

ACC

AC354/T04

10000/148/2452

TRIESTE

JUN. 1945

000/148/2452

TRIESTE COMPARTMENTS
JUN. 1945 - FEB. 1946

Rail Division

C 20251
FEB. 032105A0/8757
FEB. 060945
PRIORITY

AFHQ FROM GB.

MAIN XIII CORPS INFO ALCON ROMS DEBS ROME

UNCLASSIFIED.

Railway fuel requirements - Venezia Giulia. Only items listed by this HQ for railways in Venezia Giulia are as follows. All in liquid tons of 250 imperial gallons:

SERIAL	ITEM	QUANTITY
A	Railway axle oil (CS 1830)	59 tons
B	# 1000 (CS 1830)	6 tons
C	Kerosene	13 tons
D	# 700 (CS 1830)	5 tons

Above list represent 6 months requirements.

2. If any further items required, imperative that details be signalled to reach this HQ by noon 6 February.
3. Request your reply be coordinated with DE TH Trieste prior to submission.
4. Responsibility for submitting future railway requirements under investigation and you will be advised.

6231

AC LIST

INFO ACTION INDUSTRY & U 3
INFO CHIEF COMMISSIONER
ECON SEC 2
TPTN SC 2
FILE 2
FLOAT

HEADQUARTERS

6 FEB 1946

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ALLS/af

TRANSPORTATION & SHIPPING SUB-COMMISSION AC
(RAIL DIVISION)
C/o Transportation (Br) Main,
C.M.F.

Tel.: 843209

6 February 1946

Ref.: AC/354/Tn.4

SUBJECT: Railway situation in Venezia Giulia.

TO 3 The Minister of Transport.
Bldg.

I. I thank you for your letter N.7940/48 of January 16 on the above subject, as this Region is entirely under Military Control no doubt the Director Military Railway Service will give all necessary assistance.

For the Director.

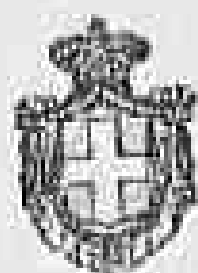
Copy to :- D.M.R.S.

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354/4

Roma, li 16 GEN 1946

m.e. 4940/48



IL MINISTRO DEI TRASPORTI

DIREZIONE GENERALE M.R.S.
COMMISSIONE ALLEATA
SOTTO COMMISSIONE TRASPORTI

OGGETTO:

Situazione Ferroviaria della Venezia Giulia.

===== S E D E =====

Il Capo Compartimento di Trieste ha di recente comunicato una lettera a lui pervenuta dal Comando Alleato locale, con la quale lo si invita a prendere accordi con la Delegazione ferroviaria Slovena, al fine di concretare un programma per l'evacuazione del nostro personale ferroviario dalla Zona B di quel territorio, entro un termine di 60 giorni, a cominciare dal 1° Dicembre dello scorso anno. Nella comunicazione anzidetta che porta la firma del Maggiore Queket delle Forze Alleate si fa notare che i traslochi in parola hanno carattere coercitivo da parte delle Autorità Jugoslave e che quindi questa Amministrazione non può esimersi dal provvedere ad una diversa sistemazione degli agenti per i quali viene richiesto l'allontanamento dalla predetta Zona.

Dagli stessi nostri Uffici di Trieste viene inoltre segnalato che, d'ordine della locale Delegazione Alleata, è stata tenuta il giorno 19 Dicembre, presso quel Compartimento, una riunione con i rappresentanti della Direzione delle Ferrovie Jugoslave I.D.Z. di Lubiana e della Delegazione Inglese ed in essa i rappresentanti I.D.Z. hanno fatto presente che, in data da precisare e probabilmente dal 1° Febbraio p.v., sarà diramato, a loro cura, per le linee ferroviarie della Zona B, un nuovo orario di

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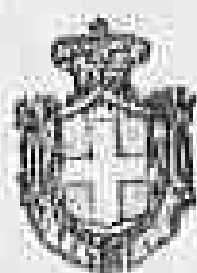
- 2 -

treni e che quindi dalla data stessa il Compartimento di Trieste deve limitare il suo intervento, nella disciplina dell'esercizio ferroviario, alle sole linee della Zona A, senza perciò interessarsi più di ciò che avviene oltre le stazioni che precedono la linea Morgan.-

In sostanza l'intendimento delle I.D.Z. sarebbe quello di svolgere il servizio nella Zona B sotto la diretta ed esclusiva loro autorità e responsabilità, con orari, programmi e disposizioni redatti in lingua slovena e con l'applicazione dei regolamenti in vigore presso quelle Ferrovie.-

All'uopo si fa presente che fino ad oggi l'esercizio delle linee in parola si è svolto con personale di stazione, di linea e dei treni, regnicolo od allogeno, e quindi di lingua italiana, a conoscenza dei regolamenti F.S. ed abilitato, dopo specifici esami, al particolare servizio svolto da ciascuno di essi. Tutto questo personale trovasi da anni sul posto e quindi ha una particolare conoscenza dei bisogni locali ed è meglio attrezzato per rispondere alle necessità del servizio.-

Il segnalamento in vigore è quello in uso sulle linee F.S. e si differenzia sensibilmente da quello delle altre linee delle I.D.Z. oltre l'attuale confine. In fine i treni che si effettuano entro la Zona B sono trainati da locomotive a vapore ed elettriche del parco F.S. con personale italiano di macchina e di scorta per il quale la sostituzione, specie per le macchine elettriche, con personale di altra Rete, non sembra possibile, in breve periodo di tempo, trattandosi di specialisti formati dopo lunga preparazione. Per la manutenzione delle linee elettriche di contatto e nelle sottostazioni elettriche che si trovano nella predetta Zona, viene utilizzato personale specializzato italiano che risiede sul posto o vi viene invia-



IL MINISTRO DEI TRASPORTI

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to da Trieste ed anche in questo campo non si prevede una possibile immediata sostituzione.-

Così stando le cose non sembra che, agli effetti della regolarità dell'esercizio ferroviario in quella parte di territorio, sia opportuno seguire le autorità ferroviarie jugoslave nella richiesta di allontanare dalle stazioni e dalle linee il personale italiano che vi presta servizio, nè tanto meno sostituire le norme di esercizio in vigore o la stessa lingua con altre che il personale stesso non conosce ed alle quali non potrebbe adattarsi dall'oggi al domani. La cosa assumerebbe particolare gravità agli effetti della stessa sicurezza dell'esercizio qualora il personale di stazione e di linea indirizzasse il suo lavoro secondo pratiche e sistemi diversi da quelli conosciuti ed applicati dal personale di macchina e di scorta. Si ponga mente agli equivoci che potrebbero sorgere nel solo campo della corretta interpretazione delle prescrizioni di movimento e dei segnali di linea e di stazione, fissi ed a mano.-

Una nuova organizzazione del servizio, che non preveda una sostituzione integrale di personale e di impianti nella Zona in parola, comprometterebbe certamente la continuità del servizio, in quanto indubbiamente il personale di macchina e di scorta F.S. si rifiuterebbe, come già si è verificato in qualche caso, di varcare la linea Morgan per la evidente preoccupazione di andare incontro ad incomprensioni ed equivoci e quindi a pericoli e responsabilità di grande portata.

Fin qui si è trattata la questione esclusivamente dal punto di vista pratico ed ai soli effetti della buona esplicazione di un servizio che sta a cuore di questa Amministrazione ed a maggior ragione deve stare a cuore dello Stato Jugoslavo nel cui interesse si effet-

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tuano la maggioranza dei trasporti attuali.--

Però non può, nè deve esserci precluso di esaminare la questione stessa da un altro punto di vista e cioè dal diritto emergente dalla situazione particolare in cui si trova quel territorio.--

Fino a quando non sarà stata definita la sorte della Zona in parola ogni alterazione dello stato di fatto, non determinato da particolari inderogabili esigenze, dovrebbe essere evitata.--

Non è intervenuto infatti alcun atto politico internazionale, accettato dalle parti interessate, che riconosca essere la Zona B esclusa dal territorio nazionale italiano.--

Tanto detta Zona, quanto quella A, si trovano sotto il controllo di Autorità Militari occupanti, ma questo non implica che il personale delle pubbliche Amministrazioni debba essere sostituito da personale straniero.

Ciò di fatto non è avvenuto nella Zona amministrata dal Governo Militare Alleato e non deve avvenire in quella amministrata dal Governo Militare jugoslavo, con gli stessi titoli e diritti di quello Alleato.--

Lo stesso principio vale per il materiale fisso e mobile delle F.S. che, in ambedue le Zone, resta di proprietà italiana e deve continuare a restare affidato al personale italiano.--

Tutto ciò premesso si prega di voler intervenire nella questione e, se del caso, far intervenire l'Alto Comando Alleato, al fine di far sopprimere intanto le Autorità jugoslave dalle decisioni prese e successivamente promuovere una riunione delle parti interessate per studiare e trovare una soluzione tecnica che, salvaguardando le esigenze del servizio, mantenga, in attesa della delimitazione dei confini orientali, immutata la situazione di quei territori.--

IL MINISTRO
F.to R. LOMBARDI

Subject. :- Increase of Railway Tariffs.

Military Railway Service,
C. M. F.
Tel. Firebox Ext. 9359.
Outside Line 8,3136.
Ref. Tn. N/3/90/56.

10 September 1945.

To. :- General Manager,
Italian State Railway.
Copy to :- Transportation Sub-Commission A.C.
(Rail Division).
Ref. your MC/554/EM. dated 6 Sept. 45.

1. Reference your C321/8316/33/ICCA 6278/5 dated 5 Sept. 1945 passed to this office by Transportation Sub-Commission.

2. A.D.M. (Finance) has just returned from a liaison visit to Trieste and he states that with effect from 1 Sept. 45. the rates have been increased in both Zones A and B.

Raiman
(E.R.A. ALMAN) Capt. R.A.
for Brigadier,
Director, Military Railway Service.

ERRA/AST.

354/2
ACP/lml

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

Tel. 843238
Ref. AC/354/Tn4

6 September 1945

SUBJECT : Increase of Railway Tariffs.

TO : Military Railway Service - Finance.

1. The attached communication received from the Italian State Railways would appear to indicate that the increase in rates and fares in the Trieste and Yugoslav areas has not yet taken place.

2. The Chairman of the Finance Sub-Committee indicated that arrangements had been made for the increase to be brought into effect from 1 September 1945.

3. In view of the fact that MRS is responsible in the Trieste area, and is negotiating with the Yugoslav representatives, perhaps you will reply direct to the letter from Ing. Di Raimondo, and let this Sub-Commission have a copy.

Acting May
for Director

Attachment:

As stated in
Paragraph 1.

6226



MINISTERO DEI TRASPORTI
DELLE COMUNICAZIONI

FERROVIE DELLO STATO
DIREZIONE GENERALE

Roma, 5 SET. 1945 193. -Anno

N. C 321/8316/33/1009 6248/5

Al N. del

(1)

OGGETTO

Aumento tariffe ferro-
viarie.

QUARTIER GENERALE
COMMISSIONE ALLEATA A.P.O. 494
Sottocommissione Trasporti

R O M A

ALLEGATO N.

Viene segnalato che la Delegazione Ferroviaria Alleata di Trieste, più volte sollecitata dal locale Compartimento delle Ferrovie dello Stato, non ha finora fatto conoscere l'esito degli accordi presi con la J.D.Z. per l'estensione alle stazioni italiane site ad oriente dell'Isonzo e dello Iudrio e poste nella zona di controllo alleato e jugoslavo, degli aumenti apportati alle tariffe ferroviarie italiane.

Tale disformità di trattamento è causa di una sensibile perdita di prodotti non soltanto per i percorsi effettuati entro l'ambito di quelle zone ma, bene spesso, per quelli che interessano anche le altre linee nei casi in cui ^{alle stazioni in questione} siano destinati trasporti "in assegnato" provenienti dal resto dell'Italia, oppure ne partano, destinati altrove, trasporti "in affrancato".

Pregasi perciò d'intervenire a riguardo affinché il noto aumento generale del 300 % sia applicato sollecitamente almeno ai trasporti da e per le stazioni poste

al di qua della linea di demarcazione fra le due
zone di controllo.

IL DIRETTORE GENERALE

Ad. Rasimovic

354/1

AGREEMENT OF 20TH JUNE 1945, BETWEEN THE SUPREME ALLIED COMMANDER
MEDITERRANEAN THEATRE OF OPERATIONS AND THE SUPREME COMMANDER OF
THE JUGOSLAV ARMY.

Paper Trade Comp

Minutes of the second meeting of the Joint Economic Committee held
at Headquarters, Allied Military Government, XIII Corps, Trieste,
at 1430 hours on 29th June 1945.

PRESENT:

Chairman
Brigadier D.L. ANDERSON, C.B.E.
(Deputy Vice-President Economic Section, ALCON)

Members of the Committee:

Colonel A.H. RABLEY	D.D.M.S. Army	)
Lt.Col.D.B. BICKERSTON	D/reg Commerce Officer	)
Lt.Col.W.W. LAFER	Lombardia Region	)
	Chief, Electrical Divn.	)
	Pub Wks & Utilities	)
	Sub-Commission, ALCON	)
	Coal Divn., Commerce	)
	Sub-Commission, ALCON	)
	A.F.H.C., Attd Industry	)
	Sub-Commission, ALCON	)
	Port Comdt., Trieste	)
	Leader	)
	Commerce	)
	Transport Technical	)
	Services	)
	Industry	)
	Finance	)
	Trade and Supply	)
	Industry	)

Representatives:
Allied
Armies
in Italy.

In attendance:

Colonel NELSON W. MONTFORT	S.O.A.O.
A.U.S.	
Lt.Col. W.D. ROGERS	A.Q.M.C. (Mov) 8 Army
Major D.A.F. GURKETT	D.A.D. Trieste
Colonel HERMAN A. GREEN USA	American Embassy.
	None as observer.

1. The Committee accepted the Minutes of the meeting held 22nd June 1945 after some alterations had been made to the text. A copy of the Minutes as approved is attached.

2. Fuel and Power Sub-Committee.

The Committee considered a report received from the Fuel and Power

/ That way matters.

- 2 -

ii. That any matters which may arise affecting the supply of electricity within the area of the Soc. Elettrica della Venezia Giulia shall be referred for settlement to the Sub-Committee. (This would include, for example, matters of price and quantity of power.)

The Yugoslav Delegation stated that they required a further week to consider whether the administrative personnel of Soc. Elettrica della Venezia Giulia should continue to operate in that part of Venezia Giulia controlled by the Yugoslav Government.

b. Fuel. The following recommendations of the Sub-Committee were also agreed:

i. That a group of mines in the Istrian Peninsula known as the Area Miniera would be immediately reactivated and developed;

ii. That a joint committee of Yugoslav and A.M.G. Experts visit the area to inspect and report on the mines, the machinery and the shipping facilities. (The Yugoslav Delegation undertook to endeavor to make the arrangements.)

iii. That the highest priority be given to all work in connection with the restoration of the mines and that it be undertaken jointly through the Yugoslav and A.M.G. resources; and

iv. That the existing stocks at the mines and the output of the mines be allocated to consumers by the joint Yugoslav-A.M.G. Industry and Commerce Sub-Committee and that A.M.G. be asked to assist with the transportation required to move the coal.

3. Industry and Commerce Sub-Committee.

The Committee received the report of the Industry and Commerce Sub-Committee and approved the following recommendations:

a. That any orders on industries in Venezia Giulia be made only after approval by the Sub-Committee.

b. That the Sub-Committee approve all proposed contracts as to terms, prices, etc. (This will cover contracts placed by Yugoslav authorities in the part of Venezia Giulia controlled by A.M.G. and by A.M.G. in the part of Venezia Giulia controlled by the Yugoslav Government and in Jugoslavia proper).

c. That contracts can only be cancelled by consent of the Sub-Committee. 6283

d. That raw material, finance and exchange questions arising from local exchange and trade be handled by the Sub-Committee and

e. That one expert may be co-opted by each side of the Sub-Committee when necessary.

11. That a joint committee of Yugoslav and A.M.G. Experts visit the area to inspect and report on the mines, the machinery and the chipping facilities. (The Yugoslav Delegation undertook to endeavor to make the arrangements.)

iii. That the highest priority be given to all work in connection with the restoration of the mines and that it be undertaken jointly through the Yugoslav and A.M.G. resources; and

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d. That raw material, finance and exchange questions arising from local exchange and trade be handled by the Sub-Committee and

e. That an expert may be co-opted by each side of the Sub-Committee when necessary.

4. Transportation Sub-Committee.

As the report of the Transportation Sub-committee had not been translated, the Committee adjourned at 1700 hours until 2100 hours.

/The Committee.

- 3 -

The Committee then received the report of the Transportation Sub-Committee on their meeting held on the 29th June and agreed to the following recommendations:

- a. That the Anglo-American Military Port Commandant of Trieste will arrange the berthing and working of ships carrying cargo for Jugoslavia on equal terms with other Allied ships using the port without delay or hindrance subject only to any priority required for Allied Military traffic.
- b. That in the first instance, the Yugoslav Government will employ U.J. Karovic, Steamship owner and broker of Trieste, as their agent for receiving and forwarding their cargoes arriving in the port of Trieste.
- c. That the Anglo-American Port Commandant of Trieste will give the maximum possible notice (with a minimum of 24 hours) to the Yugoslav railway delegate, of railway traffic for Jugoslavia, ex-ship or warehouse at Trieste, in order that wagon supply may be facilitated. (Traffic from Trieste to Jugoslavia will normally be moved by rail; road transport will only be employed if railway capacity is saturated.)
- d. That the Yugoslav traffic from Trieste will be forwarded in sealed wagons to a transit station, to be agreed, free from customs examination.
- e. That Jugoslavia traffic from Trieste will be forwarded by electric railway as far as possible (Trieste - Postumia - S. Pietro Garsc-Fiume) to economize on coal; and
- f. That estimates of locomotive and rolling stock requirements for the Trieste-Jugoslav traffic will be made jointly by the A.M.G. and Yugoslav Delegates of the Transportation Joint Operating Committee: exchange of rolling stock at the zone boundary station will be on the basis that as many wagons will come out of the Yugoslav controlled Zone of Venezia Giulia as enter it from the A.M.G. controlled Zone of Venezia Giulia; that the difference in numbers of wagons will not be allowed to exceed 50 wagons either way, and that this agreement will hold until such time as a general European International rolling stock and traffic agreement is completed.

5. The following proposal was put forward by the Committee but the Yugoslav Delegation requested that it be deferred until the next meeting of the Committee.

"The railways in Venezia Giulia, both in the Anglo-American and Yugoslav Zones, will continue to be administered from Trieste as one entity. In particular, through running of locomotives will continue

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2. That the Anglo-American Port Commandant of Trieste will give the maximum possible notice (with a minimum of 24 hours) to the Yugoslav railway delegate, of railway traffic for Yugoslavia, ex-shin or warehouse at Trieste, in order that wagon supply may be facilitated. (Traffic from Trieste to Yugoslavia will normally be moved by rail; road transport will only be employed if railway capacity is saturated.)
4. That the Yugoslav traffic from Trieste will be forwarded in sealed wagons to a transit station, to be agreed, free from customs examination;
5. That Yugoslav traffic from Trieste will be forwarded by electric railway as far as possible (Trieste - Postumia - S. Pietro Carra-Pinas) to economize on coal; and
6. That estimates of locomotive and rolling stock requirements for the Trieste-Yugoslav traffic will be made jointly by the A.M.C. and Yugoslav Delegates of the Transportation Joint Operating Committee; exchange of rolling stock at the zone boundary station will be on the basis that as many wagons will come out of the Yugoslav controlled zone of Venezia Giulia as enter it from the A.M.C. controlled zone of Venezia Giulia; that the difference in numbers of wagons will not be allowed to exceed 50 wagons either way, and that this agreement will hold until such time as a General European International rolling stock and traffic agreement is completed.
5. The following proposal was put forward by the Committee but the Yugoslav Delegation requested that it be deferred until the next meeting of the Committee:
- "The railways in Venezia Giulia, both in the Anglo-American and Yugoslav zones, will continue to be administered from Trieste as one entity. In particular, through running of locomotives will continue within the limits of the electrical zone and the repair and maintenance of electric locomotives employed in the Yugoslav zone, formerly done in Trieste, will continue to be done in Trieste.
6. The Transportation Sub-Committee nominated the following officials to form the Joint Transportation Operation Committee.

/ Vide Appendix)

-4-

(vide Appendix "I" para 1 (b) of the Agreement of the 20th June).

A.M.G.

Major QUINCY

JUGOSLAV GOVERNMENT

Dr. DEKLAVA

7. The Committee decided that the Sub-Committee should meet again on Monday and Tuesday, the 9th and 10th July, and that the Main Committee should meet at 0900 hours on Wednesday, the 11th July.

W. DILLON YOUNG

Capt. R.A.

Secretary.

6281

DISTRIBUTION

General Officer Commanding, 8th Army for S.C.A.O. and D.D.Fm.

General Officer Commanding, XIII Corps for S.C.A.O. and onward transmission to Yugoslav Delegation and local members of Committee?

A.P.H.Q. for Assistant Chief of Staff, 0-5

Chief Commissioner, ALCON

Executive Commissioner, ALCON

Production Division, Economic Section, ALCON

Supply Division, Economic Section ALCON

Agriculture Sub-Commission

Commerce Sub-Commission

Finance Sub-Commission

Food Sub-Commission

Industry Sub-Commission

Labor Sub-Commission

Pub. Wks & Utilities Sub-Commission

Transportation Sub-Commission

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British Embassy (Sir Richard Kossworthy)

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In attendance:

Colonel WILSON W. MOHPOND
S.D.S.O.

A. V. S.

Lt. Col. W.E. ROSS
 Major D.A.P. QUINN
 Colonel GEORGE A. GUNN, USA
 A.D.M.C. (Env)
 D.A.D. M. Trieste
 USA American Embassy,
 Rome - as observer

11. Brigadier D.L. Anderson opened the conference with a welcome to the Jugoslav Delegation. He then proposed that the conference should limit its discussions to matters of general policy, that sub-committees be formed, and that all questions of detail be left to them for arrangement.

Dr. Kobe replied on behalf of the Yugoslav Delegation, and expressed the hope that the Committee would help to maintain and further the united front that all the countries had formerly against fascism.

2. Various subjects were raised by the Yugoslav Delegation and the following decisions were reached:

4. Ships laden with U.S.N.V. supplies for Yugoslavia would use the port.

/s/ The Allied.

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- B. The Allies would have complete control of the port, would safeguard such supplies, and would guarantee delivery over the Morgan line by rail or road.
- C. The Yugoslav Government would nominate one or two of the normal agents in the port who would represent them in the usual commercial way, in accordance with Appendix "A" of the agreement.
- D. The Yugoslav authorities would arrange a proper balance of rolling stock so that supplies could be railed anywhere in Yugoslavia as required.
- E. That subject to the priority required for Allied Military traffic, Allied and Yugoslav traffic in the port of Trieste would receive equal treatment.
- F. The normal organization of Trieste port as it functioned in the past, would be employed.
- G. Yugoslav contracts entered into with firms in Allied territory would be individually examined.
- H. No permanent organization or establishment should be set up, but the committee should meet weekly to begin with, and sub-committees should meet when sufficient work accumulated.
- I. The question of booty should be left to the military committee about to be set up.

3. Sub-Committees were set up as follows:

<u>Transportation Sub-Committee</u>	
Colonel HARLEY	URSIC FRANK
Major PEREYRE	ZURLINI MARCELILIAN
<u>Industry and Commerce Sub-Committee</u>	
Lt. Col. BICKERSTETH	Ing. DOLGAN MARIJAN
W/Omr. LEECH-JONES	Ing. KOTNIK VIKTOR
Major BOGER	PEROVIC JOSEF
<u>Fuel and Power Sub-Committee</u>	
Lt. Col. LAPPER	Ing. DOLGAN MARIJAN
Lt. Col. OXLEY	Ing. KOTNIK VIKTOR

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It was arranged that the Fuel and Power Sub-Committee would meet at 1430 hours on the same day, and the Transportation Sub-Committee and Industry and Commerce Sub-Committee at 900 hours on the following day.

4. It was agreed that the main committee would meet at 1430 hours

2. That subject to the practice required for Allied military traffic, Allied and Yugoslav traffic in the port of Trieste would receive equal treatment.

F. The normal organization of Trieste port as it functioned in the past, would be employed.

G. Yugoslav contracts entered into with firms in Allied territory would be individually examined.

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Transportation Sub-Committee
Colonel FARLEY URSIC FRANC
Major PERWITT ERMANNI MARSHALLMAN

Industry and Commerce Sub-Committee.

Lt. Col. BICKERSTETH Ing. DOLGAN MARJAN
W/Omr. LEIGH-JONES Ing. KOTNIK VIKTOR
Major MUSE PEROVIC JOSE

Fuel and Power Sub-Committee.

Lt. Col. LAPPIN Ing. DOLGAN MARJAN
Lt. Col. OXLEY Ing. KOTNIK VIKTOR

6218

It was arranged that the Fuel and Power Sub-Committee would meet at 1430 hours on the same day, and the Transportation Sub-Committee and Industry and Commerce Sub-Committee at 500 hours on the following day.

4. It was agreed that the main committee would meet at 1430 hours the following day.

The Committee adjourned at 1430 hours.

W. DRUMMOND YOUNG
Capt. R.A.
Secretary.