	8510	118	8628

Assuming Imperia, Savona, and La Spezia, as well as Genova, would be serviced entirely from the sea, the deductions would be:

Declassified E.O. 12356 Section 3.3/NND No. 782021

Novara	1236	371	1607	25	1632	147	182	55	237	4	241
Torino	3807	1253	5060	17	5077	171	651	214	865	3	868
Vercelli	1131	398	1529	16	1545	150	147	52	199	2	201
Genova	4729	865	5588	127	5715	-	-	-	-	-	-
Imperia	855	159	1014	24	1038	127	109	20	129	3	132
La Spezia	1253	232	1485	34	1519	115	144	24	168	4	172
Savona	1186	220	1406	32	1438	49	58	11	69	2	71
Bergamo	1918	634	2552	44	2596	196	376	124	500	9	509
Brescia	2969	780	3149	54	3203	226	540	178	718	12	730
Como	1538	512	2050	36	2086	200	308	102	410	7	417
Cremona	1109	367	1476	26	1502	178	197	65	262	5	267
Mantova	1224	406	1630	28	1658	246	1525	100	1625	7	1632
Milano	7116	2342	9458	163	9621	157	1117	368	1485	26	1511
Pavia	1500	495	1995	34	2029	122	183	60	243	4	247
Sondrio	449	150	599	10	609	292	131	44	175	3	178
Varese	1292	427	1719	30	1749	223	288	95	383	7	390
Parma	130	390	520	28	548	203	26	79	105	6	111
Piacenza	117	298	415	21	436	144	17	43	60	3	63
TOTAL	37631	11860	49491	841	50332	3535	6656	1854	8510	118	8628
	8017	1476	9493	217	9710	281	311	55	366	9	375
NEW TOTAL	29614	10384	39998	624	40622	3254	6345	1799	8144	109	8253
	7159	2727	9926	190	10116	1343	2795	590	3385	52	3426
NEW TOTAL	22415	7657	30072	434	30506	1911	3550	1209	4759	67	4826

Assuming Imperia, Savona, and La Spezia, as well as Genova, would be serviced entirely from the sea, the deductions would be:

Assuming Sondrio, Bergamo, Brescia, Cremona, Mantova, and Parma were not liberated in first month and that all of Liguria is serviced by sea, the further deductions would be: 510

NOTE: La Spezia could be serviced ex-Livorno by rail to Lucca and thence by road.

SOURCES: Food tonnage Data - Food S/C Program of 16 December
Medical Supply Data - Public Health S/C Program of 14 December
Truck routes and road kilometers - Road Division - Transportation S/C

PRIORITIES & MOVEMENTS DIVISION 18 December 1944

Declassified E.O. 12356 Section 3.3/NND No. 780021

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[redacted]

[redacted]

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CC/hl

ATTACHMENT 2

19 Dec. '44

PORT OF GENOVA
(Assuming Italian Government with AC Assistance Assume the Maximum Responsibility)

A Port Committee will be formed by the Transportation Sub-Commission to work in close liaison with AFHQ. This Committee will be prepared to move forward as soon as operations permit. It is expected that the port of Genova will have been effectively blocked by the time it is turned over to us. Unless a land transport route is possible to bring in the necessary mechanical equipment to prepare the port for the reception of cargo vessels, it will be necessary to have landing craft of a large type which could use the beach one mile east of Genova. A channel to the beach will have to be cleared of mines. The landing craft would bring motor transport, motor fuel, diving equipment, explosives, etc.

After discharging original cargo, it would then be used either as a lighter for discharging priority cargo from ocean cargo vessels or used in a ferry service from Leghorn.

Experienced Italian divers for mine removal, blasting hulls, and recovering sunken ships are available. Many divers are available in the Genoa area, as it is the home of the men of this profession. Crews will have to be recruited at once and the necessary gear arranged.

The Italian Government is in no position to supply harbor craft. This must be arranged by the Allied Government and the following is the minimum requirements that can be estimated at this stage.

12 mobile cranes with a capacity of 8 tons and 20 mobile cranes with a capacity of 5 tons.
6 tugs, 300 H.P.
20 HOLe and
60 lighters of 60 tons each.

There are several gantry cranes now in Rome area which should be dismantled and be made ready for future use.

We should experience no difficulty in obtaining sufficient experienced dock laborers, crane operators, etc.

Cargo working gear at the port will be an unknown quantity so it should be arranged that each ship loading for discharge at Genova should carry the stevedore gear used in the loading, so as to be in a position to discharge its cargo with its own gear.

If no gear is found in port, the Italian Government should be given the

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A Port Committee will be formed by the Transportation Sub-Commission to work in close liaison with AFHQ. This Committee will be prepared to move forward as soon as operations permit. It is expected that the port of Genova will have been effectively blocked by the time it is turned over to us. Unless a land transport route is possible to bring in the necessary mechanical equipment to prepare the port for the reception of cargo vessels, it will be necessary to have landing craft of a large type which could use the beach one mile east of Genova. A channel to the beach will have to be cleared of mines. The landing craft would bring motor transport, motor fuel, diving equipment, explosives, etc.

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The Italian Government is in no position to supply harbor craft. This must be arranged by the Allied Government and the following is the minimum requirements that can be estimated at this stage.

12 mobile cranes with a capacity of 8 tons and 20 mobile cranes with a capacity of 5 tons.
6 tugs, 300 H.P.
20 MCLs and
60 lighters of 60 tons each.

There are several gantry cranes now in Rome area which should be dismantled and be made ready for future use.

We should experience no difficulty in obtaining sufficient experienced dock laborers, crane operators, etc.

Cargo working gear at the port will be an unknown quantity so it should be arranged that each ship loading for discharge at Genova should carry the stevedore gear used in the loading, so as to be in a position to discharge its cargo with its own gear.

If no gear is found in port, the Italian Government should be given the opportunity to purchase this ship's gear until their requirements have been accumulated.

For the immediate repairs of the port and for removals of the more important obstacles, it is necessary to have the following personnel and means:

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1) 3 Specialized Engineers of the Public Works Dept. and 3 Officers of the Naval Engineers.

2) 6 Assistants of the Naval Engineers for Quay Works.

3) 3 Warrant Officers.

4) 10 Divers with relative equipment.

5) 6 Diver's Boats (not available and therefore to be supplied by the Allied Authorities).

6) 30 (Approximately) Specialized Workmen.

7) 4 Pntoons of 80 to 100 tons (two Italians could be taken away from Leghorn where they are requisitioned by the Royal Navy. The other two could be supplied by the Authorities).

8) Pumps, compressors, motor welding sets, etc. could be supplies by Italian Navy.

9) It is necessary for the Allied Authorities to supply all consumption materials, that is, fuel, lubricants, plates, bars, timber, oxygen, hydrogen, carbide, electrodes for welding, quick setting hydraulic cement, etc.

There are many competent firms of construction engineers who will be in a position to start immediately on the construction of the port, provided the necessary materials are made available. As soon as the port is capable of accepting cargo vessels, arrangements should be made for distribution of supplies around the Ligurian coast by small landing craft if obtainable or by schooners.

It has been estimated that about 8000 tons per month will have to be distributed this way. Since all the schooners available to the Schooner Control Committee are now used to their full capacity for the movement of civil supplies, additional schooner tonnage will have to be provided; this tonnage should be outside the schooner pool and control should be left to competent AC Authorities in the area.

The Ligurian coast ports will have to be swept clear of mines; as well as the connecting lines.

The following requirements are necessary for warehousing:

1) Good open storage space enclosed by fences or walls to accommodate 7500 tons (approximately 120,000 sq.ft.).

2) Good weather-proof inside storage space with adequate loading and unloading facilities, sufficient for 60,000 tons, (approximately

Declassified E.O. 12356 Section 3.3/NND No. 782021

5) 6 Diver's Boats (not available and therefore to be supplied by the Allied Authorities).

6) 30 (Approximately) Specialised Workmen.

7) 4 Pntoons of 80 to 100 tons (two Italians could be taken away from Leghorn where they are requisitioned by the Royal Navy. The other two could be supplied by the Authorities).

8) Pumps, compressors, motor welding sets, etc. could be supplies by Italian Navy.

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The Ligurian coast ports will have to be swept clear of mines, as well as the connecting lines.

The following requirements are necessary for warehousing:

1) Good open storage space enclosed by fences or walls to accommodate 7500 tons (approximately 120,000 sq.ft.).

2) Good weather-proof inside storage space with adequate loading and unloading facilities, sufficient for 60,000 tons, (approximately 6,000,000 cubic feet).

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COPY

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Walter P. Scoggins Lt. Col QMC
[redacted]

Copy No.30..

151/5

Subject:- Appreciation of Civil and Military Commitments
In North West Italy.

HQ ALLIED ARMIES IN ITALY.

Tel:- FILPOT 209.

2038/36/Q2.

13 Dec. 44.

CAO - Copy No.1

Copy to:-	Copy No.		Copy No.
MA to CGS	2	CSO	12
DCAO	3	CSO L of C	13
DCCAO	4	Tn	14
2 District	5 - 6	Wks	15
G(Ops)	7	ST	16
G(SD)	8	Pet Sec	17
"A"	9	War Diary	18 - 19
Q(Mov)	10	File	20
CE	11	Spares	21 - 30

1. The following notes are recorded as a result of conference held on 13 Dec, 44, when various points raised in this HQ memorandum 2038/36/Q2 dated 9 Dec, 44, and AFHQ paper Log.P164 were considered.

MILITARY RESPONSIBILITY.

2. The CAO said he was most anxious that the extent of military assistance which could be supplied should be clearly laid down in order that the AC could prepare their plan to fit in with the miliatry assistance which was available. In particular, the CAO considered that the military should undertake responsibility for:-

(a) Opening and operating the port of GENOA.
The maximum use would have to be made od civil resources.
since 100% military assistance could not be provided.
Planning and operation would be a military responsibility.

(b) The repair of the following railways:-

(i) BOLOGNA - ALESSANDRIA
(ii) ALESSANDRIA - TURIN
(iii) The easiest route to MILAN
(iv) GENOA - ALESSANDRIA

and that they should be repaired in the above order of priority.

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

CAO - Copy No.1

		Copy No.		Copy No.
Copy to:-	MA to CGS	2	CSO	12
	DCAO	3	CSO L of C	13
	DCCAO	4	Tn	14
	2 District	5 - 6	Wks	15
	G(Ops)	7	ST	16
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	"A"	9	War Diary	18 - 19
	Q(Mov)	10	File	20
	CE	11	Spares	21 - 30

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The maximum use would have to be made od civil resources. since 100% military assistance could not be provided.
Planning and operation would be a military responsibility.

(b) The repair of the following railways:-

(i) BOLOGNA - ALESSANDRIA
(ii) ALESSANDRIA - TURIN
(iii) The easiest route to MILAN
(iv) GENOA - ALESSANDRIA

and that they should be repaired in the above order of priority. This pre-supposes that some tonnages on the railway line from ANCONA to BOLOGNA would be available for the movement of civil supplies, and it was agreed that the selection of Canadian foodstuffs on the East Coast should be proceeded with.

(c) The construction under military supervision of one 4" pipeline from GENOA to ALESSANDRIA. The CAO said that he would consider the possibility of providing a further line.

(d) The repair of the following roads:-

(i) GENOA - ALESSANDRIA
(ii) PIACENZA - ALESSANDRIA - TURIN
(iii) PIACENZA - MILAN

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

Roads will be repaired in the above order of priority since the GENOA - ALES ANDRIA road would be required for the clearance of civil and military supplies landed at GENOA. The PIACENZA - ALESSANDRIA road will have **been** developed to a certain extent by the Army in its advance into North West Italy.

(e) 10 GP Coys will be available for 2 District. First priority in their use would be for military maintenance. The full ten Coys would not, however, be required for this purpose, and the balance will be available for movement of civilian supplies. However, the AC must continue to make every effort to obtain further transport.

3. Reference para.5 of memo dated 9 Dec, 44.

The CAO considered that the DMRS must be responsible for the co-ordination of all railway construction.

4. Reference para.7(b) - COAL

This will have to be considered in more detail at AFHQ.

5. Reference para.9.

CAO agreed that civil stock pile, if possible, was to be formed on the East Coast.

6. Reference para.11 - TUGS & LIGHTERS.

This will have to be taken up at AFHQ.

7. Reference para.13.

The calculation at Appendix "A" is not intended to be a firm basis for the provision of transport. It was, however, considered that it was a more embracing method of calculation than that shown in Log Plans paper. The CAO considered the AC must be told:-

(a) What transport lift will be available to them from military sources, and at what place.

(b) The probable rate of progress of railway reconstruction.

8. It was agreed that it was more desirable for the drivers of AC transport to be trained soldiers. The DCCAO pointed out that the big difficulty at present was finding vehicles on which men could be trained. The CGS agreed with the employment of soldiers and considered that we should investigate the possibility of making training facilities available at Allied Military establishments. In discussing the employment of transport, the CAO suggested that it would be a good plan if AC transport used for distribution of supplies to central depots was organised and controlled by the Army. The DCCAO agreed and said that this move was at present being tried out in Eighth Army.

9. It was agreed on Commander, 2 District, suggestion that the following [illegible] defined as a military responsibility:-

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

of civilian supplies. However, the AC must continue to make every effort to obtain further transport.

3. Reference para.5 of memo dated 9 Dec, 44.

The CAO considered that the DMRS must be responsible for the co-ordination of all railway construction.

4. Reference para.7(b) - COAL

This will have to be considered in more detail at AFHQ.

5. Reference para.9.

CAO agreed that civil stock pile, if possible, was to be formed on the East Coast.

6. Reference para.11 - TUGS & LIGHTERS.

This will have to be taken up at AFHQ.

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The calculation at Appendix "A" is not intended to be a firm basis for the provision of transport. It was, however, considered that it was a more embracing method of calculation than that shown in Log Plans paper. The CAO considered the AC must be told:-

(a) What transport lift will be available to them from military sources, and at what place.

(b) The probable rate of progress of railway reconstruction.

8. It was agreed that it was more desirable for the drivers of AC transport to be trained soldiers. The DCCAO pointed out that the big difficulty at present was finding vehicles on which men could be trained. The CGS agreed with the employment of soldiers and considered that we should investigate the possibility of making training facilities available at Allied Military establishments. In discussing the employment of transport, the CAC suggested that it would be a good plan if AC transport used for distribution of supplies to central depots was organised and controlled by the Army. The DCCAO agreed and said that this move was at present being tried out in Eighth Army.

9. It was agreed on Commander, 2 District, suggestion that the following should also be defined as a military responsibility:- 596

(a) Traffic control on main arteries of military supplies
(b) Co-ordination of the work of rehabilitating electric power and water supply systems at GENOA, and possibly certain other places.
(c) Co-ordination of the repair of main state cable routes.

Brigadier,
D.Q.M.G.

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Copy No .

151/4

Subject :- Appreciation of the Military and Civil Commitments in North West Italy

HQ ALLIED ARMIES IN ITALY

Tel :- FHLPOT 209

2038/36/Q2.

9 Dec '44.

CAO :- Copy No.1.

Copy to :-		Copy No.		Copy No
	MA to CGS	2	CSO	12
	DCAO	3	CSO L of C	13
	DCCAO	4	Tn	14
	2 District	5 - 6	Wks	15
	G(Ops)	7	ST	16
	G(SD)	8	Pet Sec	17
	"A"	9	War Diary	18 - 19
	Q(Mov)	10	File	20
	CE	11	Spares	21 - 22

1. The AFHQ paper Log Plans 164 has been considered in detail in conjunction with the Draft Operation Order to Fifth Army prepared by G(Ops), and given below are co-ordinated views of the DCAO, "Q", Q(Mov) and Civil Affairs. With regard to your proposals that the military should give a definite undertaking to accept certain obligations in North West Italy, it is recommended that :-

(a) GENOA should be opened and operated as a military port and that its capacity should be developed to the maximum. Bearing in mind the possibilities of civil redevelopment in North West Italy later in 1945, the maximum target should be 8000 tpd. Owing to limited military resources only supervision on a limited scale can be provided, and civil dock-workers must be exploited to the full. The situation will be less difficult if "GELIGNITE" is not taking place concurrently.

(b) The DMRS should co-ordinate and supervise the reconstruction of the following railway lines :-

(i) BOLOGNA - PIACENZA - ALESSANDRIA
(ii) GENOA - ALESSANDRIA
(iii) ALESSANDRIA - TURIN
(iv) A connection to MILAN.

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

9 Dec '44.

CAO :- Copy No.1.

Copy to :-		Copy No.		Copy No
	MA to CGS	2	CSO	12
	DCAO	3	CSO L of C	13
	DCCAO	4	Tn	14
	2 District	5 - 6	Wks	15
	G(Ops)	7	ST	16
	G(SD)	8	Pet Sec	17
	"A"	9	War Diary	18 - 19
	Q(Mov)	10	File	20
	CE	11	Spares	21 - 22

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(i) BOLOGNA - PIACENZA - ALESSANDRIA
(ii) GENOA - ALESSANDRIA
(iii) ALESSANDRIA - TURIN
(iv) A connection to MILAN.

When the plan for future operations is known it may be that substantial rail capacity for civil maintenance will be available to BOLOGNA. If the capacity can

Declassified E.O. 12356 Section 3.3/NND No. 782021

be made available it is recommended that the extension to PIACENZA, and thence to ALESSANDRIA, be given priority over the GENOA-ALESSANDRIA line, since the former line confers a greater degree of ease in distribution in North West Italy. Further, the extension of this line to PIACENZA is an easier problem for reconstruction than the GENOA - ALESSANDRIA line. With regard to the GENOA - ALESSANDRIA Line, it is probable that the main obstacle will be the repair of tunnels, so that construction of a double track would not seriously retard the completion date. It is recommended that this line be doubled at the earliest opportunity to enable the full 8000-tons to be shipped through the port and cleared by rail. It is considered that priority of railway construction should be in the order given above.

(c) A 4" pipeline be laid and operated under military supervision from GENOA to ALESSANDRIA. The allocation of the offtake between civil and military needs to be decided by the military. It has been learnt that the original estimate of 1000 tpd given in the Log Plans paper is too low, and a new estimate prepared by Petrol Section in conjunction with AFHQ gives the total civil requirements as 1430 tpd, of which 500-tons are 80 octane, 480-tons fuel oil, 260-tons gas oil. The high proportion of fuel oil would justify an additional pipeline, and this suggestion is put forward for consideration.

(d) The following roads, essential to both military and civil communications, should be accepted as a military responsibility, and given equal priority for repair:-

PIACENZA - MILAN
PIACENZA - ALESSANDRIA - TURIN
GENOA - ALESSANDRIA

(e) Initially, part of the ten GT Coys earmarked for the use of internal security troops can be made available for distribution of civil supplies. This would only be a temporary and partial solution. Therefore, every effort should be made to obtain an early delivery of the 1700 lorries already allotted to the AC by the CCAC, and such additional lorries as are considered necessary to complete the AC transport fleet for distribution of civil supplies. In view of the shortage of drivers, early action should be taken to train additional personnel, and it is strongly recommended that this transport fleet should be organised on the lines of the Italian GT Coys already allotted to the AC in South Italy.

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

AFHQ PAPER LOG P. 164.

2. Reference para.2 of Log Plans paper.

In view of the importance of PIACENZA as a centre of road, rail and signal communications, it is considered for administrative reasons that this Province should be included in the territory to be administered by No.2 District. The latter HQ is in agreement with this.

3. Reference para.3.

(a) The Draft OO mentions the possibility of GENOA holding out against Allied operations. The administrative importance of GENOA is such that frequent intelligence information will be required as to the enemy's intentions on this point.

(b) The Draft OO mentions the possibility of partial withdrawal, by the enemy holding the line of the PO, TICINO to the Swiss Frontier covering MILAN. Should he do this the activities of both AC/AMG and No.2 District will be somewhat restricted, more espicially as the Allied Force will probably be occupying what remains of the projected 2 District territory as its operation area and L of C. In this case 2 District might function in its normal military operational role, and AC/AMG as in any other rear Army area.

(c) Projected operations elsewhere must be considered in conjunction with the evacuation of North West Italy. Should they occur at the same time the degree of military assistance to civil administration is likely to be considerably affected, for example, road, rail, pipeline and dock operation and construction. Q(Mov) are submitting a detailed appreciation of problems confronting transportation.

4. Reference para.8.

In view of the comparatively small number of enemy formations in North West Italy and the dense network of roads and railways and the large number of major installations, it is not considered that it will be possible for the Germans to demolish the communication system as effectively as hitherto. However, military engineer resources will be restricted so that Partisan and air activity should not be directed against any installation which will be of assistance to the civil or military rehabilitation effort, unless some direct tactical or economic object is gained thereby.

5. Reference Para.9.

503

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

(a) The Draft OO mentions the possibility of GENOA holding out against Allied operations. The administrative importance of GENOA is such that frequent intelligence information will be required as to the enemy's intentions on this point.

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503

It will, however, be necessary for GENOA to be opened by the military and for the DMRS to co-ordinate and supervise the reconstruction of railway lines as in para.1(b). The repair and development of the secondary railway system will be the responsibility of AC, but DMRS must co-ordinate the work and be the final authority for the allocation of resources.

6. Reference para.10.

The Draft OO makes no mention of the holding of a defensive flank West of LAKE GARDA, which is estimated to require two Divisions. The force listed for internal security duties approximates to two Divisional slices. For planning purposes this can be taken as 60,000 troops. Whether the LAKE GARDA force is present or not, it is obvious that initial

Declassified E.O. 12356 Section 3.3/NND No. 782021

maintenance must come through BOLOGNA until GENOA can be developed. Should the LAKE GARDA force be operating it would probably be better to continue its maintenance on the normal Army L of C, via BOLOGNA. When the enemy entirely vacate Northern Italy it is considered that the maintenance of internal security troops should come through GENOA, thus ensuring a permanent L of C, independent of other military activities.

7. Reference para. 11.

(a) Civil Supplies
No allowance has been made for any foodstuffs other than flour, but it is understood that this commodity amounts to 90% of the imported foodstuffs required.

(b) Coal
More details are required as to the basis for this estimate. In particular, some indication is necessary of the tonnage included for railway working.

(c) POL.
As stated in para. 1(c) above, this figure has now been increased to 1430 tpd.

8. Reference para. 13.

A figure of 700 tpd is a reasonable estimate for daily military maintenance. Therefore, the minimum requirements of the civilian population are initially 3800 tpd, rising to 7800 tons. These figures are made up as follows:-

Civil Supplies.....	1500	rising to	2500	
Coal	1300	"	" 3400	
Reconstruction Stores	500			
POL	500	"	" 1430	(new Pet Sec figure)
TOTAL	3800	"	" 7830	tpd

The whole of the initial figure of 3800-tons will require road movement, since POL will be in package at this stage, and the railway will not yet be completed. When the maximum figure of 7800 is finally attained, it may be assumed that 4000-tons will be lifted by rail, and the balance of 3800 by road and pipeline. Army requirements will be additional to this and will be handled by road and/or rail.

9. Reference para. 14.

Storage of supplies on the EAST COAST is entirely dependent on an allocation of rail tonnage from ANCONA. It may be assumed that the line to BOLOGNA will be completed by the time Fifth Army has handed over control of North West Italy to 2 District. Rail capacity to BOLOGNA is 8000 tpd at 1 Mar, 45, and the completion of four pipelines gives an additional 1800-tons. Any allotment to North West Italy of rail facilities must be dependent on the size of the military commitment in

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

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592

10. Reference para.16 - PORTS.

This has been considered in para.1(a) above.

Declassified E.O. 12356 Section 3.3/NND No. 782021

11. Reference para.17.

It is not understood why there should be any difficulty in supplying tugs or lighters, apart from movement coastwise during the winter.

12. Reference para.18. - RAILWAYS.

This has been considered in para.1 (b) above.

13. Reference para.19.

(a) 10 GT Coys have been earmarked for 2 District as opposed to the 8 allowed by AFHQ. In addition 8 GT Coys have been allotted for the British Increment of Fifth Army, on the assumption that operation "GELIGNITE" will take place.

(b) The transport calculations in Appendix "C" are not agreed. AFHQ have taken the total daily tonnage to be lifted and balanced it against the total transport available. The deficiency is equivalent to 20 GT Coys on a one-shift basis, or 1200 x 3-ton lorries on a two-shift basis, which gives on their figures a total lift of 7200 tons, that is each Coy lifts 360-tons as opposed to our planning figure of 300-tons. This is an assumption of a 100% vehicle availability. In addition they do not appear to have taken into account the distance aspect.

(c) Appendix "A" gives our basis of calculation, from which it will be seen that a total of 1965 additional 3-ton lorries are required as opposed to 1200 given in the AFHQ forecast.

(d) In addition to feeding the civilian population, there will be other demands for transport to cover:-

(i) Pipeline construction
(ii) Rail rehabilitation - a very heavy commitment, and if possible should be covered at least in part by an allotment of military transport, including transporters.
(iii) Road and bridge repairs
(iv) Movement of indigenous materials.
(v) Factory and other reconstruction.

501

14. Reference para.21.

It is considered that the policy for road repair and reconstruction must be co-ordinated by the military.

15. Reference para.22.

Declassified E.O. 12356 Section 3.3/NND No. 782021

(a) 10 GT Coys have been earmarked for 2 Base/Sub as opposed to the 8 allowed by AFHQ. In addition 8 GT Coys have been allotted for the British Increment of Fifth Army, on the assumption that operation "GELIGNITE" will take place.

(b) The transport calculations in Appendix "C" are not agreed. AFHQ have taken the total daily tonnage to be lifted and balanced it against the total transport available. The deficiency is equivalent to 20 GT Coys on a one-shift basis, or 1200 x 3-ton lorries on a two-shift basis, which gives on their figures a total lift of 7200 tons, that is each Coy lifts 360-tons as opposed to our planning figure of 300-tons. This is an assumption of a 100% vehicle availability. In addition they do not appear to have taken into account the distance aspect.

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(iii) Road and bridge repairs
(iv) Movement of indigenous materials.
(v) Factory and other reconstruction.

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14. Reference para. 21.

It is considered that the policy for road repair and reconstruction must be co-ordinated by the military.

15. Reference para. 22.

In connection with the mobilisation of Italian personnel for the rehabilitation of North West Italy, it is recommended that as far as possible such personnel should be selected from refugees from that territory.

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

16. Reference para. 2.

It is obvious that North West Italy must be an AAI/AMIQ commitment, and the extent to which we can meet either military or civil needs is bound up with plans for future operations.

17. Reference Appendix "A".

(a) The possibility of bulk wheat handling facilities at GENOA should be examined.

(b) LEGHORN is not suitable for the bulk of the stockpile. Unless storage can be found on the East Coast, the bulk of the stock pile should be held at NAPLES, whence it can either be shipped to GENOA or railed forward via ANCONA.

(c) It is unlikely that rail capacity will be available on the LEGHORN - BOLOGNA line for the movement of coal from FLORENCE.

(d) When bulk POL storage facilities are available, can filling requirements will exist at ALESSANDRIA and GENOA.

18. Reference Appendix "B".

(a) It is understood that the Royal Navy will use LA SPEZIA.

(b) Reference para. 8.
Any rehabilitation of the railway must involve bridging. If long span bridges are not available at present, local production should be stepped up immediately to produce anticipated demands. This is most important and the DMRS and ISR should produce estimates now. The possibility of producing anything at MILAN or TURIN will be very remote until the railway is through.

19. Reference Appendix "C"

A new basis for these calculations is attached as Appendix "A".

With reference to the AC estimate of the number of civilian vehicles which are likely to be available. It is strongly recommended that the most rigorous action be taken to secure the maximum number of local civilian vehicles. In this connection it is suggested that as the territory is liberated it would be advisable to cancel all existing motor vehicles registrations and re-license all vehicles under an AC/AFHQ system. In this way the maximum number of vehicles would be made available for civil administrative duties and the indiscrimate use of transport for black-market and other duties would be reduced.

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for Brigadier

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

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for Brigadier,
D.Q.M.G.

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

APPENDIX "A" to
1038/36/Q2 of 9 Dec, 44.

CIVIL TRANSPORT REQUIREMENTS NORTH WEST ITALY.

(a) Taking daily requirements from para. 8, i.e. ..... 3,800 tpd

(b) Assume one-tenth used in locality of port, i.e. ..... 400 tpd

(c) Balance for distribution to hinterland is ..... 3,400 tpd

(d) Distances from GENOA are - MILAN 103-miles

TURIN ..... 125 "

PIACENZA .. 79 "

So that daily journey out is approximately 100-miles, or a 200 miles turnround. On a double shift basis a two-day turnround.

(e) So that total lift for this purpose is 6,800-tons

(f) Port clearance of 3,800 tpd, assuming 10 tpd per vehicle requires a further..... 750-tons

(This assumes coal stored in docks but allows for carriage of package POL).

(g) For distribution into country from main centres, assuming 50% consumed in the large cities and that distribution is on a one-day turnround 1,900-tons

Therefore the total lift required (sum of (e), (f) and (g) is 9,450-tons

To this must be added a figure for VOR
Assume this 10%. or 945-tons

The GRAND TOTAL is 10,395-tons

or the equivalent of 3465 x 3-ton lorries.

On Log Plans figures known availabilities to meet this commitment are:-

Civil Vehicles found in NW Italy ... 1000 x 2-ton

AC Vehicles ..... 1700 x 1½-ton

The equivalent of a 4,500-ton lift.

Therefore, the overall deficiency is 5,895-tons, the equivalent of 1965 x 3-ton lorries as opposed to Log Plans estimate of 1200.

499

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

(c) Balance for distribution to hinterland is ..... 3,400 tpd

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

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Confidential [redacted] TOP SECRET

ALLIED FORCE HEADQUARTERS
G-4 (Mov & Tn)

G4 (Mov 1) D/36

19 Dec 44

SUBJECT : Log P.164

TO : Lt. Col. M. J. Sieff, OBE.,
c/o Transportation Sub-Commission,
Allied Commission,
ROME.

Herewith, for your information, as promised, a personal copy of Log P.164 and comments thereon made by AAI.

T. L. BEAGLEY, Major,
D.A.& Q.M.G(M).

Mov 1,
Room 51.

[redacted]

1078