

Monthly Report - Activities

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Feb '45

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation and Shipping Sub-Commission

Tel:

Nav. Div

26 Feb. 1946

Subject : Abridged Report for February 1946.

To : Economic Section

1. Movements

- a) Comparison of tonnages moved in all Italy by rail between Jan. 45 and Jan 46 shows a considerable increase.
- b) Refugee and salt trains ran satisfactorily - wine trains not.
- c) A total of 99,530 tons was moved by Italian coastwise and Intra-Mediterranean shipping - an increase over December.

2. Mail

- a) Bad weather delayed opening of La Spezia - Genoa line which will now open in February.
- b) I.S.M. now responsible for all movement except in Compartimenti of Trieste and Venice -

3. Road.

- a) All control has now passed to the Italian Government.
- b) EMAC officials have now been appointed to the Northern Territory -

4. Shipping.

- a) Arrivals from U.S.A. again less than planned.
- b) Some hold up of Swiss ships at Genoa due of bunching.

5. Ports and Warehouses

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5. Ports and Warehouses

- a) A system has been agreed upon for civilian authorities to obtain the requisite equipment.
- b) Port and warehouse installations at Torre Annunziata both badly damaged in the explosion. Hoped that a reasonable measure of working will be restored in February -

- 2 -
c) Work satisfactory at all other ports.

For the Director:

W. P. Scoggins
WALTER P. SCOGGINS
Lt. Colonel QMC
Chief, Admin. Div.

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Lt. Colonel QMC
Chief, Admin. Div.

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HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation and Shipping Sub-Commission

MONTHLY REPORT FOR JANUARY 1946

PART I - GENERAL

1. TRANSPORTATION PERSONNEL

Attached herewith as Appendices A and B are lists of Transportation Officers at headquarters and in the field.

PART II - MOVEMENTS

1. GENERAL

a. The policy of handing over transportation responsibilities to the Italian Government organizations is being continued and will shortly be completed. The majority of Italian ports are now under Italian control, and within a few weeks the only ports either partly or wholly under military control will be Trieste, Leghorn and Naples.

b. Arrangements have been concluded for northern Italian ports to accept relief supplies for Czechoslovakia, Austria and Jugoslavia during the coming months.

c. The functions of the Movements Division are expected to cease after 25 February and, with the termination of shipments of A.C. civil supplies and the commencement of the UNRRA program, a handing over to that organization of all shipping responsibilities is now in progress.

c. The rail traffic moved during the month showed an increased tonnage despite wagon shortage in various compartments.

2. RAIL

a. The I.S.R. became responsible for the movement of civilian traffic in the northern regions on 2nd December 1945 in the Compartment of Turin, Milan, Verona and Genoa, and, under A.M.G. supervision, for the compartment of Trieste and Venice.

b. I.S.R. figures are produced for the first time showing the overall tonnages moved by compartments in the Italian mainland during the first four weeks of January. Compared with the same period in December 1945, it will be noted that there is an increase in the tonnage moved.

Period 1-28 January 1946

TURIN	247,495
MILAN	131,588
VERONA	52,495
VENEZIA	61,034

Period 1-28 January 1945

TURIN	82,941
MILAN	131,211
VERONA	49,387
VENEZIA	44,714
TRIESTE	111,603

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TURIN	247,495
MILAN	131,588
VERONA	52,495
VENEZIA	61,034
TRIESTE	104,958
GENOA	273,392
BOLOGNA	31,186
FIRENZE	99,945
ANCONA	58,504
ROMA	92,820
NAPOLI	92,844
BARI	74,734
REGGIO	46,236
TOTAL	1,367,231

Period 1-28 January 1945

TURIN	82,941
MILAN	131,211
VERONA	49,387
VENEZIA	44,714
TRIESTE	111,603
GENOA	315,997
BOLOGNA	30,356
FIRENZE	75,186
ANCONA	57,094
ROMA	63,606
NAPOLI	91,366
BARI	54,566
REGGIO	35,067
TOTAL	1,343,094

967

773

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c. It was hoped that the Bologna "bottleneck" would be eased by the opening of the La Spezia - Genoa line scheduled for mid-January, but owing to adverse weather conditions this line will not now be open until mid-February.

d. Internal movement of refugees continued throughout the month, 7,642 persons moving by ordinary services and in 3 special trains.

e. The daily wine tank car trains from Bari to the Emilia, Lombardia and Piemonte Regions did not run satisfactorily. Only 12 trains totalling 102 tank cars, and 55 tank cars attached to ordinary trains, were run from Bari.

Conflicting reports have been received from the Ministries of Food and Transport, and are now under investigation.

f. The daily salt train from Margherita di Savoia to the Emilia, Lombardia and Piemonte Regions continued to operate successfully; 24 trains were run totalling 603 wagons as compared with 459 wagons moved in December '45.

3. ROADS

a. The general position appears to be satisfactory, all requests being met by ENAC and Auto Trasporti.

The Minister of Transport was advised on 14 January '46 that as from 1st February '46 this Sub-Commission would cease to exercise any authority over the control of road transport.

b. All Uffici Trasporti in N.W. Italy, ex AMG territory were handed over to the Ministry of Transport during the month, and ENAC officials were appointed.

c. A complaint was received from the Sud-Est Truck Pool, operating under the Italian Government, that prices being charged for spare parts were exorbitant, and out of all proportion to the prices paid for the parts by the Italian Government to the Allies. This is being investigated.

d. The Truck Pools generally have now settled down. The usual complaint concerning shortage of P.O.L. was not evident this month and, as this has been one of the major difficulties in the past, this is considered to be a healthy indication.

4. SHIPPING

a. During January, arrivals from U.S.A. were again less than planned, especially ships carrying coal and grain. Crew shortages are still affecting arrivals. This was especially noticeable in Savona, where coal discharges for the month were less than 70,000 tons.

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Weather conditions prevented ships working on one day in the port of Genoa.

b. Italian coastwise movement was roughly 100,000 tons, with larger tonnages of Sardinian coal than during recent months. The addition of 2 American vessels to the pool of shipping has enabled the stockpile of coal in S. Antio to be reduced considerably.

c. During the month the following commodities were shipped by coasters in the programme of Italian coastwise and intra-Mediterranean shipping.

<u>Commodity</u>	<u>Tonnage moved</u>
Coal	40,346
Phosphates	15,015
Edible salt	13,740
Industrial salt	5,096
Wine	3,077
Rock salt	2,300
Citrus	3,334
Pistons	1,520
Fluxite	1,530
Coke	1,553
Zinc	1,355
Tobacco	224
Various	7,900
	<u>99,590</u>

Schooners lifted an additional 18/20,000 tons.

d. 82 extra-Mediterranean vessels arrived in Italian ports carrying civil supplies; of these, 31 were colliers and 12 carried Swiss cargoes.

There were only isolated instances of bad weather delaying discharge of ships. In Genoa, Swiss wheat ships were delayed as there was a marked "bunching" of ships.

A larger proportion of general cargoes of essential supplies for rehabilitation and reconstruction arrived during January. Heavy shipments of mail arrived from America for Italian civilians. Two ships carrying rails were discharged.

e. Plans were made at a conference held in Rome for UNRRA supplies destined for Czechoslovakia, Austria and Yugoslavia to be received through the ports of Trieste and Venice. These ports will be used to their maximum capacities. The limiting factor is the onward despatch from the port by rail, and port clearance generally.

f. The port of Brancoli was returned to Italian control on 9 January. The military port of Leghorn is now being used more for civil supplies, in view of diminishing military commitments.

g. The port of Torre Annunziata was damaged by an explosion on 21 January. Several rail wagons of ammunition, which was to be dumped in the sea, blew up causing about 50 fatal casualties and damage to the port installations and adjacent houses. The working

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h. Clearance of cargoes passing through Venice will be increased shortly, when the sweeping of the Po entrance at Chioggia-Porto Levante, now in progress, is completed. This will enable cargoes to be sent inland by canal.

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i. A small passenger cargo vessel the "Libertà" (750 tons) commenced a regular service between various ports in Sicily, Sardinia and Italian mainland.

1. Agreement was reached between Allied Shipping Authorities and Ministry of Merchant Marine for schooners under 300 gr: tons to be given freedom to trade in the near future.

PART III - RAIL

1. GENERAL

Improvement in Italy's railway transportation system is progressing satisfactorily.

During the month, as much of the activities as possible of the Rail Division were passed to the I.S.R.. Stores Branch are now acting as liaison in the screening of stores demands made by I.S.R., and also for the bidding made for surplus military stores. Wagon distribution required much attention by Rail Division. The expected decrease in military requirements has only partially offset a rapid increase in import programmes and internal civil demands. As a result, there has been difficulty in meeting the total demand, and loadings have therefore been strictly controlled by priorities. Efforts are still being made to increase availability by speeding up the rate of repair and rebuilding of wagons and the I.S.R. have been asked to indicate any difficulties which they have in that direction.

The progressive withdrawal of military supervision in the field has created the need for this to be replaced by an effective civil supervision. It has been suggested to the I.S.R. that proper discipline in the use of equipment can only be effectively maintained by a special system of supervision and by spot checks at stations. For this purpose, a number of Inspectors should be appointed by the I.S.R., whose function would be to travel around all areas, ensuring the full and effective use of equipment and facilities, and checking wastage or abuse. These Inspectors would be based on, and responsible only to, I.S.R. Headquarters Rome.

2. ALLIED RAILWAY BOARD

The thirteenth meeting of the Allied Railway Board was held on 19 January 1946. It was agreed that control of coal distribution and stores would be handed over to the I.S.R. by February. It was pointed out that the Transportation Sub-Commission was scheduled to close down in the near future and URSIA was invited to join the Board. The Allied Railway Board will continue to function, together with the necessary Sub-Committees, for a further period of three months.

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PART IV - PORT & WAREHOUSE

1. PORTS FRANCE.

a. General. During the month of January several preliminary discussions were held with representatives of the Italian Ministry of Marine and M.M.A. (the Italian Agency purchasing surplus materials from OTIC) by A.C. representatives, with a view to obtaining sufficient port gear so that incoming civilian supplies could be properly handled. A method of obtaining such equipment has now been worked out, and it is contemplated that the necessary gear can be obtained sometime in February. Other meetings

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were held regarding the turnover of the AC program of civilian relief to UNRRA, the use of Sorveglianza as a receiving agent, the handling of incoming UNRRA cargo, and related problems connected with the UNRRA supply program.

b. Genoa - A general increase in port discharge was obtained, especially in the clearance of bulk wheat ships at the silos.

c. Savona - An agreement was reached with the Italian Ministry of Marine that standby crews would be furnished by the Italian Government, so that ships could be moved at night to and from coal discharging berth when such ships were short of regular crew members. Efforts were also made to use Savona for discharge of a greater number of coal ships, thereby lightening the load on Genoa, as Savona has not yet been used to full capacity.

d. Venice - Wheat ships are now discharging in Venice, both for Italy and for transshipment to the Venezia-Friulia region. Shipments of coal are increasing, and efforts are being made to increase port reception, in view of expected greater demand for port capacity, by clearance of canals for use by barge lines.

e. Civitavecchia - SS Nathaniel Bacon completed discharge of approximately 3500 tons of cargo, and negotiations are now under way to use this vessel, which has been towed into the port, for storage purposes. Negotiations are also under way to instal telephone communications throughout the port. Grain bagging machines for bagging bulk wheat are now in the port and are being set up.

f. La Spezia - Effort is being made to get agreement of C in C Med. for the reception of lightened coal ships.

g. Torre Annunziata - Survey was made after the explosion, and the port may be used for lightened coal ships. Survey was made after refusal of shipping agencies to make such use of the port after the explosion occurring there. Port is also being used, but in a limited capacity, for food, but warehouses have been badly damaged by explosion and cannot accept full amount that port is capable of discharging.

h. Bari - Port turned over to Italian authorities, but discharge slowed somewhat due to lack of current and rail wazons. Situation has now been remedied.

2. Warehouse Branch

a. Naples - Warehouse capacity is somewhat overtaxed, but efforts to obtain rail wagons has been more successful, and cargo is now moving out, some of it directly from ship to wagon. Departure of army resulted in break in current for lights and in telephone service, but situation now normal at warehouses. Roads in front of warehouses also repaired making faster movement of trucks

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b. Civitavecchia - Romney huts for temporary warehousing being obtained. Rail movements good, with the result that the limited warehouse capacity in port not fully utilized.

c. Genoa - Full warehouse capacity is gradually being used, as result of limited rail wagons. Cotton warehouse is approaching maximum capacity, and efforts are now under way to clear cotton faster. 965

d. Piombino - Capacity of warehouses is now sufficient to handle about 5,000 tons of cargo, and this port will be used as a possible distribution point, in case of overcrowding of other northern ports.

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e. Bari - Little activity.
f. Ancona - Port is now being used for lightened coal ships,
but there is little change in warehouse activity.

P.D.G. Buchanan

P.D.G. BUCHANAN
Colonel,
Director

APPENDIX 'A'

TRANSPORTATION AND SHIPPING SUB-COMMISSION MONTHLY REPORT FOR JANUARY 1946 LIST OF OFFICERS IN TRANSPORTATION SUB-COMMISSION

A = American
B = British

<u>DIRECTOR</u>		
Colonel P.D.G. Buchanan	(B)	
<u>ADMINISTRATIVE DIVISION</u>		
Chief :		
Lt. Col. W.P. Scorrins	(A)	
<u>MOVEMENTS DIVISION</u>		
Major C.F. Berridge	(B)	
<u>Rail-Road Branch</u>		
Capt. I.F. Clingins	(B)	
Capt. A.A. Gower	(B)	
<u>Shipping Branch</u>		
Major M.P. Laranan	(B)	
Capt. J.H. Hazelton	(B)	
<u>RAIL DIVISION</u>		
Chief :		
Lt. Col. A.H. Street	(B)	
<u>Operations Branch</u>		
Major P.G. Watson	(A)	
Capt. E.A. Jeffreys	(B)	
<u>Civil Engineering Branch</u>		
Mr. E. Richard	(A)	
Lt. W.H. Skouse	(B)	
<u>Mechanical & Supply Branch</u>		
Major G.S. Barnes	(B)	
<u>ROADS DIVISION</u>		
Chief :		
Mr. G.S. Franklin	(C)	
Mr. J.O. Dodge	(B)	
<u>PORT & WAREHOUSE DIVISION</u>		
Chief :		
Mr. C.C. Crooks	(A)	
<u>Operations Branch</u>		
Mr. U.A. Chillard	(B)	
Mr. B. Mc Donnell	(NZ)	
<u>Port Branch</u>		
Mr. J.J. Augerello	(A)	
<u>Warehouse Branch</u>		
1st Lt. Gerald Lester	(A)	

<u>DIRECTOR</u>		
Colonel P.D.G. Buchanan	(B)	
<u>ADMINISTRATIVE DIVISION</u>		
Chief :		
Lt. Col. W.P. Seagrins	(A)	
<u>MOVEMENTS DIVISION</u>		
Major C.E. Berridge	(B)	
<u>Rail-Road Branch</u>		
Capt. I.F. Clinging	(B)	
Capt. A.A. Gower	(B)	
<u>Shipping Branch</u>		
Major M.P. Larsen	(B)	
Capt. J.H. Hazelton	(B)	
<u>RAIL DIVISION</u>		
Chief :		
Lt. Col. A.H. Street	(B)	
<u>Operations Branch</u>		
Major P.G. Matson	(A)	
Capt. F.A. Jeffreys	(B)	
<u>Civil Engineering Branch</u>		
Mr. F. Richard	(A)	
Lt. W.H. Skouse	(B)	
<u>Mechanical & Sundry Branch</u>		
Major G.S. Barnes	(B)	
<u>ROADS DIVISION</u>		
Chief :		
Mr. G.S. Franklin	(C)	
Mr. J.C. Dods	(B)	
<u>POST & WAREHOUSE DIVISION</u>		
Chief :		
Mr. C.C. Crooks	(A)	
<u>Operations Branch</u>		
Mr. U.A. Ghilardi	(B)	
Mr. B. Mc Donnell	(NZ)	
<u>Port Branch</u>		
Mr. J.J. Mugvirello	(A)	
<u>Warehouse Branch</u>		
1st Lt. Gerð Lester	(A)	

APPENDIX 'B'

TRANSPORTATION AND SHIPPING SUB-COMMISSION

MONTHLY REPORT FOR JANUARY 1946

LIST OF TRANSPORTATION OFFICERS IN THE FIELD

Naples	- Capt. T.E. Ramsey	(A)	
Lione	- Capt. S.C. Hall	(A)	Capt. Paul E. Hannon (A)
Ancona	- Capt. K.F. Vaughan	(B)	Capt. I.J. Pankratz (A)
Bologna	- Capt. W.H. Mann	(B)	
Varese	- Maj. H.J.O. Prinsloo	(B)	
Venice	- Lt. W.J.D. Evans	(B)	
Udine	- Capt. W.C. Bickley	(A)	
	<u>LOMBARDIA</u>		
Major H.A. Symons			Major G.M. Lockwood-Tathan (B)
1st Lt. E.T. O'Donnell		(B)	Capt. D.L. Coleman (A)
		(A)	Capt. M.C. Polyblank (B)
			Capt. E.K. Harper (B)
			1st Lt. George Mitchell (A)
	<u>LIGURIA</u>		
Capt. J.H. Lloyd Davies		(B)	

PIDMONT

VENETIE-GIULIA (AMG 13 CORPS)

TRANSPORTATION & SHIPPING SUB-COMMISSION

INTER OFFICE MEMORANDUM

11 February 1946

Tele : Ext. 534

773/50/Tn.3.

SUBJECT : Monthly Report - Movements Division
Month of January 1946.

TO : Administration Division

GENERAL

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2. Arrangements have been concluded for northern Italian ports to accept relief supplies for Czechoslovakia, Austria and Jugoslavia during the coming months.
3. The functions of the Movements Division are expected to cease after 15 February and, with the termination of shipments of A.C. civil supplies and the commencement of the UNRRA programme, a handing over to that organisation of all shipping responsibilities is now in progress.
4. The rail traffic moved during the month showed an increased tonnage despite wagon shortage in various compartments.
5. The I.S.R. became responsible for the movement of civilian traffic in the northern Regions on 2nd December 1945 in the compartment of Turin, Milan, Verona and Genoa, and, under A.M.G. supervision, for the compartment of Trieste and Venice.

TOTAL

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Period 1 - 28 January 1946

TURIN	247,495
MILAN	131,588
VERONA	52,425
VENEZIA	61,034
TRIESTE	104,958
GENOA	279,392
BOLIGNA	31,186
FIRENZE	99,945
ANCONA	58,504
ROMA	92,820
NAPOLI	92,844
BARI	74,734
REGGIO	46,236
TOTAL	1,967,231

Period 1 - 28 December 1945

TURIN	222,941
MILAN	131,211
VERONA	49,387
VENEZIA	44,714
TRIESTE	111,603
GENOA	315,997
BOLIGNA	30,356
FIRENZE	75,186
ANCONA	57,984
ROMA	91,366
NAPOLI	91,366
BARI	54,566
REGGIO	35,267
TOTAL	1,943,094

7. It was hoped that the Bologna "bottleneck" would be eased by the opening of the Le Spezie - Genoa line scheduled for mid-January, but owing to adverse weather conditions this line will not now be open until mid-February.
8. Internal movement of refugees continued throughout the month, 7,642 persons moving by ordinary services and 3 special trains.
9. The daily wine tank car trains from Bari to the Emilia, Lombardia and Piemonte Regions did not run satisfactorily. Only 12 trains totalling 302 tank cars and 55 tank cars attached to ordinary trains were run from Bari.
- Conflicting reports have been received from the Ministries of Food and Transport, and are now under investigation.
10. The daily salt train from Margherita di Savoia to the Emilia, Lombardia and Piemonte Regions continued to operate successfully; 24 trains were run totalling 603 wagons as compared with 459 wagons moved in December '45.

ROADS

11. The general position appears to be satisfactory all requests being met by ENAC and Auto Trasporti.
- The Minister of Transport was advised on 14 January '46 that as from 1st February '46 this Sub-Commission would cease to exercise any authority over the control of road transport.
12. All official Trasporti in N.W. Italy ex Axis territory were handed over to the Ministry of Transport during the month and ENAC officials were appointed.
13. A complaint was received from the Sud-Est Truck Pool, operating under the Italian Government, that prices being charged for spare parts were exorbitant, and out of all proportion to the prices paid for the parts by the Italian Government to the Allies. This was referred to Roads Division for appropriate action.
14. The Truck Pools generally have now settled down. The usual complaint concerning shortage of P.O.I. was not evident this month and, as this has been one of the major difficulties of the post, this is considered to be a healthy indication.
15. SHIPPING
- During January, arrivals from U.S.A. were again less than planned, especially ships carrying coal and grain. Crew shortages are still affecting arrivals. This was especially noticeable in Savona where coal discharges for the month were less than 70,000 tons. Weather conditions prevented ships working on one day in port of Genoa.
16. Italian coastwise movement was roughly 100,000 tons with larger

10. Conflicting reports have been received from the Ministries of Road and Transport, and are now under investigation.
- The daily east train from Margherita di Savoia to the Lillo, Lombardia and Piemonte Regions continued to operate successfully; 24 trains were run totalling 603 wagons as compared with 459 wagons moved in December '45.

ROADS

11. The general position appears to be satisfactory all requests being met by IMGO and Auto Transport.
- The Minister of Transport was advised on 14 January '46 that as from 1st February '46 this Sub-Commission would cease to exercise any authority over the control of road transport.
12. All Official Transport in N.W. Italy ex AMG territory were handed over to the Ministry of Transport during the month and AMG officials were appointed.
13. A complaint was received from the Sud-Est Truck Pool, operating under the Italian Government, that prices being charged for spare parts were exorbitant, and out of all proportion to the prices paid for the parts by the Italian Government to the Lillo. This was referred to Roads Division for appropriate action.

14. The Truck Pools generally have now settled down. The usual complaint concerning shortage of P.O.I. was not evident this month and, as this has been one of the major difficulties of the past, this is considered to be a healthy indication.

SHIPPING

15. During January, arrivals from U.S.A. were again less than planned, especially ships carrying coal and grain. Crew shortages are still affecting arrivals. This was especially noticeable in Savona where coal discharges for the month were less than 70,000 tons. Weather conditions prevented ships working on one day in port of Genoa.
16. Italian coastwise movement was roughly 100,000 tons with larger tonnages of Sevidinian coal then during recent months. The addition of 2 American vessels to the pool of shipping has enabled the stockpile of coal in S. Antico to be reduced considerably.

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17. During the month the following commodities were shipped by coasters in the programme of Italian coastwise and intra Mediterranean shipping.

Commodity	Tonnage moved
Coal	40,846
Phosphates	15,015
Edible salt	13,740
Industrial salt	5,086
Wine	5,077
Rock salt	2,300
Citrus	3,234
Pistons	1,520
Bauxite	1,630
Coke	1,653
Zinc	1,225
Tobacco	224
Various	7,900
	99,590

Schooners lifted an additional 18/20,000 tons.

18. 87 extra Mediterranean vessels arrived in Italian ports carrying civil supplies, of these 31 were colliers and 12 carried Swiss cargoes. There were only isolated instances of bad weather delaying discharge of ships. In Genoa, Swiss wheat ships were delayed as there was a marked "bunching" of ships. Larger proportion of general cargoes of essential supplies for rehabilitation and reconstruction arrived during January. Heavy shipments of mail arrived from America for Italian civilians. Two ships carrying rails were discharged.

19. Plans were made at a Conference held in Rome for UNRRA supplies destined for Czechoslovakia, Austria and Yugoslavia to be received through the ports of Trieste and Venice. These ports will be used to their maximum capacities. The limiting factor is the onward despatch from the port by rail and port clearance generally.

20. The port of Bagnoli was returned to Italian control on 9 January. The military port of Leghorn is now being used more for civil supplies in view of diminishing military commitments.

21. The port of Torre Annunziata was damaged by an explosion on 21 January. Several rail wagons of ammunition, which was to be dumped in the sea, blew up causing about 50 fatal casualties and damage to the port installations and adjacent houses. The working of the port is expected to be normal by the first week of February. *Loped.*

22. Clearance of cargoes passing through Venice will be increased shortly, when the sweeping of the port entrance at Chioggia - Porto Levante, now in progress, is completed. This will enable cargoes to be sent inland by canal.

Coke
Zinc
Tobacco
Various

1,553
1,335
224
7,900

99,570

Schooners lifted an additional 18/20,000 tons.

18. 80 extra Mediterranean vessels arrived in Italian ports carrying civil supplies, of these 31 were colliers and 12 carried Swiss cargoes. There were only isolated instances of bad weather delaying discharge of ships. In Genoa, Swiss wheat ships were delayed as there was a marked bunching of ships. Larger proportion of general cargoes of essential supplies for rehabilitation and reconstruction arrived during January. Heavy shipments of mail arrived from America for Italian civilians. Two ships carrying rails were discharged.

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22. Clearance of cargoes passing through Venice will be increased shortly, when the sweeping of the Po entrance at Chioggia - Porto Levante, now in progress, is completed. This will enable cargoes to be sent inland by canals.

23. A small passenger/cargo vessel the "Liberta" (750 tons) commenced a regular service between various ports in Sicily, Sardinia and Italian mainland.

24. Agreement was reached between Allied Shipping Authorities and Ministry of Merchant Marine for schooners under 300 grt tons to be given freedom of trade in the near future.


M.P. LATHAM,
Major, R.E.

for
Chief Movements Division.

CFR/mb

TRANSPORTATION & SHIPPING SUB-COMMISSION

INTERNAL OFFICE MEMORANDUM

Tele : Ext. 514

773/48/Ta.3.

SUBJECT : Monthly Report - Movements Division
Month of December 1945.

TO : Administration Division

8 January 1946

GENERAL

1. Traffic movement throughout the month has not been satisfactory. A greater tonnage has been moved but it is considered this has been at the expense of strictly maintaining the required priorities. Consequently there have been a number of cases brought to light of high priority, essential traffics not being moved although substantial tonnages of lower priority traffic from the same areas have been. Strong representations have been made to the I.S.F., that they should not accept bids for movement of more traffic than they are capable of handling efficiently under present circumstances.

2. The 'bottle neck' at Bologna continues still to exercise a paralyzing effect on the operation of traffic between North and South Italy. The line between La Spezia and Genoa is scheduled to be reopened by the middle of January, which should ease considerably the situation.

3. Arrangements are now being made to place in the hands of the Ministry of Transport any remaining control at present exercised by this Division over the movement of traffic by road.

4. The number of vessels loaded in U.S.A. during December, chiefly colliers and bulk grain ships, were fewer than planned. It was expected that 43 grain ships would sail during the month, but only 15 left America for Italy.

As a result the demands on internal transportation facilities were less than expected. It was anticipated that the overall transportation facilities in Italy during December would be very seriously strained, and no great improvement can be foreseen for January, especially if the heavy import programmes come up to expectations.

RAIL

owing to the Christmas Holiday period it is only possible to produce

GENERAL

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5. RAIL
Owing to the Christmas Holiday period it is only possible to produce figures of the overall tonnages moved in Italian Government Territory for the first three weeks in November. In order to present comparative figures they are shown below in comparison with tonnages moved during the first three weeks of October.

- 2 -

It will be noted that the tonnage moved continues to show a substantial increase on the previous period.

Period	Period
29 Oct. - 18 Nov. '45	1-21 Oct. '45
353,748	308,395
98,706	107,875
89,304	87,995

Tonnages moved
Tonnages not moved
Tonnages not moved owing to lack
of wagons

6. The end of November saw the completion of the movement of Refugees into Italy via the Brenner.
Internal movement is nearing completion and during the month 8,255 persons were moved by special trains.

7. The daily wine tank car train, from Bari to Emilia, Lombardia and Piemonte Regions resumed operation on 10 December, after a satisfactory agreement had been reached between private tank car owners and the Ministry of Food. 15 trains totalling 386 tank cars, and 55 tank cars attached to ordinary trains were despatched from Bari as compared with a total of 157 tank cars moved in November.

8. The daily salt train from Margherita di Savoia to Emilia, Lombardia and Piemonte Regions operated successfully; 21 trains were run totalling 459 wagons, a considerable improvement on the 119 wagons moved in November.

ROADS

9. No bids were received during the month by this branch and, in the absence of any complaints it must be assumed all requests for road transport were met by ENAC and Auto-Transporti. Demands in general declined during the month.

10. ENAC are nominating Commissioners to implement the proposal of taking over the functions of Ufficio Auto-Transporti in the North.

11. Italian operated Truck Pools fulfilled all demands and during this month there were no complaints of shortage of P.O.I.

12. Owing to the shortage of rail cars it was necessary to transport 1,600 tons of flour from Naples Area to Fuglie. A special concession was requested and given permitting the trucks taking flour to return with wine, thereby facilitating the procurement of trucks in Naples and obviating waste mileage. This is only operative until 15 January '46. The Ministry of Food have asked to have this concession extended to all lorries returning empty from Fuglie, but it is not considered practical at the moment as it would 'open the door' to large scale movement of wine by hauliers arriving in Fuglie under the pretext of bringing loads which, in point of fact, would not be essential.

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13. SHIPPING
Italian coastwise movement was under 100,000 tons and, due to late deliveries during the previous month, drastic reductions had to be made in the bids for December in order not to accumulate a serious backlog with poor prospects of fulfilling the requests for shipment.

- 3 -

14. The following commodities were shipped during December in the programme of Italian Coastwise and Intra-Mediterranean traffic. A considerable proportion of this tonnage represents cargoes programmed to be moved in November. Schooners will account for movement of approximately 20-22,000 tons.

Wible salt	14,041
Wine	3,907
Zeuxite	2,000
Industrial salt	8,470
Pityrops	930
Phosphates	4,000
Lubricants	1,232
Citrus	200
Coal	43,360
Gen. cargo	4,771
Total	<u>82,911</u>

15. From Extra-Mediterranean sources the following vessels arrived in Italian ports carrying civil supplies :-

82 ships of which 56 were colliers, 7 of which were for Swiss account. 26 ships carried general cargoes, 10 of which was for UNRRA and one for Swiss account. Ships were generally discharged expeditiously and there were some delays particularly in Western ports due to rough weather. Some vessels carrying Swiss cargoes were delayed in Genoa, due to lack of rail cars to clear cargoes.

16. The funivie in Genova commenced to work to full capacity on 10 December and, if movements of ships can be improved, it is anticipated a daily clearance of 7,000 tons of coal should be attained. The port of Genoa, with the exception of small areas in the harbour, may now be considered clear of mines. Improvements to the wharves and rail facilities are progressing favourably. The grain silos there commenced working on 1st December and, after some set backs, have now reached a daily average clearance of 2,500 tons per day. Fully laden Liberty ships can now berth alongside the quay.

17. Mine sweeping and clearance has continued in La Spezia and Italian coasters and colliers are expected to use this port in the near future. C. in C. Med. has not yet agreed to fully laden Liberty ships using the port, but this question will be reviewed when the entrance has been further cleared of wrecks.

18. Lagnhorn, a military controlled port, has been used to a limited extent for civil ships.

19. Venice and Marghera have been used more during the month and increased sailings are planned, as the capacity is estimated to be 10,000-12,500 tons daily, provided rail and canal clearance can be maintained. The limiting factor in this port, as for the majority of others, is the clearance by rail and other means.

Gen. cargo	4,771
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16. The funnel in Verona commenced to work to full capacity on 10 December and, if movements of ships can be improved, it is anticipated a daily clearance of 7,000 tons of coal should be attained. The port of Genoa, with the exception of small areas in the harbour, may now be considered clear of mines. Improvements to the wharves and rail facilities are progressing favourably. The grain silos there commenced working on 1st December and, after some set backs, have now reached a daily average clearance of 2,500 tons per day. Fully laden Liberty ships can now berth alongside the quay.
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18. Leghorn, a military controlled port, has been used to a limited extent for civil ships.
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20. SS "Nathaniel Bacon", carrying UNRRA supplies, was mined off Civitavecchia after having partially discharged in Genoa. An Italian tanker (capacity 200 tons), used for carrying bulk wine cargo, was lost off Leghorn on 4 December by mines.

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21. The turnaround of passenger and freight vessels 'Abbazia' and 'Campidoglio', which ply between Naples, Palermo and Cagliari, has been speeded up and from end of month vessels will sail every 10 days instead of fortnightly.
22. Arrangements have been completed with United Maritime Authority for 4 voyages of Liberty ships to move coal from Sardinia to the Mainland. This will reduce stocks in S. Jattico and permit larger deliveries without effecting other Italian domestic shipments.

C. F. Burridge
C.F. BURRIDGE,
Major, P.E.
Chief Movements Division

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

C. F. Burridge

C.F. BURRIDGE,

Major, P.O.E.

Chief Movements Division

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CFS/mh

TRANSPORTATION & SHIPPING SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : Ext. 514

365/28/In.3.

7 December 1945

SUBJECT : Monthly Report for November '45 - Movements DivisionTO : Administration Division1. General

- (a) The present results of the revised bidding system for rail movement of civilian stores introduced with the effect from 15th October are satisfactory and indicate that the scheme will be successful. During the month there was a marked increase in the overall tonnage moved. Little difficulties with regard to procedure arose from time to time but with the help of this office they were smoothed out. They can be regarded as "teething troubles" and will disappear with experience.
- (b) Movement of Refugees further decreased throughout the month.
- (c) In continuation of the policy of handing over responsibility to the Italians, all bids for coastwise shipping are now made by the Italian Ministries to the Ministry of Marine. Shipping is still allocated by United Maritime Authority, and supervised by Transportation Sub-Commission. This arrangement is working successfully.

2. Rail

- (a) The general shortage of empty wagons, particularly box, again hampered the movement of essential commodities. The difficulties were partly attributed to inefficient local distribution by the I.S.M. and the heavy movements of military traffic into and through Austria from Italy.
- (b) Owing to flooding of the Petrella Bridge over the Po between Bologna and Venice, and to northbound traffic congestion in the Bologna bottleneck, AFHQ ordered a

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General

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2.

Rail

- (a) The general shortage of empty wagons, particularly box, again hampered the movement of essential commodities. The difficulties were partly attributed to inefficient local distribution by the I.C.M. and the heavy movements of Military traffic into and through Austria from Italy.
- (b) Owing to flooding of the Ostiglia Bridge over the Po between Bologna and Venice, and to northbound traffic congestion in the Bologna bottleneck, A.M.H. ordered a complete stop on loadings for destinations beyond Bologna northbound and Verona and Piacenza southbound for a period 2-8 November.

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(c) In spite of the above difficulties the overall tonnages moved in Italian Government Territory continued to show a substantial increase over the previous period, the breakdown of comparative figures being as follows:-

	Period 24 Sept to 29 Oct. '45. (a)	Period 30 Sept '45
Tonnage moved	414,353	380,504
Tonnage not moved	147,296	126,698
Tonnage not moved owing to lack of wagons	113,521	82,861

(e) - (Figures for the period 22 - 28 October '45 are not to hand and are substituted by figures for the period 24 - 30 September '45).

(d) Movement of Refugees via the Brenner continued sporadically.

A total of 24 trains, with a lift of 10,915 refugees were moved during the month, representing less than half the number moved during the previous month of October.

(e) Owing to dispute between the private owners of rail wine tank cars and the Ministry of Food only 6 trains totalling 139 tank cars and 15 tank cars attached to ordinary trains were run from Bari to the Emilia, Lombardia and Piemonte Regions. It is understood that an agreement has now been reached and it is hoped to resume the running of the daily train w.o.f. 10 December.

(f) Commencing the 26 November a daily salt train was inaugurated from Bari to destinations in the Emilia, Lombardia and Piemonte Regions and up to 30 November the movement of 119 wagons was effected by this means.

Reade

(a) The few bids received during the month were of an emergency nature and were carried out satisfactorily.

(b) ENAC organisation is to be extended to the northern provinces and will eventually replace Ufficio Autotrasporti. ENAC representatives were sent to the North to discuss the transfer with Ufficio Autotrasporti.

(c) Italian operated Truck Pools continued to work satisfactorily despite the allegations that insufficient POL is allotted.

(d) A request was received from ENAC for the removal of

(e) - (Figures for the period 21 - 28 October '45 are not to hand and are substituted by figures for the period 24 - 30 September '45).

(d) Movement of Refugees via the Brenner continued sporadically. A total of 24 trains, with a lift of 20,915 refugees were moved during the month, representing less than half the number moved during the previous month of October.

(e) Owing to dispute between the private owners of rail wine tank cars and the Ministry of Food only 6 trains totalling 139 tank cars and 18 tank cars attached to ordinary trains were run from Bari to the Emilia, Lombardia and Piemonte Regions. It is understood that an agreement has now been reached and it is hoped to resume the running of the daily train w.e.f. 10 December.

(f) Commencing the 26 November a daily salt train was inaugurated from Bari to destinations in the Emilia, Lombardia and Piemonte Regions and up to 30 November the movement of 119 wagons was effected by this means.

Roads

(a) The few bids received during the month were of an emergency nature and were carried out satisfactorily.

(b) ENAC organisation is to be extended to the northern provinces and will eventually replace Ufficio Autotrasporti. ENAC representatives were sent to the North to discuss the transfer with Ufficio Autotrasporti.

(c) Italian operated Truck Pools continued to work satisfactorily despite the allegations that insufficient fuel is allotted.

(d) A request was received from ENAC for the removal of restrictions on the movement of wine. It was decided that the regulations as set out in Road Memorandum No. 3 should remain in force, except, that movement up to 200 km. should be permitted to vehicles operated on charcoal or methane gas.

This concession will operate w.e.f. 15 December.

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Shipping

(a) The total tonnage bid for Italian coastwise and Intra-Mediterranean shipping during November was 157,160 tons. During the month shipments were completed for 84,103 tons by coasters, 45,500 tons of which belonged to the November programme. A further 25,000 tons were shipped by schooners. Owing to repairs, weather conditions and late fulfillment of the October programme, this month's deliveries fell behind schedule, but they are expected to be delivered in full by first 10 days in December.

(b) The following commodities and tonnages were shipped by coasters :-

Industrial salt	5,850
Edible salt	6,540
Coal ex Sardinia	41,850
Pyrites	10,951
Phosphates	7,235
Zinc	500
Nauxite	270
Dolomite	500
Onolan	415
Tobacco	500
Mining equipment	845
Hay	232
Wine	1,833
Food supplies	450
Miscellaneous	6,092
	<u>84,103</u>

(c) From Extra-Mediterranean sources the following vessels arrived carrying civil supplies :-

38 ships of which 4 were for UMRB, 7 carried supplies for Austria and 11 were loaded for Swiss account

44 colliers, 4 of which were for Swiss account.

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(d) Heavy rains were experienced and, in Genoa in particular, work was suspended in the port. On 1 November no work was possible and about 30% of normal working was done on the following 2 days.

(e) There were losses to American ships in the Adriatic due

of the October program, but they are expected to be delivered in full by first 10 days in December.

(b) The following commodities and tonnages were shipped by Germany:-

Industrial salt	5,390
Edible salt	6,540
Coal ex Saxonia	41,850
Pyrites	10,951
Phosphates	7,235
Zinc	500
Sparite	270
Dolomite	300
Caolin	415
Tobacco	500
Mining equipment	845
Hay	232
Wine	1,813
Food supplies	450
Miscellaneous	6,092
	<u>84,103</u>

(c) From Extra-Mediterranean sources the following vessels arrived carrying civil supplies:-

58 ships of which 4 were for UMRRA, 7 carried supplies for Austria and 11 were loaded for Swiss account 44 colliere, 4 of which were for Swiss account.

102

(d) Heavy rains were experienced and, in Genoa in particular, work was suspended in the port. On 1 November no work was possible and about 30% of normal working was done on the following 2 days.

(e) There were losses to American ships in the Adriatic due to mines, but cargoes were for Army account; in consequence certain delays were experienced as vessels were held whilst minesweeping was carried out. Orders have been given for all Italian merchant vessels to be given full protection against mines, which will entail the majority of them being

taken off service for a while. This will effect turnaround of shipping for coastwise trade. With C in C Mediterranean's agreement vessels will be protected when installations and equipment are available to Italian Ministry. At present 6 vessels are protected.

- (x) An aerial bomb was exploded by Italian Authorities at Civitavecchia and one of the berths sustained damage.
- (g) Considerable progress has been made in port of Genoa and several additional berths have been made available. The repairs to silos are now almost completed. A newly launched 10,000 tons ship has been berthed in the western end of the port for completion.
- (h) The limiting factor is still the availability of wagons; ships carrying Swiss cargoes have been held up owing to insufficient wagons to clear cargoes.
- (i) Leghorn is expected to be used for about 2 ships - probably colliers - each month. The commercial port of La Spezia is now ready to accept Liberty type vessels and coasters and when naval agreement is granted this port will be used to supply towns in the hinterland.
- (j) The transfer of "Irish Cedar" from Irish to Italian flag took place in Naples and the vessel, which was named the "Caterina Gerolamo" before the war, is now operating in the Mediterranean and has been allocated to ship coal from Sardinia.
- (k) Two vessels carrying 10,000 tons have been loaded with phosphates for Italy; this is urgently needed due to suspension of shipments during recent months.
- (l) Passenger services have been maintained to Sicily and Sardinia and the sailings have been almost adequate. Miners have left for Sardinia in fair numbers. Movement of Refugees and displaced persons has practically ceased.

C.H.S.

C.H.S.
C.H.S. BERNARD,
Major, R.N.
Chief, Movements Division

- regarding to silos are now almost completed. A newly launched 10,000 tons ship has been berthed in the western end of the port for completion.
- (h) The limiting factor is still the availabilities of wagons: ships carrying Swiss cargoes have been held up owing to insufficient wagons to clear cargoes.
- (i) Leghorn is expected to be used for about 2 ships - probably colliers - each month. The commercial port of La Spezia is now ready to accept liberty type vessels and coasters and when naval agreement is granted this port will be used to supply towns in the hinterland.
- (j) The transfer of "Irish Cedar" from Irish to Italian flag took place in Naples and the vessel, which was named the "Caterina Gerolamo" before the war, is now operating in the Mediterranean and has been allocated to ship coal from Sardinia.
- (k) Two vessels carrying 10,000 tons have been loaded with phosphates for Italy: this is urgently needed due to resumption of shipments during recent months.
- (l) Passenger services have been maintained to Sicily and Sardinia and the sailings have been almost adequate. Miners have left for Sardinia in fair numbers. Movement of Refugees and displaced persons has practically ceased.

C.H.S.

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

CRM/A

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : Ext. 514

365/27/Tn.3.

7 November 1945

SUBJECT : Monthly Report for October '45 - Movements Division

TO : Administration Division

1.

General

- (a) The foundations laid during the month of September for handing over to the Italian Authorities the control of civilian traffic was realized during October '45. A priority list has been established and the I.S.R. are at present carrying out movement strictly in accordance with the priority list.
- (b) November saw the end of major Italian Refugee movements from countries north of the Brenner including the Russian Zones.
- (c) Every consideration has been given to the movement of wine by rail and sea from Apulia to the north, but although a very extensive Rail and shipping programme was set up, the suppliers still failed to load up to capacity, due to continued price disputes.

2.

Rail

- (a) A revised bidding system for rail movement of civilian stores became operative on 15 October '45, resulting in the I.S.R. becoming directly responsible for the movement of all civilian traffic in Italian Government Territory. It is too early to comment on the working of the new procedure but it will be noted that tonnage moved during the month of September '45 showed an increase of 10,964 over the previous period.
- (b) Lack of empty wagons continued to hamper the movement of essential foodstuffs especially in the South, and it became necessary to run special empty trains from Milan, Bologna and Florence to ease the position. Despite the shortage of wagons the overall tonnages moved in Italian Government Territory continued to show a substantial increase over the previous period, the breakdown of comparative figures being as follows :-

Period 3-30 Sept.45. Period 6 Mts. - 2 Sept.45.

1.

General

- (a) The foundations laid during the month of September for handing over to the Italian Authorities the control of civilian traffic was realised during October '45. A priority list has been established and the I.S.R. are at present carrying out movement strictly in accordance with the priority list.
- (b) November saw the end of major Italian Refugee movements from countries north of the Brenner including the Russian Zones.
- (c) Every consideration has been given to the movement of wine by rail and sea from Apulia to the north, but although a very extensive Rail and Shipping programme was set up, the suppliers still failed to load up to capacity, due to continued price disputes.

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- It is too early to comment on the working of the new procedure but it will be noted that tonnage moved during the month of September '45 showed an increase of 10,964 over the previous period.
- (b) Lack of empty wagons continued to hamper the movement of essential foodstuffs especially in the South, and it became necessary to run special empty trains from Milan, Bologna and Florence to ease the position.
- Despite the shortage of wagons the overall tonnage moved in Italian Government Territory continued to show a substantial increase over the previous period, the breakdown of comparative figures being as follows :-

	Period 2-20 Sept. 45.	Period 6 Aug. - 2 Sept. 45.
Tonnage moved	380,504	369,540
Tonnage not moved	126,608	169,815
Tonnage not moved owing to lack of wagons	82,861	74,525

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(c) Movement of Refugees via the Brenner from Russian Zones continued to progress according to programme and it can be stated that the close of the month saw more or less the completion of the Italian repatriation programme from territory north of the Brenner. A total of 40 trains with a lift of 44,474 Refugees were moved during the month, representing approximately half the number moved during the month of September '45. Small numbers of Italian Refugees from France have still to be repatriated, but it is hoped that this movement will be completed by the end of November '45.

(d) Special wine tank cars, from Southern Italy to Lombardy and Piemonte Regions continued to run during the month, although the one train daily which was scheduled was not realised, due to the failure of consignors to load, 15 trains representing 363 tank cars were run during the month, and a further 41 tank cars were attached to ordinary goods trains.

3.

Roads

(a) A total of three bids were received during the month, all were executed satisfactorily. Port clearance at Civitavecchia was assisted by a lift of 132 tons of medical supplies to Rome as all available rail space was required for the clearance of grain.

(b) The Truck Pools operating under the Italian Government are working satisfactorily, and no complaints have been received.

(c) Heavy Refugee movements resulted again, in a temporary POL shortage at Bologna, the total allocation for the month being consumed by 22 October '45. Steps are being taken to overcome present POL difficulties in this area.

(d) Arrangements are being made by the Truck Battalions to transfer vehicles to Savona and La Spezia, to meet present increased needs. The Liaison Officer Liguria is satisfied that with the additional vehicles the availability of trucks for goods clearance at La Spezia is adequate.

4.

Shipping

(a) The ports recently handed over to Italian control are working satisfactorily. During the month a larger civilian area was taken over by the Italian port authorities in Naples. Military controlled ports are now only Trieste, Leghorn, Salerno, Bari and Naples and of these Leghorn, due to re-deployment is the only port in which civilian supplies have not been discharged in large quantities. Improvements and rehabilitation of ports are taking place everywhere in the country.

(b) Following the opening of the channel at La Spezia, Leghorn and Genoa

3.

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- (d) Arrangements are being made by the Truck Battalions to transfer vehicles to Savona and La Spezia. to meet present increased needs. The Liaison Officer Liguria is satisfied that with the additional vehicles the availability of trucks for docks clearance at La Spezia is adequate.

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Shipping

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- (b) Following the sweeping of the channel at La Spezia, Schooners and Coasters can use the port and the possibility of sending lightened ocean-going vessels is now being considered. In Venice the silos (capacity 50,000 tons) are now working and they have a capacity of 600-800 tons per 8 hrs shift. This will accelerate bulk grain deliveries.

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- 3 -

- (c) From extra Mediterranean Sources the following vessels carrying civil supplies have berthed in Italian ports during the month :-
- 36 deep sea vessels (including vessels carrying part army cargo)
 - 7 ships carrying cargoes of minerals, grain, coal (4 ships) for Swiss Government.
 - 3 ships (at Genoa) with grain and flour for US/French Zones in Austria
 - 44 colliers
- 90
- (d) The coal strike in the United States reduced the number of Colliers which arrived in October.
- (e) Italian Coast-wise and intra-Mediterranean shipping has been satisfactorily maintained by Schooners and ships allocated by the United Maritime Authority (Zone 3 Committee). This programme for the month totals 89,000 tons plus approximately 25,000 tons lifted by schooners, and wine tankers. The movement of wine, pending the production of the new season's crop, has been on a reduced scale, especially as the producers have been reluctant to ship present stocks.
- (f) Tonnes of industrial and edible salt have been higher than usual. The monthly programme of pyrites has been carried out in full. The negotiations between the French and Italian Governments concerning the delivery of phosphates from Tunisia have not yet been settled, but a temporary agreement was reached for initial shipment of 6,000 tons, for which shipping has already been arranged.
- (g) The movement of cattle from Sardinia was on a restricted level. 341 cows and 79 horses being shipped to Civitavecchia. Coal discharges in Genoa amounted to 129,404 tons and 74,055 tons in Savona. The daily clearances by rail from Genoa were excellent and on 4 days a total of 9,000 tons was passed. Unfortunately, Genoa suffered delays on several days due to exceptionally heavy rainfall. Italian Government cargoes of 4,000 tons of copper from Veira arrived in Genoa and over 4,000 tons of bitumen in Naples from Egypt. Amongst the foodstuffs, a complete ship load of sugar from Cuba was discharged in Civitavecchia and Naples.
- (h) The regular passenger services, despite the need for the 'L. Mocenigo' to undergo an overhaul, were maintained between Sardinia, Sicily and the mainland.
- (i) The following commodities and tonnages were shipped in Italian Coast-wise traffic :-

Salt (edible)	17,750
Salt (industrial)	11,500
Misc. Food	467
Wine	3,547
Hay	282

(d) The coal strike in the United States reduced the number of colliers which arrived in October.

(e) Italian Coast-wise and intra-Mediterranean shipping has been satisfactorily maintained by schooners and ships allocated by the United Maritime Authority (Zone 3 Committee). This programme for the month totals 29,000 tons plus approximately 25,000 tons lifted by schooners, and wine tankers. The movement of wine, pending the production of the new season's crop, has been on a reduced scale, especially as the producers have been reluctant to ship present stocks.

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Salt (edible)	17,750
Salt (industrial)	11,500
Misc. Food	467
Wine	3,547
Hay	282
Coal (Sardinian)	34,600
Zinc	500
Tobacco	540
Pyrites	13,220
Bitprops	1,300
Misc.	5,294
Total	<u>89,000</u> tons.

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CR Voelker
C.R. VOELKER
Lt. Colonel, R.E.

LMC/mb

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

8 October 1945

Tele : 478704

773/43/Tn.3.

SUBJECT : Monthly Report for September '45 - Movements DivisionTO : Administration Division

1.

General

(a) During September the foundations were laid for handing over to the Italian Authorities the control of movement of all civilian traffic. Agreement was reached that the handover of rail movement could take place on 15 October. It is presently planned to hand over the bidding for coastwise shipping on 1 November. There will be established an Italian Authority to lay down priorities of movement and also to co-ordinate movement by sea and rail.

(b) September saw the end of the major flow of refugees through the Brenner Pass at its peak the flow was averaging 8000 people daily.

(c) The movement of wine from APULIA to the North presented a problem typical of the conditions now ruling in ITALY. It was decided to requisition all rail tank cars and run a daily wine train; the actual requisitioning proved too difficult a problem in many cases and trains ran spasmodically. A lavish shipping programme was set up; although the ships duly arrived at the ports to load, the wine did not, shippers finding the controlled price unattractive compared with what was obtainable both for local consumption and for despatch to the north in illicit road transport for subsequent uncontrolled sale.

2.

Rail

(a) A revision of the existing bidding system for rail movement was introduced to all concerned and finally ratified by the Allied Railway Board. The revised system, which makes the Italian State Railways directly responsible for executing all civilian movement in Italian Government territory, becomes effective from 15 October and is designed to allow more freedom of movement, and it is hoped will result in an overall increase of traffic.

(b) Movements of essential foodstuffs and other commodities were hampered by lack of empty wagons, this was particularly noticeable in Naples and Bari Compartimenti; constant representation was made to I.S.R. to remedy

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Rail

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- (b) Movements of essential foodstuffs and other commodities were hampered by lack of empty wagons, this was particularly noticeable in Naples and Bari Compartimenti; constant representation was made to I.S.R. to remedy what was found to be bad local distribution, but little improvement resulted.

Despite the wagon shortage, overall movement tonnages showed a substantial increase over the previous month, the breakdown comparative figures being as follows :-

	Sept. Period	Aug. Period
Tonnage moved	369,540	290,824
Tonnage not moved	169,815	144,795
Tonnage not moved owing to lack of wagons	74,525	54,908

The above figures are compiled from available statistics and cover the mainland of Italy.

- 2 -

- (c) In addition to the movement of supplies essential for the life of the community certain important movements of commodities for the rehabilitation of Italian industry were authorized and arranged during the month, also special trains were arranged for the movement of Italian Government archives from the north to Rome.
- (d) Disputes regarding the rolling stock and loading stations seriously delayed the loading and despatch of wine cistern trains from Fuglie to the north during the first half of the month; conditions subsequently improved and trains were despatched more frequently, a total of 13 trains was despatched during the month.
- (e) Controlled movement of refugees showed an increase over the previous month, particularly heavy movements occurred southbound over the Brenner route which at times resulted in congestion at Verona, additional trains were run to cope with these emergencies. A total of 67 trains with a lift of 88,000 refugees was moved during the month, a noticeable diminution in the number of trains occurred during the last week which was due to the evacuation from the British and American Zones of Germany being completed before the end of the month. Further movements from the Russian Zone and from France are expected during October but these should be considerably lighter now that the main movement has finished.
- (f) Information that large numbers of Italian ex P.W. were expected to arrive at Italian ports from U.S.A., England, Africa and India in the near future was the subject of conferences held with Displaced Persons and Italian P.W. Sub-Commissions. It was agreed that movement from ports to camps and ultimate destinations would be an Allied Commission commitment, except those movements from Leghorn for which P.B.S. has agreed to accept responsibility.

3.

Roads

- (a) There was a further decrease in the number of bids for movement during the month, all were executed satisfactorily.
- (b) Special arrangements for the movement of heavy girders for railway bridge repairs were made through A.W.H.C., tank transporters on loan from military sources were employed for the purpose.
- (c) The handover of the Truck Pools to the Italian Government was finally completed and all are now civilian staffed and operated by the Ministry of Transport.
- (d) Rehabilitation of branch railway lines feeding line 86 in the Ancona Area resulted in a decrease in road haulage programmes in that area.
- (e) Heavy refugee movements resulted in a temporary P.O.L. shortage in Venezia Region, the total allocation for the month was consumed

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(a) There was a further decrease in the number of bids for movement during the month, all were executed satisfactorily.

(b) Special arrangements for the movement of heavy girders for railway bridge repairs were made through A.F.H.Q., tank transporters on loan from military sources were employed for the purpose.

(c) The handover of the Truck Pools to the Italian Government was finally completed and all are now civilian staffed and operated by the Ministry of Transport.

(d) Rehabilitation of branch railway lines feeding line 86 in the Ancone Area resulted in a decrease in road haulage programmes in that area.

(e) Heavy refugee movements resulted in a temporary P.O.L. shortage in Venezia Region, the total allocation for the month was consumed during the first week, a supplementary issue was made by A.F.H.Q. Pet. Sec. to meet subsequent commitments.

(f) Illegal movement of wine from south to the north continued to increase, this was found to have an adverse effect on loading of wine to ships in the Heel. As a result Regions were instructed to make frequent spot checks on trip ticket issues, as several instances of improper issues had been reported. Following this instruction some instances were traced to their source and suitable action taken.

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4.

Shipping

- (a) The policy of handing back ports to Italian control has been continued with success. With the return of Venice, Ancona, Brindisi and Taranto to Italian Administration on 30 September, the only military controlled ports are now Trieste, Leghorn, Naples and Bari and the last two have an Italian operated section dealing with civil cargoes.
- (b) The rehabilitation of ports is progressing and in the ports handed back adequate equipment is being left to cope with anticipated tonnages of civilian supplies in future months.
- (c) Mine sweeping is being carried out satisfactorily in Genoa and the port is now capable of working 10 ocean going vessels, 2 coasters and 4 tankers (stern on) plus a berth for bunkering. The dry docking area has been cleared of mines and Nos 2 and 4 dry docks are now working, as are ships repair yards. Progress is also being made on repair of silos. In Venice the silos are now working.
- (d) The 'Calanda', the first ship with cargo for Switzerland, arrived in Genoa with bulk grain.
- (e) 35 deep sea vessels carrying 40. Civil supplies (coal excluded) arrived in Italian ports during the month. 133,660 tons of coastwise shipping was lifted, including 57,400 tons of Sardinian coal. In addition schooners moved about 20,000 tons. There has been no movement of cattle from Sardinia during September. The 'William Richardson', carrying 2,500 tons of foodstuffs, was discharged in Leghorn; this was the first vessel accepted in the port for some time, the port having been occupied with re-deployment.
- (f) The programmes of pyrites from Portiglione has been fulfilled, but there have been no shipments of phosphates from Tunisia to Italian mainland, due to failure on part of French and Italian authorities to reach an agreement.
- (g) The movement of wine has been less than anticipated. Ships were allocated by Allied Shipping authorities, but extreme reluctance has been shown by majority of producers to ship at prevailing controlled price and only 4,249 tons were shipped in coasters and 1,009 tons in bulk in tankers.
- (h) The movement of refugees, ex P.O.W.'s and displaced persons has continued satisfactorily from various ports by passenger ships and Italian naval vessels.

The numbers carried are as follows :-

From Genoa	1656
" Piombino	332
" Civitavecchia	3137
" Naples	1039

(i) Regular passenger services have been maintained between Sardinia, Sicily

(c) Mine sweeping is being carried out satisfactorily in Genoa and the port is now capable of working 10 ocean going vessels, 2 coasters and 4 tankers (stern on) plus a berth for bunkering. The dry docking area has been cleared of mines and Nos 2 and 4 dry docks are now working, as are ships repair yards. Progress is also being made on repair of silos. In Venice the silos are now working.

(d) The 'Calanda', the first ship with cargo for Switzerland, arrived in Genoa with bulk grain.

(e) 35 deep sea vessels carrying AC. Civil supplies (coal excluded) arrived in Italian ports during the month. 133,660 tons of eastwise shipping was lifted, including 57,400 tons of Sardinian coal. In addition schooners moved about 20,000 tons. There has been no movement of cattle from Sardinia during September. The 'William Richardson', carrying 2,500 tons of foodstuffs, was discharged in Leghorn: this was the first vessel accepted in the port for some time, the port having been occupied with re-deployment.

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(h) The movement of refugees, ex P.O.W.'s and displaced persons has continued satisfactorily from various ports by passenger ships and Italian naval vessels.

The numbers carried are as follows :-

From Genoa	1656
" Piombino	422
" Civitavecchia	3137
" Naples	1439

(i) Regular passenger services have been maintained between Sardinia, Sicily and Italian Mainland.

(j) 2,000 tons of grain, a gift from the Swiss to the city of Genoa, were shipped from Lisbon. The first shipment of cotton from U.S.A. were discharged from Robin Turford (5,700 bales) and James Moore (9,000 bales).

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(k) Following commodities and tonnages were shipped in coastwise traffic:-

Miscellaneous food	9.850 tons
Wine	4.349 "
Salt (edible)	16.094 "
Salt (industrial)	8.470 "
Hay	2.300 "
Rubber	2.000 "
Coal (ex Sardinia)	57.400 "
Miscellaneous	5.747 "
Total	<u>133.660 tons</u>

L. M. Cooper

L. M. COOPER,
Lt. Col.

1548

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

L.M. Cooper

L.M. COOPER,
Lt. Col.

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GRW/elo

TRANSPORTATION SUB-COMMISSION

INTER-OFFICE MEMORANDUM

7 September 1945

Tel : 478704

773/38/Tn 3

SUBJECT : Monthly Report for August '45 - Movements Division

TO : Administration Division

1.

General

- (a) Overall movement of civilian traffic in Italian Government Territory continues to show increases over previous months. Figures for the month of July, exclusive of Sicily, for which returns are not available, are now complete and in Italian Government Territory a total of 367,403 tons of civil freight traffic was carried by the Railways. The breakdown of the total figure is Mainland 290,824 Tons, Sardinia 76,579 Tons. During August coastwise shipping lifted a total of 106,766 Tons. Tonnages lifted by schooners are not yet available but it is estimated that the schooner lifts will represent approximately 20,000 Tons of cargo. No returns are yet available for road movement by organised road transport in Italian Government Territory on the Mainland.
- (b) The introduction of Phase II on the 15 July '45 in North West Italy continues to work smoothly, so far as rail movement is concerned, and with the opening up of new lines, traffic is on the increase.
- (c) During the month it was agreed with APRQ that the daily allotment of wagons for movement of civilian traffic on the Mainland in Italian Government Territory, should be increased from 800 to 1,000 wagons daily, exclusive of box cars allocated for the movement of Refugees.
- (d) Arrangements were completed during the month for the movement of wine by rail in cistern wagons.

General

- (a) Overall movement of civilian traffic in Italian Government Territory continues to show increases over previous months. Figures for the month of July, exclusive of Sicily, for which returns are not available, are now complete and in Italian Government Territory a total of 367,403 tons of civil freight traffic was carried by the Railways. The breakdown of the total figure is Mainland 290,824 Tons, Sardinia 76,579 Tons. During August coastwise shipping lifted a total of 106,756 Tons. Tonnages lifted by schooners are not yet available but it is estimated that the schooner lifts will represent approximately 20,000 Tons of cargo. No returns are yet available for road movement by organised road transport in Italian Government Territory on the Mainland.
- (b) The introduction of Phase II on the 15 July '45 in North West Italy continues to work smoothly, so far as rail movement is concerned, and with the opening up of new lines, traffic is on the increase.
- (c) During the month it was agreed with AFHQ that the daily allotment of wagons for movement of civilian traffic on the Mainland in Italian Government Territory, should be increased from 800 to 1,000 wagons daily, exclusive of box cars allocated for the movement of Refugees.
- (d) Arrangements were completed during the month for the movement of wine by rail in eastern wagons from Puglia in South East Italy to the North West Regions.
- (e) The movement of Refugees and Displaced Persons has continued according to plan, and it is hoped that the main movement of Refugees into Italy through Northern routes should be more or less completed by the end of September '45. Detailed report follows in Para 2(c).

(f) The facilities at the various northern ports continue to improve. At Genoa, it is now possible to accept 9 ocean going ships, one large coaster, 4 tankers (stern on mooring) and 10 schooners.

2.

Rail

- (a) Owing to the movement of certain essential materials e.g. iron and steel, pit props etc. being made an AC responsibility, ARHQ were asked to increase the daily wagon allocation for movement of civilian traffic from 800 to 1,000 wagons exclusive of wagon allocations for movement of Refugees. The increased allotment was agreed w.e.f. 6 August '45.
- (b) The Joint Wagon Control which commenced operating on 20 August '45 has proved of great assistance, and it is now possible to obtain daily, the wagon position in all Compartimenti on the Mainland in Italian Government Territory.
- (c) The controlled movement of Refugees from UFRM to Italy via the various northern routes continued to progress smoothly.
The number of Refugee trains moved during August '45 was 64, representing a lift of 83,615 Refugees. 26,000 Refugees were moved to various destinations by sea. The numbers being received via the Brenner route have been increased to an elastic daily figure which the control at Verona maintains can be cleared. The additional acceptance has been brought about by the increase in the number of southbound Refugee trains from 11 to 18 per week and additional sea lifts from Piombino and Genoa. It is hoped that the main movement of Refugees into Italy through the northern routes should be more or less completed by the end of September '45.
- (d) Owing to the heavy drought which has been experienced in certain parts of the Mainland in Italian Government Territory, the sugar beet crop has in certain localities failed. This failure has necessitated an immediate change in policy to haul the beets from other localities to the plants by rail, instead of by road from nearby beet fields. The tonnages involved are not known but everything possible is being done to see that the sugar output does not fall below amount scheduled.
- (e) As the result of repeated requests by the Ministry

- allocations for movement of refugees. The increased allotment was agreed w.e.f. 6 August '45.
- (b) The Joint Wagon Control which commenced operating on 20 August '45 has proved of great assistance, and it is now possible to obtain daily, the wagon position in all compartments on the Mainland in Italian Government Territory.
- (c) The controlled movement of refugees from USTRA to Italy via the various northern routes continued to progress smoothly. The number of refugee trains moved during August '45 was 64, representing a lift of 83,615 refugees. 26,000 refugees were moved to various destinations by sea. The numbers being received via the Brenner route have been increased to an elastic daily figure which the control at Verona maintains can be cleared. The additional acceptance has been brought about by the increase in the number of southbound refugee trains from 11 to 18 per week and additional sea lifts from Piombino and Genoa. It is hoped that the main movement of refugees into Italy through the northern routes should be more or less completed by the end of September '45.
- (d) Owing to the heavy drought which has been experienced in certain parts of the Mainland in Italian Government Territory, the sugar beet crop has in certain localities failed. This failure has necessitated an immediate change in policy to haul the beets from other localities to the plants by rail, instead of by road from nearby beet fields. The tonnages involved are not known but everything possible is being done to see that the sugar output does not fall below amount scheduled.
- (e) As the result of repeated requests by the Ministry of Food, it has been agreed to send wine in cistern cars from Puglia to the north west by rail. A daily train of 28 cistern cars is scheduled to leave Puglia. The first train left on 1 September '45 and already some 194 cistern cars have arrived from the north and are in the Puglia area. Some delay to future despatches may occur due to bad condition of the cistern cars, which need repairs and cleaning in nearly all cases.

- 3 -

3.

Roads

- (a) Bids for movement through this Branch during the month were considerably reduced and all were accepted and executed. More bids are being made to MAC direct on Form 3 by civilian firms. There was a marked tendency on the part of MAC to look for approval from this HQ before accepting normal commitments, but this has been discouraged with the result they are now assuming more responsibility.
- (b) Reports concerning the illegal carriage of wine by road continue to be submitted. These are now all being handled by Roads Division. Evidence so far to hand indicates there are many forged documents in existence. One instance during the month purported to be an authority from Public Health Sub-Commission signed by a Colonel. This case was taken up and is now the subject of action by the Carabinieri.
- (c) Civilian Truck Pools were organized in the north during the month, these having replaced the British C.T. Coys and U.S. Q.M. Truck Bns which formerly operated under command 15 Army Group. Difficulties were encountered in Lombardia and Piemonte owing to the changeover, particularly with local movement of refugees, and local civilian transport was called for to deal with emergencies. It is understood that the Pools are now working satisfactorily and it is hoped there will be no further difficulties.
- (d) Movements Division (Roads) Memorandum No 4 giving instructions for bidding, screening and movement of AG/AMC and civilian freight by road was issued on 20 August '45.

4.

Shipping

- (a) The port of Genoa was handed over to Italian control on 15 August as a civilian port with a small military commitment. Mine sweeping operations are being carried out and at present the port has a capacity of 9 ocean going vessels, plus 14 tankers and berths for coasters and schooners. 8000 tons daily has been taken as the capacity of the port, and this has already been exceeded on several days. Genoa, during month of August, discharged

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(b) M.V. "LAZZARO MOCENIGO" with accommodation for 380 passengers and a cargo capacity of 350 tons commenced on a regular ferry service Civitavecchia-Olbia in August, making a useful addition to the existing services to Sardinia.

- 4 -

- (c) Owing to the non availability of cattle from Sardinia for the mainland, the cattle ship "LANGIANO" was temporarily removed from the Civitavecchia-Olbia service towards the end of the month to be replaced as and when cattle again become available for shipment.
- (d) 22 deep sea vessels carrying full AC cargoes (excluding coal) arrived for discharge at various ports in Italy during the month.
- (e) The activities of Allied Commission with respect to Italian exports terminated on the 31st of July. Export consignments for shipment now become the subject of direct negotiations between the Italian Government agency and the appropriate shipping authorities, but all bids for shipping are screened by the Commission.

For Chief Movements Division

C.R. Worthington

C.R. WORTHINGTON
Major R.E.

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For Chief Movements Division

C.R. Worthington

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Major R.E.

1557

TRANSPORTATION SUB-COMMISSION

CRB/mb

INTER OFFICE MEMORANDUM

6 September 1945

Tele : 478704

365/23/Tn.3.

SUBJECT : Detailed Rail & Road Monthly Report - August 1945

TO : Col. P.D.G. BUCHANAN

File 772/8

1. RAIL
(a) Figures for the latest four week period for which statistics are available show an increased tonnage moved on the mainland of Italy. A breakdown of this tonnage gives :-

Tonnage moved	290,824
Tonnage not moved	144,795
Tonnage not accounted for	28,356
Total	<u>463,975</u>

Failure of Military Service to supply wagons accounted for 54,908 tons out of the total tonnage which failed to move.

- (b) Owing to the movement of certain essential materials e.g. iron and steel, pit props etc. being made an A.C. responsibility, A.F.H.C. were asked to increase the daily wagon allocation for movement of civilian traffic from 800 to 1,000 wagons exclusive of wagon allocations for movement of Refugees. The increased allotment was agreed w.e.f. 6 August '45.
- (c) The Joint Wagon Control which commenced operating on 20 August '45 has proved of great assistance, and it is now possible to obtain daily, the wagon position in all Compartimenti on the mainland in Italian Government Territory.
- (d) The controlled movement of Refugees from GEFET to Italy via the various northern routes continued to progress smoothly. The number of Refugee trains moved during August '45 was 64, representing a lift of 82,615 Refugees. 26,000 Refugees were moved to various destinations by sea. The numbers being received via the Brenner route have been increased to an elastic daily figure which the control at Verona maintains can be cleared. The additional acceptance has been brought about by the increase in the number of southbound Refugee trains from 11 to 18 per week and additional sea lifts from Piombino and Genoa. It is hoped that the main movement of Refugees into Italy through the northern routes should be more or less completed by the end of September '45.
- (e) Owing to the heavy drought which has been experienced in certain parts of

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- (e) Owing to the heavy drought which has been experienced in certain parts of the mainland in Italian Government Territory, the sugar beet crop has in certain localities failed. This failure has necessitated an immediate change in policy to haul the beets from other localities to the plants by rail, instead of by road from nearby beet fields. The tonnages involved are not known but everything possible is being done to see that the sugar output does not fall below amount scheduled.

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- (f) As the result of repeated requests by the Ministry of Food, it has been agreed to send wine in cistern cars from Puglia to the north west by rail. A daily train of 28 cistern cars is scheduled to leave Puglia. The first train left on 1 September '45 and already some 194 cistern cars have arrived from the north and are in the Puglia area. Some delay to future despatches may occur due to bad condition of the cistern cars, which need repairs and cleaning in nearly all cases.

2. ROADS

General

- (e) Bids for movement through this Branch during the month were considerably reduced and all were accepted and executed. More bids are being made to ENAC direct on Form 3 by civilian firms. There was a marked tendency on the part of ENAC to look for approval from this HQ before accepting normal commitments, but this has been discouraged with the result they are now assuming more responsibility.
- (b) The ENAC Tariff System is subject to a certain amount of doubt. Those wishing to transport goods are charged for the outward journey plus the return empty journey. However if a return load is obtained no charge for this part of the journey should be made to the party at originating point. From the limited information received it would appear lorries always return empty, or the fact they return with a load is never recorded.
- (c) An example of irregularity in charging was provided by a Padre who required to bring 4 tons potatoes from Viterbo to Rome. The ENAC Tariff rate for this is approx 8,000 lire but on making application to ENAC he was quoted a figure of 13,500. This was taken up with ENAC who agreed they had made a mistake. Unfortunately, it is evident that some traders are so anxious to obtain transport that the possibility of this type of practice becoming prevalent cannot be overlooked.
- (d) Reports concerning the illegal carriage of wine by road continue to be submitted. These are now all being handled by Roads Division. Evidence so far to hand indicates there are many forged documents in existence. One instance during the month purported to be an authority from Public Health Sub-Commission signed by a Colonel. This case was taken up and is now the subject of action by the Carabinieri.
- (e) Several deprecating reports concerning the activities of ENAC appeared in the Italian Press during the month. Some indicated ENAC would be dissolved in September, but nothing official has been heard.
- (f) Complaints regarding shortage of P.O.L. were received but did not reach serious proportions, and did not appear to prejudice essential movement.
- (g) Civilian Truck Pools were organised in the north during the month, these having replaced the British G.T. Coys and U.S. G.M. Truck Bns which formerly operated under command 15 Army Group. Difficulties were encountered in Lombardia and Piemonte owing to the changeover, particularly with local movement of Refugees, and local civilian transport was called for to deal with emergencies.

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- 3 -

(h) A total of 54,305 Displaced Persons was moved by road from Verona, made up as follows:-

Local	5,880
East	13,086
West	25,596
Bologna	6,013
Lucca	120
South	1,610
	<u>54,305</u>

For the last three days of the month there was a decrease in the numbers carried owing to shortage of petrol.

- (j) Movements Division (Roads) Memorandum No. 4 giving instructions for bidding, screening and movement of AC/ANG and civilian freight by road was issued on 20 August '45.
- (k) Whilst the routine work of this Section has decreased considerably owing to the hand-over of responsibility to the Italian Government, the work of an advisory nature is considerable. The number of callers seeking information continue to occupy much time.


C.R. GORRINGHAM,
Major, R.E.

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C.R. NORTHINGTON,
Major, R.E.

939

JWB/mh

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : Ext. 318

773/35/Pn.3.

9 August 1945

SUBJECT : Monthly Report for July '45 - Movements Division.

TO : Administration Division

1.

GENERAL

(a) Overall movement of Civilian Traffic in Italian Government Territory continues to improve in comparison with past months. Figures for the month of June are now complete and in Italian Government Territory a total of 533,311 tons of Civilian freight traffic was carried by the Railways (Mainland 277,668 tons, Sicily 173,403 tons and Sardinia 77,840 tons). In the month of June Coastwise Shipping and Schooners lifted a total of 80,163 tons in addition to 5,402 head of cattle, sheep and horses. Incomplete Road returns show that 268,102 tons was lifted by organized Road transport in Italian Government Territory on the Mainland. Allowing previous monthly averages for Sicily and Sardinia and for Areas on the Mainland for which returns have not been submitted it is evident that well over 1,000,000 of Civilian traffic is now being conveyed monthly by Rail, Road and Sea in Italian Government Territory.

(b) With the introduction of Phase II on 15 July '45 in North West Italy the movement of Civilian Rail traffic in the Compartments of LIGURIA, PIEMONTE and LOMBARDIA (less the province of MANTOVA), plus the provinces of PIAZZA and PARMA in the Compartment of EMILIA become the responsibility of the Allied Commission. All demands for Rail movement in this Territory were met.

(c) During the month representatives of A.F.H.Q., Allied Commission and Director of Military Railway Service met to discuss the revision of Rail capacity on the Mainland of Italy south of BOLOGNA. Detailed report follows in Para 2 (b)

(d) The movement of Refugees and Displaced Persons continues according to programme and it was found possible to increase the rate of acceptance into Italy from Northern Europe.

(e) The Port of GENOVA open for 2 ocean-going Ships and 3 coasters on 25 July '45 and discharges over the beaches was discontinued. Conditions also improved in Venice where, after 24 July, 2 Liberty type Ships and 1 Tanker were able to use the Lido Channel.

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(b) With the introduction of Phase II on 15 July '45 in North West Italy the movement of Civilian Rail traffic in the Compartments of LIGURIA, PIEMONTE and LOMBARDIA (less the province of MANTOVA), plus the provinces of PIACENZA and PARMA in the Compartment of EMILIA became the responsibility of the Allied Commission. All demands for Rail movement in this Territory were met.

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938

RAIL AND ROAD

(a) Phase II was introduced on 15 July '45 in the Area ^{under} ~~and~~ Command HQ, 2 District, namely

Compartment of LIGURIA	
" " " PIEMONTE	
" " " LOMBARDIA (less province of MANTOVA)	
Province of PIACENZA	) in the Compartment of EMILIA
" " " PARMA	)

2.

- 2 -

and the movement of Civilian traffic in that Territory become the responsibility of the Allied Commission. With the improvement of the coal situation the Railways were able to meet all demands which were made upon them. All reports at the end of the month indicated there was a sufficiency of rolling stock in North West Italy to meet the initial demands of the Regional Commissioners and to maintain the Military programmes.

(b) A meeting was held in Rome on 18 July '45 at which Representatives of A.F.H.C., Allied Commission, Director of Military Railways Service were present. The purpose of the meeting was to discuss the basic schedule Tonnage figures on all the lines subject to A.F.H.C. Priorities of Movement conferences for the month of August. The D.M.R.S. stated that the existing position showed that tonnages programmed during July, when translated into terms of wagons indicated that some 4,500 wagons were required daily, to meet all needs both for Military and Civilian movement on the Mainland of Italy South of BOLIGNA, when in effect only 3,500 wagons were available. The D.M.R.S. stated that the position could not continue and requested that both the Military and Allied Commission should, for future planning, work out their movement requirements on a wagon availability basis, the total not to exceed 3,500 wagons daily. On this basis the D.M.R.S. assured the meeting that wagon would be distributed to meet all needs.

As the result of a further meeting held in Rome on 21 July '45, it was agreed that commencing with the movement period 30 July '45, 800 wagons daily would be allocated for Civilian traffic which would include Port clearance at Civitavecchia, Fiumicino and Reggio and all Refugee Trains made up of box car stock from Verona to the South. With the introduction of a wagon allocation, movement is no longer based on line capacity. It is confidently expected that the new system will result in an overall improvement in Civilian movement.

(c) The greater responsibility for the programming and movement of Civilian traffic which was delegated to the I.S.R. commencing 1 July '45 is working smoothly, with Transportation Sub-Commission A.G. continuing to exercise overall supervision only, together with laying down of all priorities for movement.

(d) The controlled Refugee movements from USSR to Italy via the Brenner route which commenced on 1 July '45 together with the movement from Switzerland via Chiasso and Lombardoseola routes continues to progress smoothly. At the AFHQ/USST monthly meeting held in Rome on 20 July '45, it was agreed, that subject to the Control at Verona being able to accept, the numbers through the Brenner would be increased from 3,000 to 4,500 per day. At the same time it was agreed that in addition to the 1,000 from Switzerland through Chiasso and the 500 through Lombardoseola daily, 1,000 additional Refugees could be accepted from Germany, through Switzerland (route Bregenz and Chiasso) to commence immediately the Swiss could provide the necessary rolling stock. The 2,500 per day uncontrolled movement from the North East continues unchanged. With the opening of the Bologna-Verona route on the 7 July '45 it was agreed with A.F.H.C. to

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As the result of a further meeting held in Rome on 21 July '45, it was agreed that commencing with the movement period 30 July '45, 300 wagons daily would be allocated for Civilian traffic which would include Port clearance at Civitavecchia, Frosinone and Reggio and all Refugee Trains made up of box car stock from Verona to the South. With the introduction of a wagon allocation, movement is no longer based on line capacity. It is confidently expected that the new system will result in an overall improvement in Civilian movement.

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(d) The controlled Refugee movements from USSR to Italy via the Bremer route which commenced on 1 July '45 together with the movement from Switzerland via Chiasso and Bonadossola routes continues to progress smoothly. At the AFHC/USRT monthly meeting held in Rome on 20 July '45, it was agreed, that subject to the Control at Verona being able to accept, the numbers through the Bremer would be increased from 3,000 to 4,500 per day. At the same time it was agreed that in addition to the 1,000 from Switzerland through Chiasso and the 500 through Bonadossola daily, 1,000 additional Refugees could be accepted from Germany, through Switzerland (route Dregenz and Chiasso) to commence immediately the Swiss could provide the necessary rolling stock. The 2,500 per day uncontrolled movement from the North East continues unchanged. With the opening of the Bologna-Verona route on the 7 July '45 it was agreed with A.F.H.C. to work one Refugee Train daily Southbound from Verona instead of from Bologna. No increase in the allotment of 11 trains southbound per week has been possible. During July 60 Trains were despatched carrying a total of 78,390 persons. In addition to the Rail Movements 2,759 persons were moved by Road from Verona to Bologna to connect with Southbound trains and 3,634 by Sea from Frosinone to Naples. Records show that

- 3 -

between cessation of hostilities to 31 July '45, 241,423 persons have been moved to their ultimate destinations in Italian Government Territory. The decrease in number of Refugees moved south during July '45 compared with the month of June '45, is due to reduction in the number of trains allocated.

It is hoped that in the near future arrangements can be made to clear Refugees through Venice and Genoa for Southern destinations by Italian Naval Craft.

- (e) All Bids for Movement by Road received during the month of July '45 have been met. EMAC control of mine movements still leaves much to be desired but, with the imminent extension of their Organization to cover the Northern provinces, progress is expected in this Direction. Reports suggesting that the illegal haulage by Road of Mine is reaching grave proportions, continue to be submitted. All reports are being investigated. Clearance of Wheat and Flour from Macerata and Ascoli warehouses to the Keel was slower than planned due to shortage of wagons at Railheads.
- (f) Due to shortage of Rail wagons at Civitavecchia it became necessary to supply M.T. to assist in the discharge of an UNGRA Ship, "LANGDON CLIFFES" - EMAC were called upon to lift 400 tons a day and they carried out this commitment satisfactorily, 3,257 tons being cleared by EMAC and 1,299 tons by M.T. Transport. Owing to a temporary shortage of rail cars road transport was also necessary to assist in clearance of Piombino Port.
- SHIPPING
- (a) After successful mine sweeping operations the situation improved in Genoa and Venice at the end of month, 5 vessels - 2 ocean-going ships and 3 coasters - commenced to discharge in the Port of Genoa on 25 July, as compared with discharge over the beaches. Mine sweeping is continuing. In Venice after 24 July 2 liberty type ships drawing 27' and 1 tanker were able to use Lido Channel. The rate of discharge of coal at Savona has been particularly good; ships have been discharged on average of 1 1/2 days working, the tonnage offloaded on "funivia" berth being 5000-6000 tons daily. Owing to the heavy re-deployment programme, Leghorn has been used exclusively by Military during July and civil supplies have had to be diverted to alternative ports.
- (b) With the cessation of regular convoys arrangements have been made to obtain information of ship's arrival at Gibraltar and expected time of arrival at ports of discharge in Mediterranean.
- (c) Coastwise tonnage lifted by coaster was 54,961 tons and 48,233 tons by schooners making a total of 103,214 tons. The movement of phosphate rock from North Africa for the second semester of 1945 has been held up owing to negotiation between the French and Italians not having been successfully concluded. The interested parties have been pressed for a speedy decision.
- (d) The freight and passenger service between NAPLES/CAGLIARI - NAPLES/

cover the Northern provinces, progress is expected in this direction. Reports suggesting that the illegal haulage by Road of wine is reaching grave proportions, continue to be submitted. All reports are being investigated. Clearance of Wheat and Flour from Macerata and Ascoli warehouses to the Heel was slower than planned due to shortage of wagons at Railheads.

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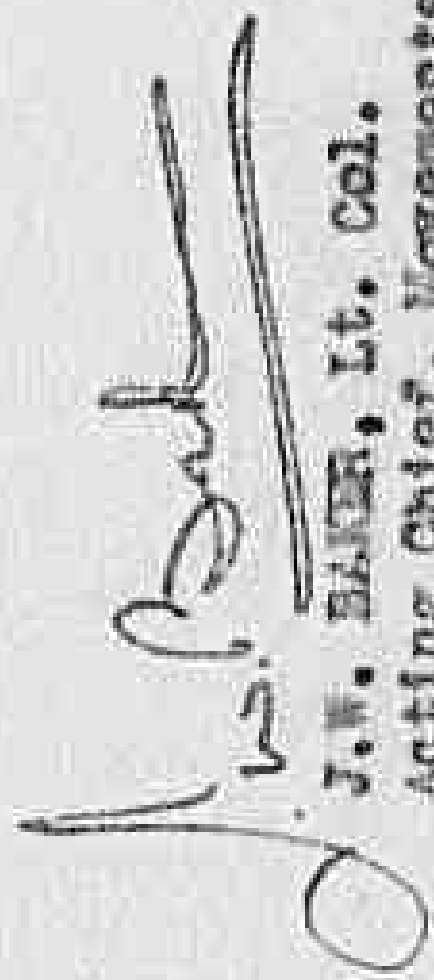
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(d) The freight and passenger service between NAPLES/CAPRI - NAPLES/PALERMO continues to be maintained by "ARABIA" and "CAMERON" and the "LANGUON" operated between Olbia and Civitavecchia carrying sheep and cattle.

(e) The recommendations of the "Campbell" Committee, formed to facilitate the handing over of ports from operation by Military to Italian Authority, are being carried out. Several ports are now working

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entirely under Italian control and are working efficiently. An increasing responsibility is being given to the Italians in all ports and only few ports are now exclusively Military in operation.


J.W. BAKER, Lt. Col.
Acting Chief, Movements Division.

Copy to :
Rail & Road Branch
Shipping Branch

1570

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

Acting Chief, Movements Division.

Copy to :
Rail & Road Branch
Shipping Branch

935

JWB/mab

TRANSPORTATION SUB-COMMISSION

INTER OFFICE MEMORANDUM

Tele : Ext. 318

9 August 1945

773/31/12.3.

SUBJECT : Weekly Report - Movements Division.

TO : Director, Transportation Sub-Commission

1. During the month of June a total of 533,331 tons of Civilian Traffic was conveyed by Rail in Italian Government Territory. This total, which shows an improvement of approximately 70,000 tons compared with the month of May which was the previous best, is broken down as follows :-

Mainland	277,068 tons
Sicily	178,403 "
Sardinia	77,840 "

All traffic on the Mainland is the subject of a definite bid and moves in accordance with the loading programmes and the figure of 277,068 tons is obtained from actual returns by Station Masters which are summarised at this Headquarters. There is unrestricted Rail movement, within the possibility of their coal allocation, on the Islands of Sicily and Sardinia. The figures for traffic moved are taken from weekly reports submitted by I.S.R.

During the month of June Coastwise Shipping conveyed 54,254 tons and Schooners carried 25,909 tons plus a total of 5,402 head of cattle, sheep and horses. These figures are obtained from the Italian Maritime Commission (ITMAR) and ignoring livestock show an improvement of 23,557 tons compared with the month of May.

The returns for Road movement during the month of June, total 268,102 tons. This total does not, however, include any tonnage for Sicily or Sardinia and gives a very incomplete picture of the tonnage hauled in Italian Government Territory on the Mainland, due entirely to the fact that Truck Pools are rapidly being turned over to the Italians and traffic returns are not reaching this Headquarters.

Were all Road returns complete we should have definite evidence that we are now moving well over 1,000,000 tons of Civilian Traffic by Rail, Road and Sea monthly in Italian Government Territory. The compilation of these returns entails a vast amount of work in the Statistics Branch and since it is known the Road returns give a very inaccurate picture it should be considered whether or not they are continued.

1. During the month of June a total of 533,931 tons of Civilian Traffic was conveyed by Rail in Italian Government Territory. This total, which shows an improvement of approximately 70,000 tons compared with the month of May which was the previous best, is broken down as follows:-

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Sicily	178,403 "
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On the Shipping side the outstanding problem at the moment is that of Phosphate rock. It is felt that strongest possible action should be taken on the highest level with the French and Italian Authorities, with this end in view, draft letters have been prepared for your approval and for signature by the Chief Commissioner.

./.

3.

It is felt the problem of wine will become more serious in the near future and from various conversations since our meeting with the Minister of Food and the Minister of Transport on 6 August, we have good reasons to believe the Italian Authorities will be increasing their demands for movement by all means of transport, to the detriment of food and other traffic. During the month of July 3,000 tons Schooner lift which was allocated to wine, was not used for wine. When the Schooners reported to the Ports loading, wine was not available and other traffic was lifted. Already this month we have had difficulty on the shipping side in connection with wine. Three Military Ships were scheduled to lift part cargo of wine from Reel Ports and the total for the 3 Ships was approximately 1,500 tons. The first ship reported and no wine was available. The second ship did, in fact, load its scheduled part cargo of wine, but was immediately compelled to discharge this part cargo as the barrels were so rotten that it was impossible to stack them as they were collapsing under the weight of another barrel and were unfit for the journey. In view of this experience the third ship did not load wine.

Having in mind the expected increased pressure from the Italians, just how far can we go in restricting wine movement to that we consider to be reasonable proportions? If the Italian Government say they are prepared to suspend the movement of food, pyrites etc., can we within our present authority stop them? In view of the importance of this question it is recommended that a ruling be obtained from Economic Section.

J. W. Baker
J. W. BAKER, Lt. Col.

HEADQUARTERS ALLIED COMMISSION
APO 594
Transportation Sub-commission

432/2js

7th July 1945

Tel. Ext 718

773/29/Tu.

SUBJECT. Monthly Report for June 1945 - Movements Division.

TO. Administration Division.

1. GENERAL

(a) The overall movement picture shows improvement in comparison with past months, and traffic is moving more in accordance with priorities. At the same time, such traffic preferences for rail, and accepted at the A.F.H.C. PM conference, failed to move, partly because wagons were not available, and partly because loads were not available when wagons were placed.

(b) The movement into North West Italy was not as planned, owing to the delay in opening Genoa. This necessitated the movement of supplies continuing along the Ancona - Ferri axis, with consequent long road hauls until the end of the month, when improved rail communications between the south and the north somewhat relieved the strain of available road transport.

(c) An increasing demand on all means of transport was made to cope with the large number of returning refugees, many of whom had to be moved from the north to areas south of Rome. Generally all demands for movement of refugees were met with little delay. A.F.H.C. being most helpful in working out a flexible system to meet the emergency demands which occurred throughout the month. Arrangements have now been made with SHAF, which will result in a reasonably controlled flow of refugees, so that forward programmes can be worked out with some degree of accuracy.

(d) There was again no movement of phosphate rock during the month, as firstly the price difference between the Italians and the British was not settled at the beginning of the month, and secondly the price difference between the Italians and the British was not settled at the beginning of the month.

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TO. Administration Division.

1. GENERAL

(a) The overall movement picture shows improvement in comparison with past months, and traffic is moving more in accordance with priorities. At the same time, much traffic programmed for rail, and accepted at the A.S.M.C. POM conferences, failed to move, partly because wagons were not available, and partly because loads were not available when wagons were placed.

(b) The movement into North West Italy was not as planned, owing to the delay in opening Genoa. This necessitated the movement of supplies continuing along the Ancona - Forlì axis, with consequent long road hauls until the end of the month, when improved rail communications between the south and the north somewhat relieved the strain of available road transport.

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(d) There was again no movement of phosphate rock during the month, as firstly the price difference between the Italians and the French had not been settled at the beginning of the month, and secondly the overall allocation of phosphate rock to Italy was not known until the end of the month.

2. SHIPPING

(a) Considerable difficulty in arranging forward port programmes is being experienced due to the lack, or late arrival, of advices of ships sailing with A.C./Italian

Government

2

Government stores from extra-Mediterranean sources. This has been taken up on numerous occasions with A.F.H.Q., but the position has further deteriorated. A request has been made to A.F.H.Q. that sailing advices and copies of documents relating to A.F.H.Q./Italian Government supplies be repeated direct to this H.Q. from the exporting countries.

(b) The failure to import any substantial tonnages ^{through} a port in the North West made it necessary to divert ships to Italian Government territory ports, which resulted in the port capacities being strained to their utmost on occasions. Savona was open at the end of the month, and although this port cannot handle the programme originally set up for Genoa it should do something towards alleviating the present unsatisfactory port situation in the North West. Increasing tonnages of civil supplies were moved through Venice. So far no serious difficulty has been encountered in clearing these supplies to their destinations.

(c) 80,000 tons of stores were moved coastwise in June, excluding stores lifted by the personnel/cargo ferries operating between Naples, Sardinia and Sicily, for which figures are not yet available. Of the 80,000 tons, 25,000 tons were lifted by schooner.

(d) Shipping was set up to meet emergency demands for movement of livestock from Sardinia to the mainland immediately the requests were made, but due mainly to quarrels over the price between Sardinia and the mainland this shipping was wasted. Vigorous protests have been made to the Italian Government, who have been informed that, as a result of this waste of shipping, one of the largest coasters employed in the Italian trade, which was specially converted to carry livestock, has now been transferred to meet U.S.F.N.A. demands for the movement of mules from Greece. In addition, waste of schooners occurred due to inadequate POL allocation. This was taken up with the Italian Government, who said that they are allocating to schooners the maximum amount they are able, taking into account their present allocation. The position has now been taken up with the shipping authorities at A.F.H.Q., from whom a decision is awaited as to whether more fuel can be made available to schooners, or whether schooners are to remain idle.

3. RAIL

(a) The total tonnages moved showed an increase over previous months, about 67% of the accepted programme ⁹⁹⁴ on the mainland moving, against an average of 62% in ⁹⁹⁴ previous months. This totalled approximately 220,000 tons. ⁹⁹⁴

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3. RAIL

(a) The total tonnages moved showed an increase over previous months, about 67% of the accepted programmed traffic on the mainland moving, against an average of 62% in previous months. This totalled approximately 230,000 tons. In addition 81,000 refugees moved by train.

(b) During the month revised capacities for the various lines south of Bologna were worked out, based not only on the physical line capacity, but on an estimate of rolling stock availability. A.F.H.C. have now allocated definite block tonnages on each line for A.C./civil traffic, so it will not be necessary to bid for this traffic at the weekly pro-meeting at A.F.H.C. Detailed work in connection with procuring rail movement will be taken over by the Italian State Railways, but A.C. will retain an overall supervisory control, and will establish priorities where necessary.

Small stocks/

3

(c) Small stocks of coal in the north made it essential that the strictest control of movement should be exercised over these lines which were dependent on steam running. The position will improve now that coal is being imported through Savona and Venice, but the overall allocation of coal to Italy is such that strict control of rail movement will be necessary for many months to come.

4. ROADS

(a) Most programmes were set in full, though a lack of POL in certain cases and waste of POL in other cases restricted road movement in certain areas. EMAC appeared to exercise a better control of the movement of wine by road, about which definite instructions have been issued, agreed by the Italian authorities.

(b) The lack of discipline among many of the Italian military units operating truck companies of A.C. behalf in Italian Government territory resulted in certain important programmes not being met, especially in the Ancona area. This applied particularly to the movement of wheat, and the slow loading and unloading of rail wagons in this area. Movement of surplus wheat from this area was further aggravated by a shortage of railway wagons. Investigations were made, in conjunction with the other sections of A.C., and discipline improved towards the end of the month, together with the percentage of programmes met.

(c) Instructions were issued dealing with the method by which stores should move by road from Italian Government territory to A.A.G. territory, and vice versa.

5. CONCLUSIONS

(a) Although the above picture reflects an improvement in the general movement of stores on A.C./Italian Government civil count, there is still much room for further progress; there is still considerable wastage and misuse of movement capacity by sea, rail and road. This has been taken up more vigorously than ever before with the Italian Government authorities concerned. Although it is too early to give a definite opinion, indications are that the present Government is taking the matter more seriously, so that there are hopes that a larger percentage of priority traffic will move. This is essential in view of the forecasts of a below-average ~~average~~ ^{wheat} harvest in many areas which will necessitate wide distribution of any surplus essential commodities which may be available in certain areas.

715

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A.I.S.
PP 80.

M.J. STYFF, Colonel.
Chief, Movement Division.

Copy to Rail Branch - Rail - Road Branch
Roads Branch
Shipping Branch.

Ext. 318

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

JWB/ah

772/22/TN 3

8 June 1945

SUBJECT: Monthly Report for May 1945 - Movements Division

TO : Administration Division

1. GENERAL

(a) With the complete cessation of hostilities, the movement of refugees and displaced persons became a major problem. The initial flood over the Northern Italian frontiers created acute problems in the Northern evacuation camps and the sudden demands for movement threw a heavy strain on rail, road and shipping transportation. Movement programs were arranged within the capacities available. Increasing demands are being received and AMHQ are making available maximum facilities both by rail and sea.

(b) Information regarding civilian traffic moved by rail continues to improve and returns from Station Masters, through the various Italian State Railways Compartimenti Headquarters, are arriving with less delay. Failure to submit returns for traffic scheduled for movement decreases weekly. Returns for traffic moved by road are still generally late in reaching this Headquarters.

(c) Lack of progress made by EMHQ together with poor operating and bad discipline of the recently activated Italian Military M.T. Units adversely affected all movement programs.

(d) It has been obvious that the channel for demanding movement in Northern Italy during Phase I has not been clearly understood, presumably because of lack of instructions. There has been no proper clarification by 15th Army Group, in spite of repeated requests. Continual demands have been made direct to this Headquarters, and delays have resulted because of the necessity of directing demands through proper channels, i.e., the Army concerned and 15th Army Group.

2. SHIPPING

(a) Following the establishment during April of regular coastwise liner sailings under the control of Comitato Gestione Navi (COGEMA), the former bidding procedure for movement of stores by sea on AMHQ has been discontinued with the exception of bids which cannot be met by tonnage under the control of COGEMA. All bids for movement during the month have been met, and the total tonnage lifted coastwise amounted to 56,606 tons, including schooner traffic which carried some 21,610 tons of this total. S.S. "Langens" on the Sardinia-Civitavecchia ferry lifted 809 horses and cattle and 420 sheep.

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SHIPPING (Cont'd.)

(b) A new service for passengers and freight between Naples - Cagliari - Palermo was started on 18 May with the S.S. "Abruzzo" and "Campanello" making alternate runs.

(c) During the month a serious situation arose in Sardinia, where, owing to drought and a plague of locusts, there is not sufficient fodder to feed the livestock in the island. An urgent request was received from the Italian authorities for movement to the Mainland by the end of June of 200,000 sheep and 10,000 cattle for immediate slaughter. The regular cattle ferry "Langano" is now running between Olbia and Civitavecchia loaded to capacity, and further arrangements are being made to increase the movement of these animals. There has been no lifting of the ban on movement of livestock for breeding purposes, owing to the continued prevalence of foot and mouth disease in the island. It is considered that had there been a proper appreciation on the part of the Italian authorities of the situation in Sardinia, considerably greater notice could have been given to Transportation Sub-Commission of the possibility of such a situation arising.

(d) The Italian cruiser "Garibaldi" was allocated to a shuttle service for refugees and displaced persons between Pionino and Messina, and completed two voyages during the last week of the month, carrying about 1,000 repatriates for Sicily each time. In addition, two Italian torpedo boats each carried 100 persons, on the same run.

(e) Uncertainty of the phosphate rock program created difficulties in forecasting shipping requirements for the period July-December 1945. This uncertainty also affects the programming for movement of pyrites, as requirements for pyrite are dependent on availability of phosphate rock.

3. RAIL

(a) Figures for the latest four-week period for which statistics are available show that 340,986 tons were programmed for movement on the mainland of Italy, including traffic moving from Sicily to the mainland. A breakdown of this tonnage gives:

Tonnage moved	206,961
" not moved	107,019
" not accounted for	27,016
TOTAL	<u>340,996</u>

Tonnage carried in Sardinia and within the island of Sicily is not included. Of the 27,016 tons not accounted for, it is probable that a large proportion did in fact move, but no forms were received from the stations concerned. It is considered that more than 90% of the tonnage not moved was due to failure of the military service to provide cars, and the balance was due to the unavailability of supplies or stores on dates movement was programmed.

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RAIL (Cont'd.)

(b) Movement of refugees caused additional strain on the limited railway capacity. The major movements were from Florence and Forlì to Rome and South of Rome. During May, 56 special trains were dispatched carrying a total of 68,902 persons.

(c) The end of hostilities in Italy and consequent military re-deployment caused an increase in military tonnage southbound. This, together with movement of prisoners of war and displaced persons, resulted in reduced railway lift for civilian stores on lines 87 and 88/90 and in an acute shortage of box cars, especially in the Naples area during the latter part of the month. Loading of wheat from Castellammare and Torre Annunziata was on a very reduced scale; tonnage out of Naples warehouses was small and loading of foodstuffs generally in the Naples area showed a serious reduction. Efforts were made to counteract this shortage of wagons by using high-side open wagons, even for pilferable stores, but loading programs had to be very much curtailed.

(d) Northbound traffic from East Italy to Ancona was routed by line 86 in spite of delay in opening the tunnel at Verano. The section Osimo - Ancona was operated by a road link. Southbound traffic also moved over this line.

4. ROAD

(a) The trucks working with 15th Army Group in Northern Italy were increased by 6 companies of 3rd Truck Battalion (888 x 1½-ton trucks).

(b) Lack of discipline of Italian Military personnel of GI and OT Companies seriously affected all movement upon which they were engaged, causing reduction in tonnage lifted below planned levels.

(c) The road link on railway line 86 (Osimo - Ancona), by trucks of the 2nd Truck Battalion, conveying stores and refugees, was introduced during the month and is expected to continue until latter part of June.

(d) On cessation of hostilities every effort was made to obtain road intelligence from North Italy and during the early stages road sitreps were issued daily. These were of much value to officers of other Sub-Commissions who were travelling north. Roads generally were in good condition all over Northern Italy.

For the Chief, Movements Division

J. E. Baker
J. E. BAKER
Lt. Colonel

927

cc: Rail Branch, Mov. Div.
Road Branch, Mov. Div.
Shipping Branch, Mov. Div.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Ref: 318

WTS/hl

773/12/TN 3

SUBJECT: Monthly Report for April, 1945.

10 May 1945

TO : Administration Division

1. GENERAL

a) More accurate estimates are gradually being obtained of the movement of authorized AC/Civilian traffic. Complete returns, except those for stores lifted by sea, are still slow in coming to hand; complete Rail and Road returns take some five weeks for their collation. As the Statistical Section speeds up its work, and returns from the field are submitted more expeditiously, this delay should be reduced to about a period of two weeks.

b) There has been considerable waste of shipping during the month due to a difference of opinion on the freight rates to be charged on Pyrites and a dispute between the French and Italian Governments over the price to be paid by Italians for phosphate rock ex North Africa. Considerable available rail capacity has not been taken up due to the non-availability of programmed stores.

Transportation etc

c) There have been relatively fewer ~~allied~~ military representatives in the field to cover greater areas. This lack of supervision has been the cause of some of the misuse of transport capacity; responsibility is being delegated to the Italian authorities with all possible speed, and altho they have made progress in their own organization, they are still not fully competent to accept all the responsibility it is desired to hand to them except at a cost of misused transport.

2. SHIPPING

a) Virtually all shipping bids have been met. Approximately 60,000 tons of stores have been moved by sea; this represents a decline of 12,000 tons compared with March. The figures would have been considerably higher in April, as shipping was steamed to lift 26,000 tons of Pyrites and phosphate rock, but only 200 tons moved due to the price disputes referred to in para. 1 above. Altho movement of Pyrites by sea has recommenced, the price dispute on freight rates is not yet finally settled; so far the dispute over the price of phosphate rock has not been solved.

b) During the month, Mediterranean Shipping Authorities offered a lift of some 20,000 tons against the movement of urgently needed civil supplies. This offer could not be taken up because the supplies could not be made available during the month for which this offer was made.

c) The Mediterranean Shipping Authorities handed back ten ships to be operated by the Italian Government Shipping Authorities. It is estimated that these ships will lift approximately 25,000 tons; regular coastwise liner sailings are being established. Between the schooners

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c) The Mediterranean Shipping Authorities handed back ten ships to be operated by the Italian Government Shipping Authorities. It is estimated that these ships will lift approximately 25,000 tons; regular coastwise liner sailings are being established. Between the schooners operated under Italian control and these coasters, it should be possible to lift between 50,000 and 60,000 tons of essential civilian cargo per month. Both the coasters and the schooners remain under the over-all responsibility of the Mediterranean Shipping Authorities who are responsible to the combine Shipping Adjustment Board for their operation.

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10 May 1945

d) Little progress was made with the transfer of livestock from Sardinia to the Mainland due to an outbreak of foot and mouth disease in Sardinia; only horses can at present be exported. The ferry ship, allocated for this purpose, is now programmed to carry horses and dry stores in order that her capacity is not wasted.

e) The Campodoglio, which has been allocated as a personnel and stores ferry between Sicily and the Mainland, has not yet gone into service. The delay is largely due to the necessity of her refitting, but it is anticipated that the service will commence in the second half of May.

f) An increased delegation of authority has been made to the Italian Ministry of Marine in Civitavecchia. The port thru which the largest quantity of civil supplies is now being imported, has been turned over in its entirety to the Italians and all Allied officers withdrawn. Civitavecchia handled over 50,000 tons of civil supplies in April.

3. RAIL:

a) The most important information that has come to hand during the month is that which is revealed by the collation of the "ZB" forms which show the amount of traffic moved against the amount of traffic programmed and the reason why programmed traffic did not move. These forms show that, tho a fair proportion of the traffic which did not move is due to the lack of railway wagons, an even larger proportion is due to the non-availability of programmed stores when railway wagons are placed. Failures to load are being followed up wherever possible, and the information coming to hand enable programs to be better screened and action to be taken more promptly.

b) It is estimated that the following tonnages were moved by rail during April:

i) Sardinia	5000
ii) Sicily	150000
iii) Mainland	170000

Of the tonnage accepted for movement on the Mainland, it is estimated that at present only ~~60%~~ ^{60%} moved.

4. ROAD:

a) The equivalent of 650 x 3 ton trucks were withdrawn from Liberated Italy for work with the 15th Army Group in the North. Increased rail facilities, use of newly activated AC controlled military units, and better use of civilian transport enabled road movement programs to be carried out without any serious delay despite these withdrawals.

b) Road Movement Memorandum No. 1 was issued. This has standardized the procedure for bidding for movement by road, and is proving most useful.

c) ENAC's control of civilian road vehicles is still far from satisfactory, but the carrying out of programs allocated to ENAC is improving.

1 3 8 6

2) An increased delegation of authority has been made to the Italian Ministry of Marine in Civitavecchia. The port thru which the largest quantity of civil supplies is now being imported, has been turned over in its entirety to the Italians and all Allied officers withdrawn. Civitavecchia handled over 50,000 tons of civil supplies in April.

3. RAIL:

a) The most important information that has come to hand during the month is that which is revealed by the collation of the "XB" forms which show the amount of traffic moved against the amount of traffic programmed and the reason why programmed traffic did not move. These forms show that, tho a fair proportion of the traffic which did not move is due to the lack of railway wagons, an even larger proportion is due to the non-availability of programmed stores when railway wagons are placed. Failures to load are being followed up wherever possible, and the information coming to hand enable programs to be better screened and action to be taken more promptly.

b) It is estimated that the following tonnages were moved by rail during April:

i) Sardinia	58000
ii) Sicily	152000
iii) Mainland	170000

Of the tonnage accepted for movement on the Mainland, it is estimated that at present only ~~60%~~ 60% moved.

4. ROAD:

a) The equivalent of 650 x 3 ton trucks were withdrawn from liberated Italy for work with the 15th Army Group in the North. Increased rail facilities, use of newly activated AG controlled military units, and better use of civilian transport enabled road movement programs to be carried out without any serious delay despite these withdrawals.

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c) ENAC's control of civilian road vehicles is still far from satisfactory, but the carrying out of programs allocated to ENAC is improving.

5. CONCLUSION:

a) There is no question that improvement has been made in the coordination of the movement of AG/Civilian supplies; there is more flexibility between Road, Rail, and Sea Movement. At the same time, information now coming to hand for the first time clearly shows that there is still much room for

April Monthly Report

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10 May 1945

For further improvement, and that the leeway to be taken up is so considerable that it should have a ~~lasting~~ effect on the Italian economy, once this improvement has been made.

W. J. S. C.

M. J. S. C. Colonel.
Chief, Movements Division

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

Tel: Ext. 318

773/10/Tn.3.

7th April, 1945.

SUBJECT: Monthly Report for March, 1945,
Movements Division.

TO : Administration Division,
Transportation S/C.

1. GENERAL:

(a) An increasing proportion of bids made for movement are being accepted; not all these accepted bids move, especially bids for movement by rail due to unforeseen changes in the rolling stock position, but an increased tonnage, compared with previous months, has been lifted. Figures for exact quantities moved by rail and road against programmes set up are not available for the whole of March, but the system whereby this information becomes available is now in operation. Returns commenced as from March 20th, and reasonably accurate total figures should be available in the future.

(b) Wine, sulphur, and hemp programmes were moved in full, and considerably larger quantities of primary commodities, such as grain, were lifted from growing areas to consumers. Improved weather has enabled substantially larger tonnages to be lifted by road and sea with the capacity available.

(c) A programme to cover a six months grain movement for the whole of the liberated mainland area of Italy was prepared for Food Sub-Commission, and is being carried up against estimated transport availabilities. Programmes to cover the movement of fertilisers, pyrites, phosphate rock, sulphur, etc., for periods extending over several months, have been prepared and put into operation.

(d) Cases of misuse and wastage of transport capacity available for A.C. traffic have occurred. These have been taken up as promptly as possible with those responsible, but the lack of Transportation Sub-Commission representatives in the field makes the efficient supervision of the use of transport difficult to carry out. A larger measure of responsibility is being delegated to the Italian authorities, but in certain respects they

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Movements Division.

TO : Administration Division,
Transportation S/C.

1. CENTRAL:

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(d) Cases of misuse and wastage of transport capacity available for A.C. traffic have occurred. These have been taken up as promptly as possible with those responsible, but the lack of Transportation Sub-Commission representatives in the field makes the efficient supervision of the use of transport difficult to carry out. A larger measure of responsibility is being delegated to the Italian authorities, but in certain respects they are not sufficiently competent to supervise movement efficiently.

(e) Coordination with AFHQ, and the movement and transportation areas in the field, continues to improve, and the measure of assistance being received from C-4 (Mov. In), and its field formations, continues to increase.

- 2 -

2. SHIPPING:

(a) All bids made on AFHQ for movement by sea were accepted and, with minor exceptions, moved to time. A 100-way, which occurred in February, was made up by actual movement or by ships' set-up which will complete movement early in April. The total tonnage lifted coastwise during the month was approximately 73,000 tons, an increase of 30,000 tons over February. Schooners lifted 25,000 tons of this, which is a further improvement, and represents a considerable increase over an average of 10,000 tons per month lifted last Autumn.

(b) The ferry service between Sardinia and the mainland is working satisfactorily. The S.S. Campidoglio will not commence a ferry service between Sicily and the mainland until the second half of April; arrangements are in hand to convert certain space on this ship to passenger accommodation. By this means it is hoped to increase the passenger accommodation from approximately 60 to 250. The S.S. Lagnano commenced as a livestock ferry between Sardinia and the mainland, but could not operate the short ferry from Olbia to Civitavecchia because of an outbreak of foot and mouth disease at Olbia. The usefulness of this ship has temporarily decreased, because an outbreak of foot and mouth disease in other areas in Sardinia has prevented the export of all livestock with the exception of horses.

(c) A commencement has been made with the movement of traffic by water to Rome ex Civitavecchia, and it is planned to move 6,000 to 8,000 tons per month by this means as soon as certain obstructions have been cleared.

(d) The port of Piombino commenced to operate during the month, and a programme of approximately 30,000 tons per month has been set up.

(e) Difficulties in connection with freight rates on pyrites, and payment to the French Government for phosphates ex North Africa, have resulted in shipping being wasted, or available shipping not being fully taken up. These problems have been taken up with those concerned, but final decisions, which will enable shipping to be fully utilised in these two major trades, have not yet been made.

3. RAIL:

(a) The new procedure for the reception of bids, screening, programming, and moving of A.C. sponsored and authorised civilian traffic, came into force at the end of March. It is too early to state what traffic has actually moved against tonnage accepted for movement during the first week of the new system, but the

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(b) The new procedure, under which all movement of non-rationed food stuffs, including wine, is coordinated and organized

through the office of the High Commissioner for Food and his local organisations, is working smoothly

(c) Programmes to utilise available capacity on the railway lines new through to Florence, and on the railway line from Ortona to Ancona, have been carried out, freeing motor transport for other high priority hauls.

4. ROAD:

(a) There was a general improvement in the carrying out of programmes scheduled for movement by road, and greater flexibility has been reached in the movement of A.C. controlled motor transport units to those areas where they are most required. There has been some improvement in the carrying out of movements allocated by the Roads Division to ENAC, but this organisation's control of civil transport is still far from complete.

(b) 9,000 tons of grain were hauled to rail heads in the Ancona area for Rome, an increase of approximately 3,600 tons over the *January* figure. Against a programmed movement of 2,200 tons of sulphur approximately 2,700 tons were lifted from the mines, and against a programme of 2,400 tons forward food haul from Ancona to the Forlì warehouse for stockpiling purposes, 2,350 tons were moved.

(c) The movement of grain from East Central Italy to Ortona rail head for the Heel was suspended in the early part of the month, because it was estimated that the total to be cleared from the warehouse before the next harvest, could be moved by rail when the Ortona-Ancona line is operating. This was an uneconomic road haul due to the long turn round and bad condition of the roads. The transport thus made available was allotted to the movement of inter provincial traffic in the Terrano-Ascoli-Aquila areas, where hitherto sufficient movement capacity for grain could not be made available to enable the 300 gram ration to be established.

(d) The implementation of the wine programme by sea, together with the control of road traffic by ENAC, has considerably reduced a major black market traffic, which was the haulage of wine from the Heel area to Rome. As ENAC control improves, more and more priority programmes will be carried out effectively, and a general decrease in black market activities should follow.

Myself

M.J. SIEFF, Colonel,
Chief, Movements Division.

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Mov. Rail.
Mov. Roads.
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Ampley

M.J. SKEFF, Colonel,
Chief, Movements Division.

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LJS/vb

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

8th March, 1945.

Tel: Ext. 318

~~XXXXXXXXXX~~ 773/9/Tn.3.

SUBJECT: Monthly Report for February, 1945.
Movements Division.

TO : Administration Division,
Transportation S/C.

GENERAL:

1. The demand for movement capacity continued greatly to exceed supply.

2. It was considered impracticable, from a movements angle, to withdraw all Transportation Sub-Commission personnel from those areas in King's Italy from which regional and provincial organisations are being withdrawn. A request was made to higher authority for permission to retain 15 Transportation Sub-Commission representatives in the field in these areas; this number was considered the minimum necessary for efficient working. Final approval for the retention of these 15 officers has not yet been received. G-4 (Mov & Tn) AFHQ agree that there is a necessity for the retention of these officers.

3. It is considered that the Italians are not yet sufficiently organised to take over movement control duties without a waste of shipping, rail and road capacity. Every effort is being made to train Italian civil and commercial organisations so that they will be in a position to take over this movement control work.

4. In addition to the retention of the 15 officers a scheme has been put forward for the use of Italian military personnel to carry out movement control work. The scheme has been submitted to M.M.I.A. and discussed with AFHQ; the number of personnel requested at present comes within the M.M.I.A. ceiling for the Italian Army movement control establishment.

5. Progress has been made in closer coordination with G-4 (Mov & Tn) AFHQ, and with the Transportation (American) and British Movement Control areas in the field. Considerable progress has been received from both AFHQ and its field organisations.

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5. Progress has been made in closer coordination with G-4 (Mov & Tn) AFHQ, and with the Transportation (American) and British Movement Control areas in the field. Considerable assistance has been received from both AFHQ and its field organizations, which has resulted in a better use of such transport capacity as is available.

SHIPPING:

6. Bids made on AFHQ for movement by sea were accepted, but due to operational factors certain ships fell back and so stores did not move in the period for which they were bid. The cancellation of certain bids by the bidders, and the inability to provide cargo in certain cases after shipping had been set up,

notably phosphate rock and charcoal, caused a waste and delay to shipping. Failure to meet bids in the period mainly affected the movement of wine and salt, but ~~the~~^{most of} the loss should be made up during March.

7. Improved information from the ports as a result of Shipping Instruction No. 5 and the hasteners sent out to Regional Commissioners to carry out the instructions contained therein, resulted in much better daily information being received at this Headquarters. This has enabled prompter action to be taken when poor ship working was seen, and has resulted in certain recommendations being put forward to AFHQ, which will result in considerable saving of shipping in the Sardinian coal trade. The working of the majority of ports under Allied control is improving, especially the Naples satellite ports, a black spot heretofore. The Civitavecchia programme has been expeditiously handled and this port is now capable of handling an average of 1,750 tons per day. A commencement has been made in the movement of coal from Civitavecchia to Piumicino. The quantities moved have exceeded expectations, but this is because the craft engaged on this movement are being run under normal commercial practice and not under the COGEMA time charter scheme. As such as the depth of the Tiber permits it is hoped that the majority of this coal will be brought direct to Rome thus saving any rail haul.

8. The "Lagunaro" has been converted to carry livestock, and will shortly be put on an Olbia-Civitavecchia ferry. The "Campidoglio" has been assigned to run on a ferry between Sicily and the mainland. It is hoped that this ferry will commence in March.

9. The tonnages lifted by sea during February, against bids, are shown in Appendix "A".

RAIL

10. The bids made on AFHQ for movement of A.C. traffic on military control lines were accepted up to 80 per cent; the majority of these bids were moved, but full details of actual movement will not be available until the second half of March. 50 emergency bids totalling 2,731 tons were made during the period under review; all were accepted and moved.

11. Further revision is necessary of the basic tonnages which can be moved on lines which have been returned to the Italian authorities.

12. A successful start was made with the movement of sulphur from the mines in north liberated Italy to plants on the mainland. This movement has enabled sulphur ex Sicily to be freed for export to countries other than Italy. Considerable progress has been made in the south with the movement of sauso by rail; the detailed programme worked out two months ago has been

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13. The unfavourable wagon position in Calabria has been righted, and at last the boxed wagon movement between Sicily and the mainland has begun to move in favour of Sicily. ~~Assistance~~ of boxed wagons from Sicily has been so considerable that essential programmes could not be ~~made~~ met. In addition to the favourable movement across the ferry, a request has been made to ~~AFHQ~~ to permit L.S.Fs. returning from Reggio to be used as an additional wagon ferry to Catania.

14. A new procedure has been established for the reception of bids² screening and movement of A.C. and civilian freight traffic on the Italian mainland. This has been agreed with the I.S.F., G-4 (Mov & Tr) AFHQ, and the Allied Railway Board. The revised procedure will come into force with effect from the 7th March, 1945, for the movement period 19th to 25th March, 1945. The main changes of the revised system are:-

- (a) Decentralisation of work at present carried out at Allied Commission Headquarters.
- (b) Placing the maximum responsibility on the I.S.F., making them use their normal methods for movement of freight.
- (c) The establishment of a method whereby it will be possible to ascertain the amount of traffic moved against accepted programmed bids.

ROADS:

15. ENAC came into being on the 1st February, 1945. It was agreed with the Minister of Communications to establish a movements section of ENAC, to which copies of all movement programmes in which road transport is concerned are sent. This section is proving most useful and is working closely with the roads section of the Movements Division. ENAC is having the usual teething troubles of such an organisation, but the non-fulfilment of programmes in accordance with priority is being vigorously followed up.

16. ~~A central~~ A.T. office has been established at Ancona to canalise bids for movement by road in that area and to allocate the bids to the various A.T. units, which are stationed around Ancona. This office has already proved its usefulness, and it is anticipated that considerable economy will result in the use of available transport.

17. 1000 G.T. Company moved from the Leghorn-Florence area to the Ancona area during the month. This enabled the movement of sulphur to rail head, and other high priority road movements to be made without interfering with the movement of grain for Rome to rail head.

18. Future operations will necessitate the withdrawal of certain A.C. controlled A.T. units at present working in north-west and north-east liberated Italy. Regional Commissioners and Army authorities have been warned of this and have been requested to put in hand the taking over of civilian commitments, at present lifted by this A.C. military A.T., by civilian vehicles wherever possible. This is being done in certain areas in conjunction with ENAC, where ENAC are established; By this means it is hoped that when it will become necessary to withdraw these units there will be a minimum dislocation of the road movement of priority

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16. ~~Regional~~ ^{A CENTRAL} M.T. office has been established at Ancona to centralise bids for movement by road in that area and to allocate the bids to the various M.T. units, which are stationed around Ancona. This office has already proved its usefulness, and it is anticipated that considerable economy will result in the use of available transport.

17. 1000 A.T. Company moved from the Leghorn-Florence area to the Ancona area during the month. This enabled the movement of sulphur to rail head, and other high priority road movements to be made without interfering with the movement of grain for Rome to rail head.

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Mov. Road.
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Encl.

M.J. STEFF, Colonel,
Chief, Movements Division.

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HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
(Movements Division)APPENDIX "A"
to Monthly
Report for
February, 1945.Summary of Bids and Shipments during February 1945 (excluding
MEDBO Schooners)

Commodity	Bid	Tons Lifted	Tonnage Outstanding	Tons in Excess	Remarks
Charcoal	1,000	-	-	-	Shipping set up but bids can- celled on acc- ount of non availability.
Citrus Fruit	2,400	1,643	757	-	-
Olive Oil	575	100	475	-	Balance not available for shipment.
Phosphate Rock	10,000	14,621	-	4,621	-
Rations and Foodstuffs	5,742	4,654	1,088	-	-
Salt	5,650	2,667	2,983	-	Balance being lifted begin- ning March.
Wine	4,500	2,123	2,377	-	-
Wheat	1,000	165	835	-	-
Total	30,867	25,973	8,515	4,621	

The following livestock was lifted during the month:-

41 horses
132 cattle
1,261 sheep

The following tonnages were lifted by MEDBO Schooners during February 1945.

Timber 930
Food 3,200
Cannabeans 2,575
Citrus Fruit 620

Charcoal	1,000	-	-	Shipping set up but bids can- celled on acc- ount of non availability.
Citrus Fruit	2,400	1,643	757	-
Olive Oil	575	100	475	Balance not available for shipment.
Phosphate Rock	10,000	14,621	-	4,621
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Wine	4,500	2,123	2,377	-
Wheat	1,000	165	835	-
Total	30,867	25,973	8,515	4,621

The following livestock was lifted during the month:-

41 horses
132 cattle
1,261 sheep

The following tonnages were lifted by MEDCO Schooners during February 1945.

Timber 930
Food 3,200
Carrubbeans 2,575
Citrus Fruit 820
Charcoal 105
Salt 1,990
Coal 2,000
Cotton 520
Tobacco 335
Lubricating Oil 120
Cork 100
Isl. Traffic 1,800
Miscellaneous 1,900

16,395 Tons
25,973 "

(Lifted by ships other than MEDCO
Schooners)

TOTAL LIFTED 42,368 Tons

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

MJS/vb

Tel. Ext. 318

8th March, 1945.

773/ 3/Tn.3.

SUBJECT: Abridged Monthly Report for February -
Movements Division.

TO : Administration Division.
Transportation S/C.

GENERAL:

1. In view of the inadequate capacity of transport generally to meet demands, the necessity for quicker turn round of ships and rail cars, and lack of control of road transport; it is considered that a complete withdrawal of all Transportation Sub-Commission field personnel from King's Italy would damage the Allied war effort inasmuch as there would be inadequate movement control. A request has been made to higher authority for permission to retain for the present a minimum of 15 officers in King's Italy to exercise movement control functions.

2. A closer liaison has been established with G-4 (Mov & Tn) AFHQ and Tn (A) and British Movement Control areas in the field. Considerable assistance has been received everywhere from G-4 (Mov & Tn) AFHQ.

SHIPPING:

3. Bids made on AFHQ have in general been accepted, but ships set up have fallen behind their dates for loading. This applies particularly to salt and wine, but it is anticipated that most of the loaway will be made up in March.
4. Quantities lifted by schooners are still unsatisfactory; the present time charter system does not lead to a quick schooner turn round, and a scheme offering more inducement to the schooner owners is under consideration by the shipping authorities.
5. Information based on Shipping Instruction No.5 is now beginning to reach this Headquarters daily. It has already enabled this Division to take much prompter action when port work-ing has been inefficient, and is enabling shipping to be put to better use.

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Transportation S/C.

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RAIL:

6. Approximately 80 per cent of the bids made for movement on military controlled lines were accepted by AFHQ. It will not be possible till April to say how much of the accepted programmes actually moved, though it is known that this is improving.

7. With effect from the 26th February all bids for movement of non-rationed foodstuffs, including wine, south of a given line

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in King's Italy will be placed with the representative of the High Commissioner for Food, and not with the Transportation officers or local station masters. The representatives of the High Commissioner will screen all bids before submitting them for movement and will decide what shall move within the tonnage allocated.

ROAD:

8. The Roads Section is gradually getting under way and beginning to perform the main functions for which it was intended, namely the preparation of adequate programmes and the control of movement in accordance with priorities.

9. ENAC commenced to function on the 1st February, 1945, and has naturally met with teething troubles. An ENAC movements section has been established with which Movements Roads works closely. ENAC should soon start to show a dividend.

W. J. Sieff

M. J. SIEFF, Colonel,
Chief, Movements Division.

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MJS/

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

11 February 1945.

Tel: 318
Our Ref: AC/773/5/Tn.3.

SUBJECT: Abridged Monthly Report, January 1945,
Movements Division

TO : Administration Division

1. Progress has been made with the setting up of the Movements Division at A.C. H.Q. but the Roads Section requires further strengthening.

2. Responsibility for seeing that the Movement of agreed programmes is carried out is being decentralised to Regions, who are beginning to understand their functions under the new set up.

3. Movement of A.C. and Civilian Traffic has increased and traffic is moving more in accordance with established priorities. Information from Regions is still inadequate, but steps taken should remedy this position by mid-March.

4. Much ship and shore working in Italian Ports is lamentable, and great wastage of shipping results. Information so far has been received so late and through such devious channels, that it has almost invariably been too late to take effective action. Steps have been taken to procure the necessary information, but this is not yet being received even from major Italian controlled ports. The necessity for prompt information has again been taken up with those concerned.

5. The Italian Government has hitherto lacked the means effectively to control civilian road transport, but the decree establishing ENAC should give them a measure of authority which will enable road movement to be more closely coordinated with priorities.

16081

TO : Administration Division

1. Progress has been made with the setting up of the Movements Division at A.C. H.Q. but the Roads Section requires further strengthening.
2. Responsibility for seeing that the Movement of agreed programme is carried out is being decentralised to Regions, who are beginning to understand their functions under the new set up.
3. Movement of A.C. and Civilian Traffic has increased and traffic is moving more in accordance with established priorities. Information from Regions is still inadequate, but steps taken should remedy this position by mid-March.
4. Much ship and shore working in Italian Ports is lamentable, and great wastage of shipping results. Information so far has been received so late and through such devious channels, that it has almost invariably been too late to take effective action. Steps have been taken to procure the necessary information, but this is not yet being received even from major Italian controlled ports. The necessity for prompt information has again been taken up with those concerned.
5. The Italian Government has hitherto lacked the means effectively to control civilian road transport, but the decree establishing EMAC should give them a measure of authority which will enable road movement to be more closely coordinated with priorities.

WJS 012
M.J. SIEFF,
Colonel, R.A.
Chief, Mov.Div.

1609

HEADQUARTERS ALLIED COMMISSION
ATO 394
Transportation Sub-Commission

12 February 1945

Ref.: 774/4/In 3

SUBJECT: Report for January 1945
Movements Division Transportation S/C.

TO : Administration Division

GENERAL

1. The organization of the Movements Division of the transportation S/C at H.C.A.C. continued during January. H.C.A.C. and Shipping Sections are now adequately organized, and have sufficient strength to deal with present and foreseen problems; the Road Section is not yet fully organized. Steps are in hand to bring this section on to a level with the other two, so that it can adequately carry out its movement function.

2. A much closer liaison is being established with G-4 (Nov 3 In) A.F.H.C. and programmed traffic is generally moving to time. Considerable assistance has been received from A.F.H.C. in this respect.

3. Steps have been taken to provide promptly the statistical information, required to check actual movement against programmed movement, to enable daily ship, rail and road movement to be followed up. It is not anticipated that this information will be fully available till mid-March, but sufficient information is now being passed to enable the programmes by sea and rail of major commodities to be checked. Except in the case of Civitavecchia information on ship working in ports handed back to the Italian Govt. is woefully inadequate and delayed, and much ship time wastage is resulting. The necessary information should be available during February.

SHIPPING

4. In general the programme bid has been carried and large outstanding phosphate tonnages have been cleared. Appendix "A" shows tonnages lifted. The Sardinia-Italy ferry service is functioning more smoothly. The rehabilitation of Civitavecchia has made considerable progress and ship's turnaround has improved.

GENERAL

1. The organization of the Movements Division of the Transportation 2/3 at HQ.A.C. continued during January. R. Rail and Shipping Sections are now adequately organized, and have sufficient strength to deal with present and foreseen problems; the Road Section is not yet fully organized. Steps are in hand to bring this section on to a level with the other two, so that it can adequately carry out its movement function.

2. A much closer liaison is being established with G-4 (MOV & TR) A.F.S.C. and programmed traffic is generally moving to time. Considerable assistance has been received from A.F.S.C. in this respect.

3. Steps have been taken to provide promptly the statistical information, required to check actual movement against programmed movement, to enable daily ship, rail and road movement to be followed up. It is not anticipated that this information will be fully available till mid-March, but sufficient information is now being passed to enable the programmes by sea and rail of major commodities to be checked. Except in the case of Civitavecchia information on ship working in ports handed back to the Italian Govt. is woefully inadequate and delayed, and much ship time wastage is resulting. The necessary information should be come available during February.

SHIPPING

4. In general the programme bid has been carried and large outstanding phosphate tonnages have been cleared. Appendix "A" shows tonnages lifted. The Geradinia-Italy ferry service is functioning more smoothly. The rehabilitation of Civitavecchia has made considerable progress and ships turnaround has improved.

RAIL

913

5. As stated in para 3 above, statistical information is inadequate fully to check movement against programmes, but tonnages, considerably increased over previous months, of cereals, coal, lignite and pyrites on civil account have been moved. Rail clearance of Civitavecchia has been good and no delays to ships have occurred. The loss of boxed wagons out of Sicily has been so heavy that programmed movement has not been carried out; steps have been taken in agreement with A.F.S.C., to move by sea as high a proportion as possible of traffic moving out of the island on military account.

6. A.F.H.Q. have been given details of major foreseen future movements in central Italy and major rehabilitation projects, which will entail an increased demand for rail capacity. They have been requested to advise the Tn S/C. whether any of the projects are likely to be largely valueless because the rail capacity will not be forthcoming; so far no reply has been received.

ROAD.

7. Adequate road movement programmes are not yet being issued. Progress has been made in linking road and rail movement programmes in an attempt to increase the efficient use of road transport. Demands for road transport everywhere greatly ~~exceed~~ the supply; the establishment of the Priorities Board should enable much clearer direction to be given to the Road Division and Regional Commissioners on overall priorities. It will be the Regional Commissioner's responsibility to decide his local priorities and to instruct his Regional Transport Officer on this. Where local priorities conflict with overall priority programmes issued from HQ. A.C., then it will be necessary to refer to HQ. A.C. for a final decision.

8. It is hoped that the organisation of RNAC will enable some control of the movement of civilian vehicles to be established. This will free W.D. vehicles, under AC control, for more urgent work.

Wps.

M.J. STIFF
Colonel R.A.
Chief Mov. Division

APPENDIX "A" /lr

SHIPPING

1. The following is a summary of bids and shipments during the month (excluding MEDBO Schooners).

Commodity	Bid	Lifted in tons	Outstanding in tons	In excess tons	Remarks
Citrus Fruit	4,000	2998	1002		Ships did not load to capacity on account of non-availability
Olive oil	315	210	105	7260	
Phosphates	9,300	16560	-	579	
Food-stuffs	1,527	2106	-	-	
Salt	6,900	4946	1954	-	
Wine	6,000	3191	2809	-	Part of balance lifted by MEDBO Schooners
Wheat	1,000	1192	-	192	
	29,042	31203	5870	8031	

Livestock 300 horses 40
500 cattle 247
2000 sheep 1432

Other civil supplies lifted during month (Sicily to Torre Annunziata)

Wine 2970
Food Stuffs 880
Cotton 132

3982

The following tonnages have been lifted by MEDBO Schooners during January.

TIMBER	650
FOOD	3,372
CARRUBEANS	580
STORES	110
WHEAT	462
CHARCOAL	560
SUGAR	1,025
CHESENUTS	350
MISCELLANEOUS	1,254
ISLAND TRAFFIC	1,800
TOBACCO	72
COAL	2,000

Part of balance lifted
by MEDCO Schooners

Phosphates	9.300	15560	-	7260
Food-stuffs	1.527	2106	-	579
Salt	6.900	4946	1954	-
Wine	6.000	3191	2609	-
Wheat	1.000	1192	-	192
	29.042	31203	5870	8031

Livestock 300 horses 40 260
 500 cattle 247 253
 2000 sheep 1432 568

Other civil supplies lifted during month (Sicily to Torre
 Annunziata)

Wine 2970
 Food Stuffs 880
 Cotton 132
3982

The following tonnages have been lifted by MEDCO Schooners
 during January.

TIMBER 650
 FOOD 3.372
 CARKUBREANS 580
 STORES 110
 WHEAT 462
 CHARCOAL 560
 SUGAR 1.025
 CHESTNUTS 350
 MISCELLANEOUS 1.254
 ISLAND TRAFFIC 1.800
 TOBACCO 72
 COAL 2.000
 COTTON 436
 FLOUR 200
 SALT 2.265

TOTAL 15.166 Tons

911

1614