

IV. W Italy Planning Vol II

II

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Confidential *W. H. L. L. L.*
MJS/VB

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

9th April, 1945.

Tel: Ext. 318

754/43/Tn.3.

SUBJECT: M.T. for North Italy.

TO : H.Q. 15th Army Group.

1. Reference 15th Army Group's letter G-5/S/31, dated 2nd April, and HQ Emilia Region's letter RIX/SE/T/2, dated 31st March, to HQ 15th Army Group and HQ Allied Commission, enclosing AMC Rear 8th Army's letter OA/113, dated 27th March, and OA/113, 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 N.E. 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 G.T. Company, which is at present in the 8th Army area, and which will be available for remaining in Emilia Region, or for moving on with 8th 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 G.T. Company.

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

- 2 -

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 RIX/SE/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 DDTN (Col. Early) 8th 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 uneconomic to haul from Ancona to Cesena, unload to warehouse there, and then reload for forward movement.

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

Copy to:

HQ AMG 8th Army.
HQ AMG 4 Corps.
Regional Commissioner, Emilia Region.
N.W. Planning Committee (for Lt. Col. Harris).
Roads Division, Transportation S/C.
Economic Section.

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HEADQUARTERS ALLIED COMMISSION
 APO 394
 TRANSPORTATION SUB-COMMISSION

AJS/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 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-Casena 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 ⁶⁸⁹at third month ¹⁰⁹⁰ T.P.D. for Piemonte and 450 T.P.D. for

- 2 -

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

- (c) 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 GM 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 Somo 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 GM 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.

- 3 -

*Confidential*Copy No. 10*Walter Duggins*
H. C. Duggins

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 AT 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.

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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)
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~~_____~~
~~_____~~
~~_____~~

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RECEIPT

TO : Transportation Sub-Commission,
Hq. AC.

April, 1945.

Received Copy No. 10 of your letter 754/30/Tn.3. dated
7th April, 1945. subject Motor Transport for North Italy.

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APPENDIX "A"

TRUCK AVAILABILITY AND DEFICIENCIES FOR MONTH OF JULY

(All Truck Figures are based on 5 Ton Carrying Capacity)

D Day	Serial		N.E.			H.W.			1st
			1st Month	2nd Month	3rd Month	1st Month	2nd Month	3rd Month	
1st May	1	Trucks available	743	1,036	1,949	743	1,036	1,949	743
	2	Required to ^{HAUL} haul from Padua, Verona and Parma	318	23	-	326	-	-	6
	3	Deficiency	-	-	-	-	-	-	-
	4	Required to ^{HAUL SERIAL} haul serial (2) plus stockpile PMSI balance	354	1,747	2,875	1,251	2,852	2,878	1,6
	5	Deficiency	-	711	926	508	1,816	929	8

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(Copy No. _____)

APPENDIX "A" to Tn. S/C Letter
754/59, S. dated
7th April, 1945.TRUCK AVAILABILITY AND SCHEDULE FOR PORTUGAL ITALY

(All Truck Figures are based on 5 Ton Carrying Capacity)

	N.E.			H.W.			All North Italy		
	1st Month	2nd Month	3rd Month	1st Month	2nd Month	3rd Month	1st Month	2nd Month	3rd Month
Padua,	743	1,036	1,249	743	1,036	1,249	743	1,036	1,249
	310	23	-	326	-	-	636	23	-
	-	-	-	-	-	-	-	-	-
(2) balance	354	1,747	2,875	1,251	2,852	2,878	1,606	4,599	5,753
	-	711	926	508	1,816	929	863	3,563	3,804

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James H. McGinnis
H. L. L. M.

APPENDIX "B"

To Mr. S/O Letter
 754/39/M.3. of 7.4.45.

TONS PER DAY TO BE MOVED INTO NORTHERN ITALY

(Excludes Coal)

	<u>1st Month</u>	<u>2nd Month</u>	<u>3rd Month</u>
<u>N.W.</u> Piemonte	357	680	1,090
Liguria	310	300	450
Lombardia	609	1,150	1,850
Parma and Piacenza	34	70	110
<u>TOTAL</u>	<u>1,310</u>	<u>2,200</u>	<u>3,500</u>
 <u>N.E.</u> Emilia (excl. Parma, Piacenza, Forli and Ravenna)	 144	 351	 535
Venezia Tridentina	85	195	315
" Giulia	128	293	475
" Propraia	493	1,131	1,827
<u>TOTAL</u>	<u>850</u>	<u>1,950</u>	<u>3,150</u>
 <u>TOTAL NW and NE</u>	 <u>2,160</u>	 <u>4,150</u>	 <u>6,650</u>

INTER OFFICE MEMO.

CNC/DAH
Confidential
7 April 45
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one

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

SUBJECT:- Planning N.W. Italy.

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

1. Carabinieri.

Am informed by Public Safety that a total of approx 2,000 Carabinieri will have to be moved from ROME(1,000) and NAPLES(1,000) to FLORENCE Area to replace Carabinieri 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:	<u>285</u> "

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.

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

3. DFRSC Camps.

Please will Lt Col. Harris state if he is in a position to reply to AG/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.

No. 785021

NOTES FROM THE QUALITY SURVEILLANCE FIELD REPORTS

027 394

Transportation Sub-Commission

754/35/In.3.

5 April, 45

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

PRESENT : Col. E.J. SIEFF - Mov Division (Chair)
Lt. Col. M. HARRIS - Planning Staff
Lt. Col. C. KENNEDY - Road Division
Lt. Col. J.M. DOBBS - H.Q. Group
Lt. Col. C.M. CHAINLAIN - Mov Roads
Major C.R. WORTHINGTON - Mov Rail
Major A.H. Mc. DONALD - Mov Shipping

NOTES

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 Jordass 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.

(c) Drivers.

Lt. Col. Bordass reported that U.F. Coys. had not sufficient drivers to provide two per vehicle. He stated that NO 1 platoons provided by AFHQ to each Coy. were composed of men unable to drive and matter was in hand with AFHQ.

ACTION

Lt. Col. C.M. CHRISTENSEN - Mov Roads
Major C.R. NORMANSON - Mov Rail
Major A.L. Mc. GIBBS - Mov Shipping

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 L.T. Coys. had not sufficient drivers to provide two per vehicle. He stated that NO 1 platoons provided by AFHQ to each Coy. were composed of men unable to drive and latter was in hand with AFHQ.

Col. Sieff pointed out that there should be sufficient trained drivers now available for additional drivers to be transferred from training schools to any L.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.

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4. Availability of L.T.

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

No. of
Trucks
Date
(1) 15 April 80
150

Present Duty
Food haul Ancona - Forli
Leghorn - Florence Area

Remarks:

Opening Rail line
Leghorn - Florence
1 April.
120 x 2 ton equiva-
lent to 80 x 3 ton.

Activation 221 G.T. Coy.
Newly assembled Cased Vehicles)

(ii) 1 May 290

240

(As above)

2 G.T. Coys. Grain haul
Abruzzo-Florence Regions;
Newly assembled cased vehs.

Opening Rail line
Ortona - Ancona
320 New 2 ton equiva-
lent to 213 x 3 ton.

743

ACTION

(b) Lt. Col. Bordess was instructed to detail the M.M. Group Units which would be required and to put them at 18 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. Bordess was in touch with AMIG 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/o M.T. Group are as follows :-

1 Truck Br.(3 G.T. Coys.) 364 x 3 ton trucks
4 G.T. Coys. 430 " " "

TOTAL 794

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 394 trucks left in present Liberated Italy.

It was agreed that 394 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.

Rail Line Ortona - Ancona.

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

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 AMTC 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 Br. (3 G.L. Coys.)	364 x 3 ton trucks
4 G.T. Coys.	400 " " "
TOTAL	764

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 364 trucks left in present Liberated Italy.

It was agreed that 364 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 Ontario - 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 RMB at C.PUA only 100 had been received 50 were missing, and could not be traced - latter in hand. M.T. Group
- Of the 100 received 40 had been returned to RMB as being badly assembled i.e. bolts loose, etc., etc.

ACTION

7. Military delivery of 500 TPD at PARM. 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 PARM. He was referred to AMHQ Log Plan 177.

8. Move of Division HQs.

(a) Concentration.

- (1) LIQUILA }
- (14) PYMONT }
- (144) LOMARDIA }

Planning
Sec.

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

9. Shipping.

Major No. 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 of sea to N.E. using RAVENNA, FISSER and VENICE.

Planning
Sec. and
Gov.
Shipping

10.

W. J. Siff

for W. J. SIFF,
Colonel.
Chief, Movements Div.

DISPOSITION

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).

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HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

AC/754/26/Tn.3.

23 March 45

SUBJECT : Coastwise Supply of North West Italy.

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

1. Reference your 5/454/GFM dated 12 March 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. (e) Initial move-in of Regional and Provincial property from Livorno to

Genoa	79 tons
Savona	14 1/2 "
Imperia	14 1/2 "

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

Genoa	293 tons daily
Spezia	80 "
Savona	80 "
Imperia	55 "

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, R.E.
Movements Division,
Shipping Branch.

Copy to :- Lt. Col. M. Harris, Tn. Repres. N.W. Planning Committee,
R.C. Liguria Region (for Tn. Officer),
Port & Warehouse Division., Tn. S/C.

1. Reference your 5/454/GHM dated 12 March 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. (e) Initial move-in of Regional and Provincial property from Livorno to

Genoa	72 tons
Savona	142 "
Imperia	142 "

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

Genoa	293 tons daily
Spezia	80 "
Savona	80 "
Imperia	55 "

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, R.E.
Movements Division,
Shipping Branch.

Copy to :- Lt. Col. M. Harris, Tn. Repres. N.W. Planning Committee.
R.C. Liguria Region (for Tn. Officer).
Port & Warehouse Division, Tn. S/C.
Movements Division, Tn. S/C.

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