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EUROPEAN CENTRAL TRANSPORT
JUN. 1945-FEB. 1946 ORGANIZATION

Office for Relations with Military and
Occupation Authorities
European Central Inland Transport Organisation
24, Boulevard du Regent
Brussels

8 February 1946

REPAIR OF FREIGHT ROLLING STOCK

A Meeting will be held in the S.N.C.B. Conference Room, 17 Rue
de Louvain, Brussels, at 1000 hrs. on 19th February 1946.

Addressees are requested to send representatives.

A G E N D A

- (1) Opening remarks by Chairman.
- (2) Latest position regarding numbers of crippled
wagons in each country and zone.
- (3) Review of repair capacities in each country or zone: -
 - (a) At the present time
 - (b) As planned for first six months of 1946.
- (4) Forecast of surplus capacities, stating
conditions under which these could be utilised
by other countries.
- (5) Repairs to be carried out in neighbouring
countries. Representatives to state their
requirements.
- (6) Requirements for supply of materials.
Representatives to state their requirements.
- (7) Requirements for machine tools.
- (8) Use of mobile workshops.
- (9) Discussion on standardisation of repairs.
- (10) It is intended to request representatives to
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of freight and other locomotives, and to indicate
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2094

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- (8) Use of mobile workshops.
- (9) Discussion on standardisation of repairs.
- (10) It is intended to request representatives to state their general position regarding repair of freight and other locomotives, and to indicate whether they will have sufficient power to balance the extra wagons which will come into service as a result of action proposed above.
- (11) Any other business.

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NOTES ON THE AGENDA.

Item (2)

The following table indicates the latest available figures regarding rolling stock requiring repairs:-

COUNTRY	TOTAL NUMBER	CRIPPLED	% of CRIPPLED
Austria Br. Zone	9099	2660	29.3
Germany Br. Zone	201621	77627 (incl. 3813 which are not repairable)	38.0
Germany Fr. Zone	50544	23893	47.3
Germany U.S. Zone	157128	48704	31.1
France	307705	32283	10.5
Belgium	70639	7000	9.9
Netherlands	20120	3841	19.1
Luxemburg	3833	803	21.2
Czechoslovakia	72127	25127	34.8
Denmark	13520	2720	20.5
Norway	9600	1920	20.0

NOTE: These figures must be considered as approximate only.

These figures are not strictly comparable, as in some cases the figure for crippled wagons includes those which are irreparable. It is intended to check these figures and representatives are asked to produce the latest figures in round numbers.

It would be convenient if some common definition could be established for light, medium and heavy repairs. In any case, administrations are asked if they would produce a statement at the Meeting, showing how repairs are classified in their own country. It would be of great assistance if representatives were able to produce a table of their crippled wagon position, divided into the different repair categories, and particularly indicating those which are beyond repair.

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Item (3).

Representatives will be asked to make a short statement.

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Item (4).

Surplus capacity is known to exist in Belgium and a certain amount of surplus capacity may exist in Czechoslovakia and possibly in France and Italy.

Arrangements have already been made for French wagons to be returned to France for repair and up to 5th January 1946, 700 such wagons had been returned and on 17th January 9 crippled trains were waiting to be called forward to France from B.A.C.R.

Arrangements have also been made between B.A.O.R. and the Belgian Government for Belgian wagons in the British zone of Germany to be returned to their home country for repairs. Progress in this direction will be ascertained.

The above arrangements should be extended, as far as possible, to other countries and investigations will be made as to how this will be implemented.

A proposal was submitted on 17th December 1945, to the Transportation Directorate, Berlin, stating that Belgium and possibly other countries would be prepared to repair certain types of German wagons against payment in kind, probably by retention of a proportion of rolling stock repaired. It is understood that this proposal is still being examined in Berlin and is, at the present time, being considered by the Financial Department of the Control Commission.

As regards repairs in Czechoslovakia, that country has agreed to accept Czechoslovakian wagons for repair, at present situated in the U.S. zone and as the Czechoslovakian Government have now indicated that no charge will be made against the U.S. Authorities, it is hoped that this movement is now taking place. The present situation to be ascertained.

Countries will be asked to state what surplus capacities exist and will later develop and will indicate under what conditions they will be prepared to accept work from other countries and zones. In assessing surplus facilities, all private industries should be included, in addition to those available within the Railway Administrations.

Item (5)

Countries and zones will be asked to indicate to what extent they are prepared to accept proposals made by countries under Item (4).

Item (6)

There are two main points for discussion:-

- (a) Extent to which repair capacity, as at present planned, is limited by material supply, rather than plant and labour; and any means of effecting improvement by international action.
- (b) Comparison of local manufacture of wagon component parts, with supply from country of origin, in respect of foreign wagon repairs.

Item (7)

- (a) Discussion of the possibility of increasing productive capacity in certain countries by supply of additional machine tools, or improvement in delivery time of tools already ordered.

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- (b) Comparison of local manufacture of wagon component parts, with supply from country of origin, in respect of foreign wagon repairs.
- (c) Discussion of the possibility of increasing productive capacity in certain countries by supply of additional machine tools, or improvement in delivery time of tools already ordered.
- (b) Restitution of machine tools. Present position and examination as to how this can be accelerated.

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Item (7)

Item (8)

There are in Europe, certain railway mobile workshops, surplus to military requirements: discussion on their possible employment.

Item (9)

The possibility might, with advantage, be discussed of accepting temporarily lower scrapping standards for certain items of equipment, notably wheel profiles and tyre sizes.

24th February 1946.

R. P. Hume

Deputy Director General
O.R.M.O.A., E.C.I.T.O.

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ECITO (ORMOA) ITALY
c/o I.Q. ALLIED COMMISSION
(Transportation Sub Commission)
C.M.F.

To: (see Distribution)

26 November 1945.

1. The offices of the
EUROPEAN CENTRAL INLAND TRANSPORT ORGANISATION (ECITO),
OFFICE FOR RELATIONS WITH THE OCCUPATIONAL AUTHORITIES (ORMOA)
Italy,
are now established in the

MINISTRY OF TRANSPORT,
Piazza Croce Rossa,
ROME.

- 2.- Postal address for all correspondence, except local correspondence sent through the Italian Postal System, is:

c/o H.Q. ALLIED COMMISSION,
(Transportation Sub-Commission)
C.M.F.

The room and telephone numbers are given below, but at present only (a) and (b) are functioning.

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Ext. 9332.
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T.V.L. Fellowes
T.V.L. FELLOWES,
Divisional Officer,
ECITO (ORMOA) ITALY.

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TSK
H. H. H.

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HEADQUARTERS
U.S. FORCES, EUROPEAN THEATER

(Main) APO 757
28 October 1945

AG 322 GDS-AGO

SUBJECT: Establishment of European Central Inland Transport Organization

TO : Commanding Generals:
US Air Forces in Europe
U.S. Forces, Austria
Theater Service Forces, European Theater (Rear)
Eastern Military District
Western Military District
Berlin District
Headquarters Command, US Forces, European Theater
Heads of Missions

1. European Central Inland Transport Organization (ECITO) has been established as an international organization to provide for coordination in movement of traffic and allocation of transport equipment and material, with a view to assuring best possible movement of supplies for both military forces and civilian population, and speedy repatriation of displaced persons, and creating conditions in which normal movement of traffic can be more rapidly resumed.

2. In order to fulfill functions for which the organization has been established, it is necessary that members be afforded freedom of movement and certain supplies and services.

3. The Commanding Generals, Theater Service Forces, European Theater, and U.S. Forces, Austria, and Heads of Missions are authorized to issue duly accredited ECITO personnel Allied Expeditionary Force permits for travel. In making provision for issue of permits to such personnel, it is not intended to limit issue of permits by these commands only, but to allow issue by any subordinate agency deemed practicable.

4. U.S. Forces, European Theater, Mission to Belgium and authorized Theater Service Forces, European Theater agency in London, England, are authorized to issue, to duly accredited ECITO personnel, travel orders permitting them to travel within the U.S. zone of occupation in Germany and Austria, provided necessary clearances with all concerned have been previously obtained. The other addressees are authorized to issue travel orders to ECITO personnel to permit travel within U.S. zone of occupation, provided original orders issued by U.S. Forces, European Theater Mission to Belgium or Theater Service Forces, European Theater agency in London contain the following clause: "Authority is granted to make such changes in this itinerary and to proceed to such additional places on continent as may be necessary in proper performance of assigned mission". ECITO personnel are not required to carry U.S. military travel orders in the United Kingdom or liberated countries unless they desire to utilize US-controlled transportation facilities.

5. Addressees are authorized to provide ECITO personnel traveling in the U.S. zone of occupation in Germany and Austria in the United Kingdom and

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5. Addressees are authorized to provide ECITO personnel traveling in the U.S. zone of occupation in Germany and Austria, in the United Kingdom and liberated countries, from U.S. military sources, POL, rations, accommodations, messing facilities, emergency medical and dental supplies and services, and emergency vehicle repair supplies and services, provided they carry U.S. military orders issued by one of above addressees and such orders contain following clause: "Person or persons indicated in this order are entitled to provision, from U.S. military sources, of POL, rations, accommodations, messing facilities, emergency medical and dental supplies and services, and emergency vehicle repair supplies and services. Supplies and services will be transferred against tally-outs (except rations, which will be paid for in cash) prepared in quintuplicate to and signed by one of the persons listed in this order. One copy of tally-out will be retained by issuing unit, one copy will be given to one of the persons

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named in the order and three copies will be transmitted to the appropriate theater chief of service. Respective theater chiefs of service to whom such tally-outs are transmitted will be responsible for determining cost of supplies and services rendered, and for transmitting such information, with appropriate supporting data, to Fiscal Director, Theater Service Forces, European Theater. Sufficient information should be contained in tally-outs forwarded by issuing units so that values may be assigned to such transfers by appropriate theater chiefs of services. Fiscal Director, Theater Service Forces, European Theater, will make arrangements for payment of such supplies and facilities with ECITO, Berkeley Square House, Berkeley Square, London W.1.

6. Addressees are authorized to furnish to ECITO personnel carrying U.S. military orders containing clause quoted in paragraph 5 above, teletype, telephone, official mail and courier facilities which are ordinarily in operation at particular place where facilities are requested. No record or charge will be made for use of such facilities.

7. U.S. Forces, European Theater Mission to Belgium is authorized to provide ECITO personnel, who are US citizens, accommodations and messing privileges on basis normally supplied to field grade officers. Reimbursement for accommodations will be as prescribed in paragraph 5 above. Reimbursement for messing privileges will be by cash payment.

8. U.S. Forces, European Theater Mission to Belgium is authorized to issue post exchange ration cards to ECITO personnel who are US citizens.

9. Addressees are authorized to furnish to ECITO personnel, who are US citizens, use of army post office for private purposes.

10. The term "European Central Inland Transport Organization" shall be deemed to include provisional Organization for European Inland Transport.

BY COMMAND OF GENERAL EISENHOWER:

R. E. Lovett

R. E. LOVETT
Brigadier General, USA
Adjutant General

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TRANSPORTATION SUB-COMMISSION, AC
(RAIL DIVISION)
c/o Transportation (Sr) Main
C.M.F.

29 October 45

Tel: 843209/
Ref: AC/345/Tn 4

SUBJECT : European Central Inland Transport Organisation.

TO : Director,
The Sub-Commission HQ AC

1. I have carefully studied the terms of the Agreement for the setting up of ECITO and its published functions, and it is overwhelmingly obvious that the majority of the functions of that Organisation call for technical knowledge of rail transport.

2. Article seven, which sets out the main headings, indicates that the Organisation will carry out studies in order to give technical guidance to the Governments concerned. The Italian Government has applied for membership to ECITO, but until such time as admittance is granted, the Organisation is empowered to treat with the Occupation Authorities. In a country in which the majority of the territory has been returned to the Government, it is difficult to establish the power of the Occupation Authorities and it is obvious, therefore, that admittance of the Italian Government to ECITO should be pressed strongly.

3. The advisory body of the Italian Government is the Allied Commission, and in matters technical, the Rail Division is the section of the Sub-Commission best qualified to tender advice. There is very little advice now needed by the Italian Government on the Movement of traffic, but considerable help is still needed as to how the movement shall be achieved.

4. Article VII sets out a number of heads under which the ECITO will be prepared to give advice. They are:-

- Information of Transport Equipment and Material.
- Realisation of requirements for Transport Equipment and Material.
- Allocations and Distribution for Use of Transport Equipment and Material.
- Arrangements to make Mobile Transport Equipment and Material available.
- Restorations of Transport Equipment and Material.
- Census of Transport Equipment and Material.
- Traffic -
- Charges -
- Rehabilitation of Transport Systems.
- Operation of Transport.
- Co-ordination of European Transport.
- Advice as to priority of reconstruction.

5. Each one of these headings are subjects, which in Italy are dealt with by the Rail Division of the Allied Commission and the Military Railway Service. In view of this, I am not able to understand why the Rail Division and the M.R.S.

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 - Co-ordination of European Transport -
 - Advice as to priority of reconstruction.
5. Each one of those headings are subjects, which in Italy are dealt with by the Rail Division of the Allied Commission and the Military Railway Service. In view of this, I am not able to understand why the Rail Division and the M.R.S. have been excluded from the fulfilment of their proper functions, and why non-technical Movements Officers, even if attached to Allied Commission, are considered the most suitable advisers to any Conference called ~~possibly~~ on the basis of the determined functions of ECITO.
6. The Rail Division is the technical arm of the Sub-Commission, and whilst it acts in an advisory and sustaining position to the non-technical Movements Division, it is not an inferior Division which supplies information in order to be represented by non-technical personnel.

./././

7. The importance of the Deputy Director being present at any Conference such as that which has recently been held is fully realized, but it is contended he should be supported by technical advice from the Rail Division, and, if AFHQ send representation, by a competent nominee of the Director, Military Railway Service.

8. It is asked, therefore, that G5 and G6, Nov and En at AFHQ be made fully aware of this feeling. If MCITO is to achieve results, the essential technical information which forms the very basis of its existence must be readily available at meetings. We are in grave danger of delaying the restoration of European Transport unless this action is taken, for we shall have decisions made which will be incapable of fulfillment, and much time will be wasted in putting matters right.

Sd R. P. Moore.

R. P. MOORE,
Chief,
Rail Division

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HEADQUARTERS ALLIED COMMISSION
AFD 3^{1/2}
TRANSPORTATION SUB-COMMISSION

PLGB/lrv

Ref. 870/68/Tn 1

18 October 1945

Doctor Ugo Ia Malfa
Minister of Transport
Rome.

Dear Dr. Ia Malfa:

In reply to your letter, reference F.S. 2687/4.0/3 of 3 October, addressed to the Rail Division of this Sub-Commission, concerning the question of Italian membership of the European Central Inland Transport Organization (E.C.I.T.O.).

During my recent visit to Brussels and London, accompanied by Dr. Favara, representing the Italian State Railways, I took the opportunity of discussing this matter with Professor Hondelink, who is the Director General of ECITO, and whose office is in London, and also with Major-General Hower, Deputy Director General and head of the ECITO Office for Relations with Military and Occupation Authorities (ORMOA), whose office is in Brussels.

I was assured by Professor Hondelink that he is fully alive to the desirability of Italy becoming a member of ECITO, and of an Italian Regional Office being opened in Rome, at the earliest possible date. At the same time there are certain political difficulties at present in the way of Italy becoming a full member-government pending the signing of a peace treaty. He is, however, proposing to raise this question with the Council of the Organization (which is due to have its first meeting in a few days time) with a view to seeing if these difficulties can be overcome.

In the meantime, so that ECITO may have some representation in Italy during the interim period, it is proposed that Major General Hower detaches an officer from his staff as the representative of ORMOA in Italy. Brigadier Fellowes, late of 4PM and now working for ECITO in a civilian capacity, is being nominated. It is not intended that this ORMOA Office shall take the place of an ECITO Regional Office, but rather that the two shall work together, though as separate offices, as soon as the Regional Office is set up in Rome. I know that it is Brigadier Fellowes' idea (for I have also talked to him) that the elements of this Regional Office should be got together now, so that it may be ready to function just as soon as Italy is formally admitted to membership of the Organization. Brigadier Fellowes is visiting Rome this week, and will no doubt be able to give further information.

6131

- 2 -

I think you will see from the above that the ECITO authorities concerned are fully aware of the importance of early Italian membership of the Organization, and you may rest assured that the question of Italy's participation in it as soon as possible is not being overlooked.

P. D. G. Buchanan

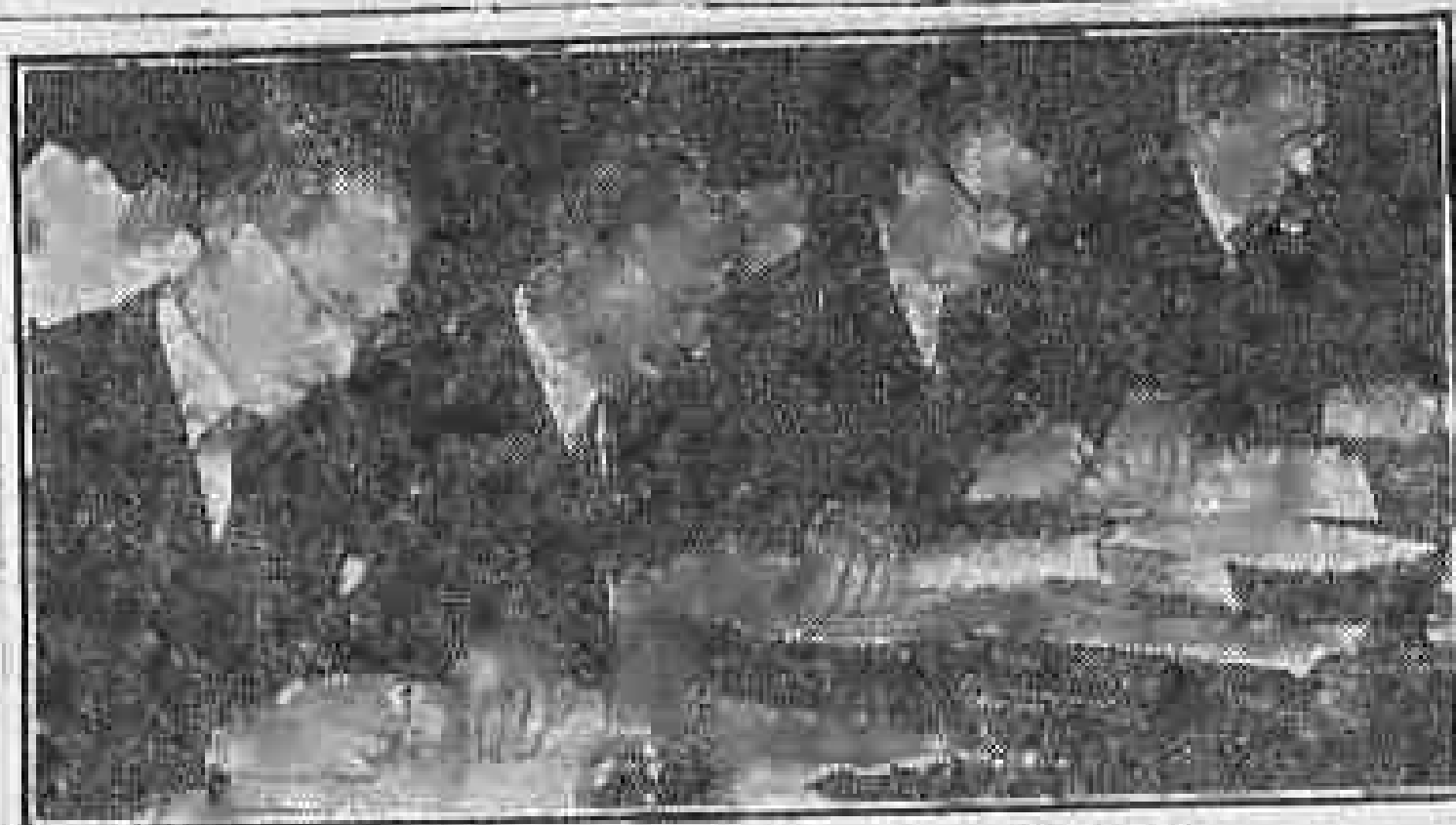
P.D.G. BUCHANAN, Colonel
Acting Director

cc: DQMG (Mov & Tr) AFHQ
Brigadier Fellowes
Rail Division

6130

THE TIMES WEEKLY EDITION WEDNESDAY OCTOBER 3 1945

345/13



EUROPEAN TRANSPORT AGREEMENT

The signing of the agreement establishing the European Central Inland Transport organization. Left to right: Mr. Noel-Baker (Britain), Vicomte Obert de Thiesies (Belgium), M. Baracek-Jacqueir (Czechoslovakia), and M. Agridies (Greece).

European Transport

The signing in London on Thursday of a far-reaching agreement for the joint control and allocation of all forms of civil transport on the Continent of Europe (the neutral States only excluded) is a sharp reminder of the most pressing need of stricken Europe in the coming winter. It is a welcome illustration of the positive way in which new forms of international cooperation are being worked out under the writ of the United Nations. The European Central Inland Transport Organization, a consultative body, will have two main tasks. The first is to find out from every available source what should and can be done throughout Europe to employ goods and passenger transport to the best advantage, and to advise the responsible Governments accordingly. The second is to decide upon the way in which available transport shall be allotted, the aim being always to alleviate the worst cases of distress first and to ensure that no means of transport is wasted or wrongly used.

The new agreement is especially significant in that it marks the entry of the Soviet Union into what was hitherto the Provisional Inland Transport Organization, which has been operative over the greater part of western Europe, but which could not cope with its problems on a properly continental scale. When the new organization begins its working life at its first conference on October 10 it should be able to proceed at once to its essential work of devising recommendations for an integrated transport system throughout Europe, and of making, as Mr. NOEL-BAKER said on Thursday, "a vital contribution to world recovery in the next twelve months." By that time, too, the Polish representative, who was unable to sign the main agreement in the absence of full powers, and the French, Norwegian, and Czechoslovak representatives, who failed to sign the protocol relating to inland waterways for the same reason, should be in a position to add their signatures.



6129

2113

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

345/12

Tel. 843238
Ref. AC/345/Dm4

ACP/1a1
11 October 1945

The Minister
Ministry of Foreign Affairs
Rome.

Dear Mr. Minister:

Reference is to your memorandum 6/3705/1721 of 3 October 1945. The question of the return of railway freight cars to their proper countries has been discussed at a meeting of the Allied Railway Board at which the Director General of the Italian State Railways was present.

Information is awaited from the Headquarters of the European Central Inland Transport Organization as to any arrangements which may be made for a general census of rolling stock throughout Europe.

It is appreciated that there may be a number of Italian freight cars in other countries, but on the other hand, there is a large number of foreign vehicles available in Italy at the present time and it is quite possible that these would balance with those which have been transferred out of Italy.

The matter is being actively pursued in conjunction with the Director of Military Railway Service in order that a satisfactory decision may be made.

Walter P. Scoggins
Lt.Col., Q.M.C.
Chief, Administrative Division

Copy to: Economic Section
Military Railway Service

6128

Ministero degli Affari Esteri

6/3705/11721

MEMORANDUM FOR THE ALLIED COMMISSION

Subject: Italian railway cars in Czechoslovakia.

1. The Italian Legation in Prague has recently reported to this Ministry that many railway cars belonging to Italy, which were found in Czechoslovakian territory, have been removed to the adjoining Pilsen district, at present under the control of the American Armed Forces.
2. The above named Legation has contacted, in the matter, the United States Embassy in Prague with a view of obtaining, through the interest of the American Command of Pilsen, a complete list of said cars in order to be in a position to have precise information on the situation.
3. The Allied Commission is well aware how an increase in the number of railway cars is needed in Northern Italy to facilitate the economic rehabilitation of the region, and the reconstruction work in Italy.
4. The Ministry for Foreign Affairs will appreciate it greatly if the Allied Commission will take suitable action in order that the cars in question be possibly conveyed to Northern Italy.
5. The Ministry for Foreign Affairs will be very grateful to the Allied Commission for considering the matter as being urgent and thank them for their interest in this case. *GAH*

Rome, October 3rd, 1945



Poland request copy of

6127

Subject: Italian railway cars in Czechoslovakia.

1. The Italian Legation in Prague has recently reported to this Ministry that many railway cars belonging to Italy, which were found in Czechoslovakian territory, have been removed to the adjoining Pilsen district, at present under the control of the American Armed Forces.
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5. The Ministry for Foreign Affairs will be very grateful to the Allied Commission for considering the matter as being urgent and thank them for their interest in this case.

Rome, October 3rd, 1945



6127

*Poland request copy of
any action taken*

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (BR) MAIN, C. M. F.

Tel. 843809
Ref. AG/345/Tn4

365/10
5 October 1945

SUBJECT : European Central Inland
Transport Organization (ECITO).

TO : Director, Transportation Sub-Commission.

1. Transmitted herewith translated copy of letter received from the Minister of Transports concerning the European Central Inland Transport Organization (ECITO).

2. It appears from the information contained in the letter that the Italian Government had been approached about becoming a member of ECITO, and then after the Italian Government had reached agreement to becoming such member, the membership is being withheld.

3. As this subject was evidently handled on a level, probably by the Chief Commissioner and others, this letter is being forwarded to you for appropriate handling.

4. Will you please make available to the Minister of Transports the information available to you concerning this organization with reference to the Italian Government not being permitted membership.

R. P. MOSS
Chief, Rail Division

Attachment:

As stated above.

6126

TRANSLATION

THE MINISTER OF TRANSPORTS

Rome, 3 October 1945

Ref.: F.S. 2687/4.0/S

SUBJECT: European Central Inland
Transport Organisation (E.C.I.T.O.)

TO : En. Sub-Commission AC.,
Rail Division
R o m e

With my letter n° F.S. 2374/4.0/S dated 16 August 1945, I hastened to inform your Commission about the adhesion of my Government to the proposal of becoming a member of the E.C.I.T.O. and our satisfaction for the institution of a Regional Office in Rome.

With much regret I am now learning from the daily press that Italy, also having given her adhesion in time, has not been invited to assist at the constitutive plenary meeting of E.C.I.T.O. in London. I cannot explain how this happens, having our admittance been solicited by E.C.I.T.O.'s Directors and pleaded by both the President of your Sub-Commission and the Representative of A.F.H.Q.

I will therefore much appreciate any available informations from your Sub-Commission on this subject.

The Minister
sg. d.: La Malfa.

Tr/el/4/10/45.

6125



IL MINISTRO DEI TRASPORTI

Roma, li 3 Ottobre 1945

n. F.S. 2687/4.0/S

OGGETTO: European Central Inland Transport Organisation (E.C.I.T.O.)

ALLA COMMISSIONE ALLEATA
SOTTOCOMMISSIONE TRASPORTI = R O M A =

Con la lettera n° F.S. 2374/4.0/S del 16 agosto c.a. mi diedi premura di comunicare a codesta Commissione l'adesione del mio Governo alla proposta di entrare a far parte della Organizzazione dei Trasporti Europei E.C.I.T.O., ed il nostro gradimento acchè fosse istituito un Ufficio regionale a Roma.-

Apprendo ora con vivo rincrescimento da notizie apparse sulla stampa quotidiana che l'Italia, pur avendo data la sua adesione in tempo utile, non è stata chiamata a partecipare alla riunione plenaria costitutiva dell'E.C.I.T.O. a Londra, ciò che non mi so spiegare, fra l'altro, dato che la nostra ammissione era stata sollecitata dai Dirigenti della E.C.I.T.O. stessa e patrocinata sia dal Presidente di codesta Sottocommissione, sia dai Rappresentanti dell'A.F.H.Q.-

Sarò pertanto grato se codesta On. Commissione vorrà darmi qualche notizia al riguardo.-

IL MINISTRO

ml/

6124

2119
Tel. 376 HEADQUARTERS ALLIED COMMISSION PDGP, -
APO 394
Transportation Sub-Commission

3 October 1945

SUBJECT : International Train Services.

Dear Dr. La Malfa,

1. The Allied Commission has been requested to send a military representative to a meeting to be held in Brussels on 10 October, under the auspices of SCITO, at which it is hoped to arrange for the starting up of a limited service of international passenger trains in Europe. The complete agenda for the meeting has not yet been received, but the following is an indication of the points which it is understood will be covered :

- (a) Routes to be opened and dates of inauguration, taking into consideration relative importance and urgency;
- (b) Frequency of service desired, weekly, daily or otherwise, and actual schedules;
- (c) Supply of rolling stock, preferably from non-allocated stock, such as Allied Force Stock, and Wagon-Lits stock, so as to relieve the Allied national Administration from supplying from their internal depleted stock;
- (d) Locomotive power required and any special measures of additional allocation of locomotives;
- (e) The system of official travel orders and permits for limited use of the services;
- (f) The control at national frontiers, zones, boundaries and other security control points;
- (g) The system of travel on vouchers and channels through which payments are to be effected;

21201

Dear Dr. La Malfa,

i. The Allied Commission has been requested to send a military representative to a meeting to be held in Brussels on 10 October, under the auspices of ECITO, at which it is hoped to arrange for the starting up of a limited service of international passenger trains in Europe. The complete agenda for the meeting has not yet been received, but the following is an indication of the points which it is understood will be covered:

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- (d) Locomotive power required and any special measures of additional allocation of locomotives;
- (e) The system of official travel orders and permits for limited use of the services;
- (f) The control of national frontiers, zones, boundaries and other security control points;
- (g) The system of travel on vouchers and channels through which payments are to be effected;
- (h) Other points which participating administrations may wish to see included.

2. Routes which have been suggested for consideration include:

- (a) London - Calais - Brussels - Bad Oeynhausen - Berlin;
- (b) London - Ostend - Brussels - Luxembourg - Bale;
- (c) Paris - Frankfurt - Wuremberg - Prague;
- (d) Paris - Brussels - Roosendaal - Tilburg - Wijnegem - Wesel - Hamburg - Copenhagen.

- (e) Paris - Vallorbe - Lausanne - Domodossola -
Milan - Trieste - Zagreb - Belgrade;
and inter-connections.

You will note that only (e) above is of direct interest to Italy. I would suggest that service on this route might be weekly to begin with.

3. The present intention of ECITO is, apparently, that these trains should be available for Allied officials, military and civilian, who are required to travel on business between one country and another, particularly when flying conditions preclude the use of airplanes. It is hoped, however, as far as this country is concerned, to secure agreement to the principle that they should be available for any passengers sponsored by the Allied Commission (for so long as it may last) or by AFHQ. Later, presumably, the Italian Government would become the authorising agency in place of Allied Commission.

4. It is requested that you will consider the points mentioned in Paras 1 and 2 above, and I would like to discuss them with you before the end of this week, so that I may know your views on these questions, and can represent them at the meeting. It seems clear that I.S.S. will be asked to provide some at least of the following, and I would be glad if you would consider what you think is possible

- (a) Rolling stock - perhaps one set of (say) ten coaches. I fancy sufficient Wagon-Lits stock could be made available?
- (b) Locomotives power from Domodossola - Trieste.
- (c) Customs and other facilities on the Italian-Swiss and Italian - Jugo Slav border.

5. I would also be glad of certain information from you as follows:

- (a) What do you consider a suitable schedule from Domodossola - Trieste?
- (b) How many wagon-lit coaches there are in Italy?
- (c) Are you generally in favour of the proposal?

21221

between one country and another, particularly when flying conditions preclude the use of airplanes. It is hoped, however, as far as this country is concerned, to secure agreement to the principle that they should be available for any passengers sponsored by the Allied Commission (for so long as it may last) or by AFHQ. Later, presumably, the Italian Government would become the authorizing agency in place of Allied Commission.

4. It is requested that you will consider the points mentioned in Paras 1 and 2 above, and I would like to discuss them with you before the end of this week, so that I may know your views on these questions, and can represent them at the meeting. It seems clear that I.S.B. will be asked to provide some at least of the following, and I would be glad if you would consider what you think is possible

- (a) Rolling stock - perhaps one set of (say) ten coaches. I fancy sufficient Wagon-Lits stock could be made available?
- (b) Locomotives power from Domodossola - Trieste.
- (c) Customs and other facilities on the Italian-Swiss and Italian - Jugo Slav border.

5. I would also be glad of certain information from you as follows :

- (a) What do you consider a suitable schedule from Domodossola - Trieste ?
- (b) How many wagon-lit coaches there are in Italy?
- (c) Are you generally in favour of the proposal?

For the Director :

6122

P.D.G. BUCHANAN
Colonel.

Dr. Ugo La Malfa
Minister of Transport

21231
To the President
Dear Mr. President:
I am writing to you today to discuss the issue of the status of the people of the Republic of the Congo. I am sure that you are aware of the situation in the Congo and the need for a solution. I am sure that you will find a way to resolve this issue.

1. The first thing I would like to mention is the fact that the people of the Congo are in a state of distress. They are suffering from a lack of food, clothing, and shelter. They are also suffering from a lack of education and medical care. This is a situation that cannot be allowed to continue.

2. The second thing I would like to mention is the fact that the people of the Congo are in a state of political instability. There is a lack of a central government and the people are divided into many different groups. This is a situation that cannot be allowed to continue.

3. The third thing I would like to mention is the fact that the people of the Congo are in a state of economic hardship. They are suffering from a lack of jobs and a low standard of living. This is a situation that cannot be allowed to continue.

4. The fourth thing I would like to mention is the fact that the people of the Congo are in a state of social unrest. There is a lack of social order and the people are suffering from a lack of basic human rights. This is a situation that cannot be allowed to continue.

5. I would like to suggest the following solutions to the problems of the Congo:
- (a) I would like to see the establishment of a central government.
 - (b) I would like to see the establishment of a system of basic human rights.
 - (c) I would like to see the establishment of a system of social order.
 - (d) I would like to see the establishment of a system of economic development.
 - (e) I would like to see the establishment of a system of education and medical care.

74465 TN 1
SEP 181230A

CONFIDENTIAL

F/8187
SEP 191015A
ROUTINE

TROOPERS
FREEDOM INFO ALCOM TN MAIN ROME

CONFIDENTIAL

Your FX 43163

1. There is no intention of setting up a Regional Office of ECITO in ROME at this stage since the Italian Govt cannot yet become a signatory to the ECITO agreement.
2. Present intention is to set up an advanced liaison office in ROME under the deputy director general who is head of the continental liaison section of the organisation and who is responsible for liaison between the organization and Allied Occupational and Military authorities in ex enemy countries.
3. The whole question of how Italian interests should be represented on international committees (including ECITO) is under consideration by DCA with Depts concerned (see your F43255).
He will communicate with CAO on this.

Dist

Info-Action - Tn SC 2
Info - Chief Commissioner
Econ Sec 2
Tn (Main)
File 2
Float

6121

ACP/lnl

345/4

TRANSPORTATION SUB-COMMISSION, A. C.
(Rail Division)
% TRANSPORTATION (RR) MAIN, C. M. F.

Tel: 843238
Ref: AC/345/Tn4

30 August 1945

SUBJECT : Census of Rolling Stock in ex SHAEF.

TO : Director,
Equipment & Supplies (U.K.)
Provisional Organisation for European Inland Transport
Berkeley Square House,
Room 36,
Berkeley Square,
L o n d o n, W1

1. I give below an extract of Minute 57 of the meeting of the Allied Railway Board of Italy held on the 16th of August last:

Minute 8 Census of Rolling Stock in ex SHAEF

DD Tn (Mech) explained that the French had asked for details of their stock in ITALY, and he felt it was necessary to make similar enquiries about IRR stock in other countries.

AD Tn (Stores) stated that the matter was in hand with AFHR; G-4 (Mov & Tn) had promised to refer the matter to ECITO in PARIS.

Col. Thomas said that other similar requests had been received and these had been deferred for action by ECITO, although no decision had yet been reached as to ITALY's membership.

Agreed: AC will write to ECITO as another step towards obtaining the desired information.

2. Whilst awaiting decision as to the admission of Italy into membership of ECITO, we would appreciate a statement from you as to what action is being taken to arrange for a census of rolling stock in Europe, which has become displaced as a result of the war.

3. It will be appreciated that Italy was possibly a considerable loser of rolling stock as a result of German occupation, and the question of return of it would have an immediate effect upon the rehabilitation program we have in mind for the Italian State Railways. 120

R. P. Woods

For Director

Copy to: Director, MRS.
DQMS (Mov & Tn) AFHR G-4 (MAPP/13 of 5 July 45 refers) ✓
Planning Division, Tn Sub-Commission
Rail Division, Mechanical Eng. Branch

6145

(80%) A. B. H. S. P. T. D.

Use for: Therapy

2014, 11th, 34-35

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" " Chief of Transport		1	1
Br. Central Commission, Deputy Military Governor		1	1
" " Transport Division		1	1
APV, (1945 Nov & Dec)		1	1
Professor Konchik, Provisional Organization for European Island		1	1
Transport, c/o UNR London		1	1

SUPREMACY HEADQUARTERS
ALLIED EXPEDITIONARY FORCE
G-4 Division - War & Pa Branch

APD 757
9 July 45

SHAEP/3096/REV

SUBJECT: E.C.I.F.C.

(European Central Inland Transport Organization)

TO : See Distribution.

1. The following governments agreed on 6 May 1945, to bring the Draft Agreement concerning the establishment of E.C.I.F.C. provisionally into force in respect of the territories in Continental Europe under their authority:-

USA
Belgium
France
U.K.
Luxembourg
Netherlands
Germany

The accession of Denmark is expected shortly.

2. As the territories under their authority include the occupied zones in Germany, Austria and Italy, E.C.I.F.C. in its provisional form (pending agreement with Russia) is a coordinating and consultative organization for international exchange of movement and transportation in most of Western Europe.

3. The attitude of the Combined Chiefs of Staff to E.C.I.F.C. was defined in RGOs of 3 September 1944 (see Appendix A) and WILHEM has already kept in touch with intergovernmental discussions.

4. Political issues have delayed the establishment of E.C.I.F.C. and even now it is not yet fully organized. In future, Military HQs concerned, i.e. primarily,

AMHQ
ECOMHQ
2d Army Group
Control Council (US) } for Germany
Control Commission (Br)

will be kept informed of progress.

5. The main provisions of the Draft Agreement are summarized in Appendix B. The full text of the agreement will be supplied on request. The organization is essentially international in character and functions. Military requirements are fully incorporated in the agreement.

their authority for

- USA
- Belgium
- France
- USSR
- Germany
- Holland
- Italy

The conclusion of Germany is expected shortly.

2. At the invitation of the German authorities, the occupied zones in Germany, Austria and Italy, E.C.I.R.O. in its provisional form (pending agreement with Russia) is a working body and contains an organization for international aspects of movement and transportation in most of Eastern Europe.

3. The attitude of the Combined Chiefs of Staff to E.C.I.R.O. was defined in P-30 G3 of 3 September 1944 (see Appendix A) and which has already kept in touch with intergovernmental discussion.

4. Political issues have delayed the establishment of E.C.I.R.O. and even now it is not yet fully organized. In future, Military HQs concerned, i.e. primarily,

ARMY
NAVY
21 Army Group
Control Council (US))
Control Commission (Gr)) the German
will be kept informed of progress.

5. The main provisions of the Draft Agreement are suggested in Appendix 3. The full text of the agreement will be supplied on request. The organization is essentially international in character and functions military requirements are fully safeguarded in the agreement.

6118

6. No far as Military has are concerned, I.I.I.O. should be of assistance in coordinating and rationalizing informational transport questions as an operational authority visiting movement requirements and transportation resources in Western Europe as a whole. For after the loss of I.I.I.O., there is no other authority with so wide a viewpoint. In the case of occupied territory, I.I.I.O. will deal with the Allied Central Commission, but also with STP and 21 Army Group in virtue of their commitments in liberated countries.

It is clear that the value of I.I.I.O. will depend primarily

on

- (a) the good will of the governments and Military has concerned, particularly of those departments concerned with Movement and Transportation.
- (b) the own staff and efficiency.

The Director-General of I.I.I.O. is Professor Hamelinck. The Deputy Director-General (conspicuous) is Major-General C.H. Heydon.

For AG of S, 3-4

I.I.I.O.
Major General
Chief, New & Eu, 3-4

APPENDIX A

STAFF MEMORANDUM DATED 1 SEP 44, SUBJECT: THE PROPOSED
 100-0222058 September. DRAFT/100-0222058 SEP 24 030403 Sep
 SUBJECT: FINANCIAL
 FROM: 1. GOWAN, WALTER DUNNED CHIEF OF STAFF
 TO: THE ADJUTANT: 1. WASHINGTON
 FOR INFO: 1. WILSON, STOWEN FOR INFORMATION OF SENIOR OFFICERS STAFF
 REF: 1. 100-24473, 2 SEP 44

100-24473, 2 SEP 44

1. With reference to 100-24473, "Immediately following in text of communication sent by the Combined Chiefs of Staff this date to their respective governments"

The Combined Chiefs of Staff have examined carefully the report of the Delegation of the United States and U.K. Government on the subject of a proposed European inland transport organization. Although during the period of military responsibility assumed by other than the Military Commanders cannot be mentioned or even contemplated, the Combined Chiefs of Staff consider that an organization of this kind would be of value by making it possible for the military authorities to direct themselves of the responsibility for transportation as an earlier date than would otherwise be possible and by facilitating the work of relief and rehabilitation.

It is understood that the agreement is still in the draft stage subject to revision and amendment. It is further understood that the consent of the USSR has not been obtained.

With reference to the final form of the agreement for the proposed organization, the Combined Chiefs of Staff must advise that no organization be created which would:

- a. Interfere in any degree with military control of operations or attempt any competitive control or operations in the time or area of military responsibility.
- b. Create any obstacle or attempt to secure any priorities for production of goods or materials for civilian rehabilitation in competition with the requirements for military purposes prior to the complete defeat of the Axis powers.
- c. Make any demands upon shipping or transport after the defeat of Germany and prior to the defeat of Japan which would interfere with the requirements for rapid and effective redeployment and reorientation of forces and military supplies and resources.
- d. It is the view of the Combined Chiefs of Staff that the proposed European inland transport organization and American Commission, if established, should be completely civilian organizations with military liaison but without military membership.

The Combined Chiefs of Staff have examined carefully the reports of the Delegation of the United States and U.S. Government on the subject of a proposed European Island Transport Organization. Although during the period of military responsibility vested by other than the Military Commanders amongst the mentioned or even contemplated, the Combined Chiefs of Staff consider that an organization of this kind would be of value by making it possible for the military authorities to direct themselves of the responsibility for transportation at an earlier date than would otherwise be possible and by facilitating the work of relief and rehabilitation.

It is understood that the agreement is still in the final stage subject to revision and amendment. It is further understood that the consent of the USSR has not been obtained.

With reference to the final form of the agreement for the proposed organization, the Combined Chiefs of Staff must insist that no organization be created which would:

- a. Interfere in any degree with military control of operations or attempt any competitive control or operations in the line or area of military responsibility.
- b. Create any demand or attempt to secure any priorities for production of goods or materials for civilian rehabilitation in competition with the requirements for military purposes prior to the complete defeat of the Axis Nations.
- c. Make any demand upon shipping or transport after the defeat of Germany but prior to the defeat of Japan which would infringe on the requirements for rapid and effective redeployment and reorganization of forces and military supplies and resources.
- d. It is the view of the Combined Chiefs of Staff that the proposed European Island Transport Organization and Interim Commission, if established, should be completely civilian organizations with military liaison but without military membership.

6117

3. You are therefore directed to maintain close liaison and offer aid consistent with your military mission and early termination of civil transport functions after the termination of hostilities. It is desired that you coordinate with and protect the interests of WACHES in relation to the proposed organization when and if it is finally established.

PA IN 3700 3 JUL 1944 21253

2134

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

6116

-- 4 --

ANNEX "B"

W.S.I.C.C.

Summary of "Draft Agreement" concerning the
establishment of an European Central Inland
Transport Organization.

Ref to Ar-
ticle of
Annexment.

Subject

Preamble

1. "Whereas, upon the liberation of any
territory of the United Nations in Europe,
and upon the occupation of any enemy terri-
tories in Europe, it is expedient for the
fulfillment of the common military needs of the
United Nations and in the interests of the
social and economic progress of Europe, to
provide for co-ordination both in the move-
ment of traffic and in the allocation of
transport equipment and material with a view
to ensuring the best possible movement of
supplies both for military forces and the
civil population and the speedy repatriation of
displaced persons, and also with a view to
creating conditions in which the normal move-
ment of traffic can be more rapidly resumed."

"W.S.I.C.C. is established as a co-
ordinating and representative organ. It shall
co-ordinate efforts to utilize all means of
transport....for the improvement of transport
communications so as to provide for the
restoration of normal conditions of economic
life. It shall also provide assistance to the
Occupation Authorities set up by Governments of the
United Nations during the first period after the
war to assist in and improve the carrying capacity
of transport."

Constitution.

2. The Organization includes a Council of
representatives of member Governments and an
Executive Board. Also a Disarmament and
Staff who will be exclusively international
in character - to implement the broad policies
determined by the Council.

Board of Administration.

3. "The Organization shall exercise its

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fulfillment of the current military needs of the United Nations and in the interests of the social and economic progress of Europe, to provide for communication both in the movement of traffic and in the allocation of transport equipment and material with a view to ensuring the best possible movement of supplies both for military forces and the civil population and the speedy repatriation of displaced persons, and also with a view to creating conditions in which the normal movement of traffic can be more rapidly resumed."

"C.I.T.O. is established as a coordinating and consultative organ. It shall co-ordinate efforts to utilize all means of transport... for the improvement of transport communications so as to provide for the restoration of normal conditions of economic life. It shall also provide assistance to the Occupation Authority set up by Governments of the United Nations during the first period after the war to maintain and improve the carrying capacity of transport."

Constitution.

2. The Organisation includes a Council of representatives of member Governments and an Executive Board. Also a Director-General and staff who will be exclusively international in character -- to implement the broad policies determined by the Council.

Scope of Organisation.

3. "The Organisation shall exercise its functions in any territory in Continental Europe as soon as the member Government concerned beseech the executive authority for transport in that territory.... and shall treat with any of the Occupation Authorities set up by Governments of the United Nations in respect of any territory in Continental Europe in which such Occupation Authorities are exercising authority."

The functions of the Organisation relate to all forms of transport by road, rail or waterway but not to seagoing shipping.

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Executive Functions

4. (a) Study of the technical and economic conditions affecting traffic on international character and recommendations directed to restoring and increasing the carrying capacity of the transport systems and to coordinating the movement of traffic of common concern.

(b) Collection of information concerning the requirements of transport equipment and material, and assistance in the realization of requirements.

(c) Allocation or distribution for use to Governments of such transport equipment and material as may be made available for their purposes by the Allied Commanders-in-Chief, by occupation authorities, or by agencies of any one or more of the United Nations.

(d) Arrangements for restitution of equipment in accordance with policies determined by the appropriate authorities of the United Nations.

(e) Recommendations with respect to projected movements of traffic, having regard to the transport facilities available.

(f) Recommendation as to unification of traffic, terms and conditions of transport applicable to traffic of an international character.

(g) Co-ordination of international arrangements for through working and exchange of rolling stock.

(h) Recommendations with a view to ensuring the most efficient movement of international traffic on waterways.

(i) Recommendations designed to promote adequate co-ordination of transport for the fulfillment of the common military needs of the United Nations or in the interests of traffic of an international character.

(k) "The Organization shall provide all possible assistance to the Allied Commanders-in-Chief in meeting their needs for transport facilities and improving the use of these facilities for the successful fulfillment of military requirements."

Obligations of Member Governments

5. Every member Government undertaken to co-operate with the organization, to request the organization to grant such international character of its staff, and to grant such

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by the Allied Commanders-in-Chief, by Occupation Authorities, or by agencies of any one or more of the United Nations.

(d) Arrangements for substitution of equipment in accordance with policies determined by the appropriate authorities of the United Nations.

(e) Recommendations with respect to projected movements of traffic, having regard to the transport facilities available.

(f) Recommendations as to unification of traffic, terms and conditions of transport applicable to traffic of an international character.

(g) Co-ordination of international arrangements for through working and exchange of rolling stock.

(h) Recommendations with a view to ensuring the most efficient movement of international traffic on waterways.

(i) Recommendations designed to promote adequate co-ordination of transport for the fulfillment of the common military needs of the United Nations or in the interests of traffic of an international character.

(k) "The Organization shall provide all possible assistance to the Allied Commanders-in-Chief in meeting their needs for transport facilities and improving the use of these facilities for the successful fulfillment of military requirements."

Obligations of Member Governments

5. Every member Government undertakes to co-operate with the organization, to respect the exclusively international character of its staff, and to grant such facilities as are necessary to the performance of its functions.

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(ANNEXURE 1)

Provisional Organization for EuropeanIsland TransportRegional OfficesParis:-Address:- c/o Union International des Chemins
de Fer, 10, Rue de France, Paris XVII.Director:- M. Jean Taja.Staff so far appointed:-

M. de Pami;

M. de Fominy.

Telephone Number:-

Wagons 10 - 74

Brussels:-Address:- c/o Office National Régulateur des
Transports, 12, Rue de la Science,
Brussels.Director:- Mr. R.L. Devoght, Secretary General
of the Office National Régulateur
des Transports.Staff so far appointed:-

Mr. Van Vello, Assistant Director.

Telephone Number:-

Brussels, 11 64 34.

The Hague:-Address:- Parliament, Corner Grandfontein,
(arrangements for premises not yet
finalized).Director:- Lt. Genr. John Prins, U.S.A.
(at present absent in the United States).Staff to be appointed:- (appointments not yet
approved by Executive.

Mr. W.C.D. Keenan.

Mr. A. Van Zeeburg Eas.

Director - M. Jean Tulp.

Staff so far appointed -

M. de Pauw;

M. de Verwilt.

Telephone numbers -

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Summary -

Address - c/o Office National Regulatoire des
Transports, 12, Rue de la Science,
Brussels.

Director - Mr. H. J. Devroey, Secretary General
of the Office National Regulatoire
des Transports.

Staff so far appointed -

Mr. Van Velle, Assistant Director.

Telephone numbers -

Brussels, 11 64 34.

The House -

Address - Parliament, Avenue d'Aviation,
(arrangements for premises not yet
finalized).

Director - Lt. Genl. John Price, U.S.M.A.
(at present absent in the United States).

Staff to be appointed - (appointments not yet
approved by Executive).

Mr. W. C. D. Hootman.

Mr. A. Van Linschoten.

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aux Communications de Presse No. 11

le 11 juin 1945

Un Office central des transports intérieurs européens

Un document officiel a été publié à Londres contenant le texte de l'accord signé le 8 mai par les représentants des gouvernements des Etats-Unis de Belgique, de France, de Grande-Bretagne, du Luxembourg, des Pays-Bas et de la Norvège, relatif à la constitution d'un Office provisoire des transports intérieurs européens.

Le préambule de l'accord déclare qu'il est opportun, lors de la libération des territoires des Nations Unies en Europe et de l'occupation de territoires ennemis en Europe, en vue de satisfaire aux besoins militaires communs des Nations Unies et dans l'intérêt du progrès social et économique de l'Europe, de concevoir l'action des autorités compétentes en matière de mouvement du trafic et de fourniture de moyens de transport et de matériel et qu'ainsi le transport du ravitaillement destiné tant aux armées alliées qu'aux populations civiles sera amélioré autant que possible; que le retour rapide des personnes à rapatrier sera facilité; enfin, que le mouvement normal du trafic pourra être plus rapidement repris.

Dans ce but un organe provisoire, appelé l'Office central des transports intérieurs européens, a été établi comme un organisme de coordination et de consultation. Il coordonne les efforts tendant à utiliser tous moyens de transport en vue de l'issue favorable de la guerre et de l'amélioration des transports, de manière à aider au rétablissement des conditions normales de la vie économique. Il aidera également les Commandants en Chef Alliés pendant la guerre, et les Autorités d'occupation établies par les Gouvernements des Nations Unies pendant la première période qui suivra la guerre, à maintenir et à améliorer les possibilités de transport adéquates.

Constitution

L'Office comporte un Conseil, un Comité Exécutif, et les services centraux, régionaux et locaux nécessaires.

Chaque Gouvernement contractant nomme un représentant au Conseil et autant de suppléants qu'il est nécessaire.

Le Comité Exécutif est composé de sept membres nommés par le Conseil. Les suppléants de ces membres sont nommés par le Conseil.

Etats-Unis et de la Norvège, relatif à la constitution d'un Office des Pays-Bas et de la Norvège, relatif à la constitution d'un Office provisoire des transports intérieurs européens.

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Le Comité Exécutif est composé de sept membres nommés par le Conseil. Il comprend un membre désigné par chacun des Gouvernements suivants: le Gouvernement Provisoire de la République Française, et les Gouvernements des Etats-Unis d'Amérique, du Royaume-Uni et de l'U.R.S.S. Chaque membre du Comité Exécutif est secondé par un suppléant désigné et nommé de la même manière. Les membres et leurs suppléants sont désignés pour une période ne dépassant pas un an. Le Comité Exécutif choisira son Président sous réserve de confirmation par le Conseil.

Le Comité Exécutif remplit les fonctions de direction assignées à l'Office dans le cadre des directives arrêtées par le Conseil. Il agit en conformité des décisions de la majorité de ses membres.

Chaque Gouvernement contractant peut désigner un représentant aux fins de se concerter avec le Comité Exécutif et de communiquer avec lui. Chaque fois qu'une question importante concernant les intérêts d'un Gouvernement contractant est discutée, ce représentant a la faculté de prendre part à la discussion, sans droit de vote.

Statut légal

L'Office a le pouvoir d'accomplir tout acte juridique approprié à ses activités, y compris celui d'acquiescer des biens, de les conserver et d'en disposer, de signer des contrats, d'assumer des obligations, de désigner ou de créer des organismes subordonnés et de contrôler leur activité. Toutefois, l'Office n'a pas le pouvoir de posséder des moyens de transport et du matériel, sauf avec le consentement unanime du Conseil.

Champ d'action de l'Office

L'Office exerce ses activités dans tout territoire de l'Europe Continentale aussitôt que le Gouvernement contractant intéressé devient l'autorité effective en matière de transports, à condition toutefois que le Commandant en Chef Alliés intéressé le juge possible du point de vue des nécessités militaires, et sous réserve des modalités qu'il estimerait utile de fixer.

En ce qui concerne tout territoire de l'Europe Continentale sur lequel les Commandants en Chef Alliés conservent la responsabilité de la direction des transports, l'Office donne, sur demande, avis ou assistance aux Commandants en Chef Alliés.

L'Office traite avec toutes Autorités d'occupation établies par les Gouvernements des Nations Unies, en ce qui touche les territoires de l'Europe Continentale sur lesquels ces Autorités d'occupation exercent leurs pouvoirs.

Fonctions de Direction de l'Office

L'Office procède à des études approfondies des conditions techniques et économiques affectant le trafic de caractère international et donne aux Gouvernements intéressés à ce trafic tous avis techniques et recommandations en vue de rétablir et d'augmenter la capacité des réseaux de transport de l'Europe Continentale et de coordonner les mouvements du trafic d'intérêt commun sur ces réseaux.

Lorsqu'un Gouvernement contractant rencontre des difficultés à appliquer ces recommandations pour des motifs d'ordre matériel et économique, l'Office recherche avec les Gouvernements contractants intéressés des moyens d'aide pratique.

Il reçoit et réunit les informations concernant les besoins en moyens de transport et en matériel de l'Europe Continentale et donne son aide à tous les Gouvernements contractants en Europe Continentale en vue de la satisfaction de leurs besoins en moyens de transport et en matériel. L'Office attribue aux Gouvernements en Europe Continentale ou répartit entre ces Gouvernements, pour usage et sous telles conditions qui peuvent être jugées nécessaires, les moyens de transport et le matériel qui peuvent être rendus disponibles à cet effet par les Commandants en Chef Alliés, par les Autorités d'occupation ou par les organismes relevant d'une ou de plusieurs des Nations Unies.

S'il se présente des besoins urgents et temporaires de moyens mobiles de transport pour faire face à un trafic d'intérêt commun et si les

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S'il se présente des besoins urgents et temporaires de moyens mobiles de transport pour faire face à un trafic d'intérêt commun, et si les arrangements normaux concernant l'échange de ces moyens de transport se révèlent insuffisants, l'Office s'entend avec les Gouvernements contractants intéressés pour rendre disponibles les moyens de transport nécessaires à la satisfaction de ces besoins.

L'Office prend aussitôt que possible les dispositions voulues en vue de la restitution à tout Gouvernement contractant intéressé des moyens de transport et du matériel appartenant à ce Gouvernement ou à ses ressortissants et trouvés dans des territoires qui ne relèvent pas de son autorité et ne sont pas placés sous son contrôle. Ces dispositions sont prises dans le cadre de la politique générale qui pourra être déterminée par les Autorités compétentes des Nations Unies en ce qui concerne la restitution des biens enlevés par l'ennemi. Au cas où la restitution entraverait indûment les transports essentiels dans la région considérée,

L'Office négocie des accords avec les Gouvernements intéressés pour l'usage temporaire de ces moyens de transport en attendant leur restitution.

Recensement des Moyens de Transport et du Matériel

L'Office fait procéder, aussitôt que possible, par l'entremise des Gouvernements contractants à un recensement du matériel roulant en Europe Continentale et d'autres catégories de moyens de transport et de matériel.

L'Office peut faire telles recommandations qu'il estime nécessaire aux Autorités compétentes au sujet des modalités des programmes concernant le trafic d'intérêt commun et il fait des recommandations aux Gouvernements intéressés en vue d'assurer le trafic d'intérêt commun sur tous les itinéraires de transport en Europe Continentale, en accord avec les priorités établies par les Autorités compétentes des Nations Unies.

En ce qui concerne les tarifs, l'Office peut étudier l'unification des tarifs, des clauses et des conditions de transport applicables au trafic de caractère international, ainsi que les questions connexes. Il recommande au Gouvernement intéressé les principes d'après lesquels des tarifs raisonnables pour le trafic d'intérêt commun devraient être fixés par lui.

L'Office peut étudier les conditions de transport intéressant le trafic de caractère international dans des pays déterminés et faire aux Gouvernements intéressés des recommandations en ce qui concerne les mesures techniques susceptibles d'assurer le rétablissement rapide des réseaux de transport, leur utilisation la plus efficace et les priorités selon lesquelles les travaux ou projets devraient être exécutés.

Coordination des Transports Européens

L'Office prépare et coordonne l'action commune en vue d'assurer l'établissement, le maintien, la modification, le rétablissement, ou, s'il est opportun, la suppression d'arrangements internationaux pour l'exploitation en transit des chemins de fer et l'échange du matériel roulant dans les pays de l'Europe Continentale, en vue d'assurer les transports internationaux. En particulier, il établit un système de clearing unifié pour le trafic entre les différents pays de l'Europe Continentale. En général l'Office provoque, là où les circonstances le demandent, l'établissement de procédures appropriées pour la coopération entre les administrations des Chemins de Fer.

L'Office adresse aux Gouvernements intéressés des recommandations tendant à promouvoir la coordination nécessaire de tous les transports européens, en vue d'assurer les besoins militaires communs des Nations Unies ou dans l'intérêt du trafic de caractère international.

Devoirs des Gouvernements

Chaque Gouvernement contractant s'engage à assurer, par tous les

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Devoirs des Gouvernements

Chaque Gouvernement contractant s'engage à assurer, par tous les moyens en son pouvoir, la meilleure circulation possible du trafic d'intérêt commun, conformément aux recommandations faites par l'Office.

Chaque Gouvernement contractant prend dans la limite du possible toutes mesures nécessaires en ce qui concerne les territoires de l'Europe Continentale relevant de son autorité, pour qu'un ravitaillement suffisant en combustibles, carburants, énergie électrique et lubrifiants soit disponible pour le trafic d'intérêt commun, sous réserve que l'Office ait conclu des arrangements adéquats avec le Gouvernement intéressé.

Chaque Gouvernement contractant s'engage à ne pas percevoir et à ne pas autoriser la perception de droits de douane et d'autres droits, si ce n'est les frais de transport et les frais de transit

normaux, sur le trafic d'intérêt commun transitant sur les territoires de l'Europe Continentale relevant de son autorité. Aucune discrimination n'est faite en ce qui concerne les droits d'importation perçus sur les matières d'intérêt commun, suivant l'itinéraire que ces matières ont emprunté avant leur importation dans le pays intéressé.

Chaque Gouvernement contractant s'engage aussi à prendre des dispositions pour que les tarifs de transport perçus sur les territoires de l'Europe Continentale relevant de son autorité intéressent le trafic d'intérêt commun, y compris le trafic en transit par lesdits territoires, soient aussi modérés, simples et voisins de ceux perçus sur les autres territoires auxquels l'accord est appliqué, qu'il est possible.

Fonctions maritimes

-- Les attributions de l'Office s'étendent à toutes les formes de transport, par route, rail ou voie d'eau à l'intérieur des territoires du Continent européen sur lesquels il exerce son activité. Elles ne s'étendent pas aux navires de mer.

En ce qui concerne le trafic dans les ports où des navires de mer sont chargés ou déchargés, l'Office coopère avec les administrations compétentes, et avec toutes organisations établies par ces Gouvernements pour la marine marchande, afin d'assurer:

une rotation rapide des navires,

l'emploi rationnel des installations portuaires dans l'intérêt bien compris d'une rapide réexpédition des cargaisons d'intérêt commun.

Durée de validité de l'accord

L'accord restera en vigueur pendant deux années à compter de la date de la suspension générale des hostilités avec l'Allemagne. Il demeurera ensuite en vigueur, sous réserve du droit pour tout Gouvernement contractant de notifier par écrit au Conseil, après l'expiration d'un délai de dix-huit mois à compter de ladite suspension, son intention de le dénoncer; l'accord sera tenu pour caduc à l'égard de ce Gouvernement six mois après une telle notification.

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