

ACC

AC/22B/TNS

10000/148/2558

10000/148/2550

N. W. PLANNING
MAR. - APR. 1945

APR 2 FOR 3-5 FOR INFO 19 ARMY GROUP

6441

12 APRIL 1945

ROUTINE

SECRET PD

PARA ONE PD REFERENCE ONE FIVE ARMY GROUP SIGNAL GEORGE FOUR DASH FIVE
 SIX DASH TWO SEVEN APRIL PD

PARA TWO PD REFERENCE FIVE FOR INFO FIFTEEN ARMY GROUP FROM HQ
 ALCOA CIVIL AIDIT F. L. N.

PARA THREE PD REFERENCE THAT TWO TRUCK BATTALION AND TWO TWO ONE AND TWO
 TWO TWO ITALIAN TRANSPORT COMPANIES ALCOA ARE RETAINED TO ASSET ESSENTIAL
 PRIORITY HAULAGE IN ANCONA ORAPIONESE AND LEONORS PD LIFT PREVIOUSLY
 PROVIDED BY SIX EIGHT ZERO TRUCKS NOW LOANED TO ONE FIVE ARMY GROUP HAS
 TWO ZERO FOUR ZERO TONS PD LIFT OF TWO THREE BATTALION AND TWO TWO ONE
 AND TWO TWO TWO ZERO IS ONLY ONE ONE TWO ZERO TONS PD DEFICIENCY OF LIFT
 WILL BE TAKEN UP BY OPENING OF ORONA TO ANCONA LINE ONE FIVE DAY AND
 LEONORS TO VIGOROSE LINE ALREADY OPEN PD

PARA THREE PD TWO TWO THREE ONE TWO TWO FOUR CLASH TWO FIVE AND TWO TWO
 SIX ITALIAN TRANSPORT COYS AND THREE TRUCK BATTALION WILL BECOME AVAILABLE
 FOR NORTH ON ACTIVATION PD ACTIVATION OF THREE TRUCK BATTALION REPORTED
 TO COMBAT ON 15 MAY IN NO DATES KNOWN FOR FORMATION OF FOUR NEW ITALIAN
 TRANSPORT COYS OTHER THAN THOSE STATED IN LIA LETTER DASH TWO CLASH
 THREE DASH ONE FOUR APRIL PD

PARA FOUR PD EQUIVALENT LIFT OF ONE AND HALF TON TRUCKS OF

5001

(UNCLASSIFIED)

THREE TRUCK BATTALION AND FOUR ITALIAN TRANSPORT COYS IN
FIVE EIGHT SIX MAY THREE FOR VEHICLES PD FOUR SIX TWO HALF
FOR TRUCKS 11 IN TWO FOUR PD

PARA FIVE CB STATED THAT HEAVY ACTIVATED BRILL CANNOT
REPEAT CANNOT MOVE INTO NORTH AND OPERATE NEARBY WILSON
LAD AND WORKSHOP REPAIRS IS AVAILABLE AND STARS PARTS ARRIVE
FROM ONCE SUGAR PD

List

Don Lee
President
Chief Commissioner
Exec Comm
In 503
P.T. Group

5000

Transportation 5/5
556

NICHOLAS FLORESINO
Gen. M. J. J.
Asst. Adjutant

0735

TRANSPORTATION SUB-COMMISSION

MEMORANDUM FOR THE RECORD
SUBJECT: A.C. Military Transport Leased to 15 Army Group.

722
47
OF/AGD

24 April 1945

10/22/47/175

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

TO : H.Q.C.A.C. 15 Army Group
(Att: Lt. Col. Stewart).

1. Reference is made to meeting between Lt. Col. Stewart and Lt. Col. Harris of Transportation Sub-Commission at WOOD on 20 April 1945.
2. In accordance with para 7 of this H.Q. signed 5295 dated 13 April 45 it was agreed that the 695 trucks loaned by A.C. to 15th Army Group will be for use in Italy during Phase I only. At the end of Phase I, 15th Army Group will issue a "stand-still" order to the trucks and thereupon turn these trucks back to A.C. who will carry on with the work of supplying the civilian population as they deem fit.
3. During Phase I it was agreed that 15th Army Group will accept these bids for transport made previously by various units of A.C./A.S.C., copies of which are attached.
4. It is requested that you will confirm the above in writing in order that there may be no further misunderstandings in the matter.

For the Chief Commissioner:

A. H. THOMAS
Colonel
Deputy Director.

Copy to: Economic Section
Plans Division
Research Division
Planning Staff
(for Lt. Col. Harris)

4999

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

Tel. 220

23rd. April 1945

142/H/TN2

Memo to : Roads Division

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

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

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

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

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

M. Harris

M. HARRIS
Lt. Colonel
Corps of Engineers

Copy to : Col. Thomas
Col. Sieff

4998

HEADQUARTERS
MOTOR TRANSPORT GROUP
ALLIED COMMISSION (I.A.P.)
APO 394

Tel. 886324
Ext. 8

CWAP/eg.

Ref. AC/TB/113/2

19 April 1945

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

TO : Transportation Sub-Commission H.Q., A.C.

1. Reference AC/22/Tn 5 dated 18 April, 1945.
2. Reference para 2 (a). Agreed. The 7th Company has already been ordered to join the 1st Truck Battalion, effective Monday the 23rd, and the 9th Company of the 2nd Truck Battalion has been ordered to take its place.
3. Reference para 2 (b). It is submitted that if relief drivers are sent forward from the Rome area for duties with the 1st Truck Battalion, the formation of additional Companies will be seriously retarded. It is also pointed out that such relief drivers have been trained to drive 1 and half ton commercial vehicles, whereas the vehicles in use by the 1st Truck Battalion are 2 and half tons G.M.C.
4. It is understood that A.F.H.Q. have disapproved the suggestion contained in para 2 (c), and it is felt that their decision has been made on the basis of our submission above.
5. In view of this, it is requested that the instruction given in para 2 (b) of your letter be reconsidered.
6. With reference to para 6 of your letter, a sufficient number of mechanics to operate the 221 Company L.A.D. in Florence area will be provided until such time as their own personnel has been trained.
7. In this connection it is desired to point out that it is only possible to provide such mechanics by training as mechanics, and not as drivers, the balance of the 2,500 Italian personnel over and above those necessary to comply with the TO/WE as laid down in the attached chart.

1 Incl:-
as above stated.

CWAP/eg.
JAMES J. CARNES, 4997
Colonel, Infantry,
Commanding,
MOTOR TRANSPORT GROUP.

Tel. 378

HEADQUARTERS ALLIED COMMISSION

CE/ep

APO 384

TRANSPORTATION SUB-COMMISSION

Ref: AC/22/Tn5

April 1945.

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

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

1. Reference this HQ signals 5285 and 6308 dated
13 April 1945, 5512 dated 16 April and 5540 dated 16 April.

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

- (a) 1 Truck Bn. will be at 48 hrs. no ice
to move from 23 April.
- (b) Relief Driver Increment will be provided
to move with 1 Truck Bn.
- (c) Relief Driver Increment for 1000, 1002
and 1004 G.T. Coys will be obtained from
TRANI Training Camp and moved to join Coys
by 23 April.
- (d) 221 G.T. Coy with L.A.D. set will move to
FLORENCE - LUCCHE area on 23 April to
replace 8 Coys, 1 Truck Bn. previously
planned to remain in that area.

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

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

5. A.F.H.Q. have agreed to provide one M.S.E. and
3 ORs (Br) for each L.A.D. These personnel will be available
to move with the 221 Coy L.A.D. set on 23 Apr 1 provided that
the new W.E. for an L.A.D. of an Italian G.T. Coy A.C. is
approved by the W.E. Committee before that date.

33

4996

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

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

By Command of Rear Admiral STONE:

M. R. Thomas

M. R. THOMAS
Colonel,
Deputy Director.

cc:

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

4995

18 April 1945.

MEMORANDUM FOR MR. GROSS.

SUBJECT: Formation of G.T. Companies -- BR -- ITI.

1. Ref. M.M.I.A. SD/8/3 dated 14 April 1945.
2. As a result of a meeting held at AFHQ 18 April 1945, Major General Witte, DST, Col. Baine, DDST, Lt. Col. Hunt of G. Maintenance, Lt. Col. G. S. Franklin, Transportation Sub-Commission, it was agreed that 221 G.T. Company would be available to move on the 23rd of April and would be complete, i.e., British supervisory personnel, 1 L.A.D. and control vehicles on a reduced scale. Mechanical personnel for the L.A.D. would be Italian and will be provided by Allied Commission.
3. It was also agreed that 221 Company would be complete with 2 Relief Driver Increments consisting of 31 personnel in each Increment.
4. Maintenance Units will be provided for the L. of C. areas to carry out Higher Echelon maintenance for all of the G.T. Companies referred in above reference. Action is being taken by AFHQ to proceed with the formation of these Maintenance Units pending the approval of a War Establishment which is now being prepared by M.M.I.A.
5. It is expected that 222 G.T. Company will be available on or about 7 May 1945, and the entire program of the training of further G.T. Companies is to be accelerated.

G. S. FRANKLIN
Lt. Colonel,
Roads Division

4994

*AFHQ DDST with hat
Produce RDI for 1000, 1002 & 1004 from TRAN
Say MMIA must produce if we get*

SECRET

SECRET

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
ATC 394

AC/22/25/TH.5

16 April 1945

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

TO : A.T. Group A.C.

1. Reference this A.C. signals 5293 and 5306 dated 13 April and 15 Army Group signal 543 423 dated 15 April copies to you.
2. It is proposed to send the attached signal in reply to para 1 of SAS 423. Your comments are requested.
3. In view of operational commitment to supply 650 trucks to 15 Army Group, can you arrange that P.D.G. maintain and repair the newly activated Q.M. Coy ~~to~~ which it is proposed to send to Florence area to replace the Q.M. Coy of 1 Truck Battalion (see para 3 of signal 5306).
4. Reference signal 5306 please confirm that 221 Q.T. Coy and seven new Q.M. Coys will be available in ALGERIA - ASCOLI area to take over from 1000 and 1002 Q.T. Coys on 15 April and from 1004 Q.T. Coy on 1 May.

By Command of Rear Admiral STONE:

W.H.

E.B. THOMAS,
Colonel,
Deputy Director

Copies to Logistic Section
North Division
Headquarters
R.E. Planning *W*
(for Lt. Col. Harris).

Encl. signal No.

4993

722

1. Reference this U.S. signals 5295 and 5306 dated 13 April and 15 Army Group signal CAS 423 dated 13 April copies to you.
2. It is proposed to send the attached signal in reply to para 1 of CAS 423. Your comments are requested.
3. In view of operational commitment to supply 650 trucks to 15 Army Group, can you arrange that P.B.S. maintain and repair the newly activated G.I. Coy ~~2~~ which it is proposed to send to Florence area to replace the G.I. Coy of 1 Truck Battalion (see para 3 of signal 5306).
4. Reference signal 5306 please confirm that 221 G.I. Coy and seven new G.I. Coys will be available in MACCHIA - ASCOLI area to take over from 1000 and 1004 G.I. Coys on 25 April and from 1004 G.I. Coy on 1 May.

2y Command of Rear Admiral STONE:

W.H.
E.S. THOMAS,
Colonel,
Deputy Director

Copies to Economic Section
North Division
Roads Div. ✓
N.E. Planning ✓
(for Lt. Col. Harris).

Encl. Signal No.

4993

722

SECRET

CAS 423

1/77A

AM 151007

IMMEDIATE

15 ARMY GROUP

AICOM, INFO AMHQ, 8 ARMY, 5 ARMY, 4 CORPS, TOSCANA REGION, UMBRIA MARCHE REGION, EMILIA REGION

SECRET.

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

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

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

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

M/C Note:

This is complete text of D/7690



DIE

ACTION TH SC (2)
INFO A/PRESIDENT
CHIEF COMMISSIONER
ECOM SEC
MT GROUP
FILE
FIQAT

SECRET

22 ✓ 23

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

5295

13 APRIL 1945

OPERATIONAL PRIORITY
TO (1) & (2)
PRIORITY REMAINDER

SECRET PD

PARA ONE PD SUBJECT ALCONA CONTROLLED MILITARY MOTOR TRANSPORT
FOR NORTH DURING PHASE ONE PD

PARA TWO PD REFERENCE DISCUSSION COL, STAFF AND LIEUTENANT COLONEL
STEWART DATED ONE ONE APRIL PD

PAREN TO FIFTEEN ARMY GROUP FOR INFO AFHQ CMA EIGHT ARMY
CMA FIFTH ARMY CMA FOURTH CORPS CMA TOSCANA REGION CMA UMBRIA
MARCHES REGION CMA EMILIA REGION FROM HQ ALCONA SITE ACCT PAREN

PARA THREE PD SIX QUEEN LIKE TRUCK COYS OF APPROXIMATE FOUR ZERO
VEHICLES EACH OF ONE TRUCK BATTALION WILL BE AVAILABLE BY
TOSCANA REGION AT FOUR EIGHT HOURS NOTICE FROM TWO ZERO APRIL PD
ONE ZERO ZERO ZERO AND ONE ZERO ZERO TWO GENERAL TRANSPORT COYS
OF ONE TWO ZERO TRUCKS EACH AVAILABLE FOUR EIGHT HOURS NOTICE
TWO THREE APRIL AND ONE ZERO ZERO FOUR GENERAL TRANSPORT COY
OF ONE TWO ZERO TRUCKS AVAILABLE ONE MAY ALL BY ANCONA MACERATA
AREA PD IN ADDITION ONE ZERO ZERO ONE GENERAL TRANSPORT COY OF
ONE TWO ZERO TRUCKS NOW WITH EIGHT ARMY PD THIS WILL GIVE EQUIVALENT
LIFT SIX ZERO ZERO KRAY THREE TONNERS BY TWO FIVE APRIL AND SEVEN
TWO ZERO BY ONE MAY PD

4991

5295

13 APRIL 1945

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

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

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

4890

5295

13 APRIL 1945

(CONTINUATION)

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

Copy to:

- (1) Chief Commissioner
- (2) Executive Commissioner
- (3) Economic Section
- (4) Transportation S/C (3 Copies)
- (5) M.T. Group A.C. (I.A.P.)

Approved

4933
M.B. THOMAS,
Colonel,
Deputy Director
Tpt. S/C

ECONOMIC SECTION

NICHOLAS FIOMBINO
CWO U.S.A.
Assist Adjutant

TOSCANA REGION UMBRIA MARCHE REGION

5306

13 APRIL 45

PRIORITY

SECRET PD

PARA ONE PD SUBJECT ALCOM CONTROLLED MILITARY MOTOR TRANSPORT
FOR NORTH PD

PARA TWO PD REFERENCE THIS HOW QUEEN SIGNAL FIVE TO TWO NINE FIVE
DATED ONE THREE APRIL ONE NINE FOUR FIVE PD

PAREN TO TOSCANA REGION AND UMBRIA MARCHE REGION FROM HQ ALCOM
CITE ACTPT PAREN

PARA THREE PD TWO QUEEN MIKE COYS EX ONE TRUCK BATTALION WILL
REMAIN TOSCANA REGION FOR PORT CLEARANCE AND HIGH PRIORITY LIFTS PD
QUEEN MIKE COY AND GENERAL TRANSPORT COYS BEING WITHDRAWN FROM
ANCONA CMA MACERATA AREAS WILL BE REPLACED BY NEWLY ACTIVATED
QUEEN MIKE AND GENERAL TRANSPORT COYS BUT THESE COYS WILL NOT
BE FULLY EFFICIENT ~~RE~~ TILL MAINTENANCE PERSONNEL AND EQUIPMENT
ARE PROVIDED BY AFHQ PD

COPY TO Economic Section
Movements Div.
Roads Div.
North West Planning for Lt.Col.Harris
M.T. Group A.C.

Transportation S/C
566

Nicholas Piombino
CWO U.S.A.
Asst.Adjutant

4988

9d/220

21

AFHQ

5305

13 April 45

PRIORITY

SECRET PD

PARA ONE PD SUBJECT ALCOM CONTROLLED MILITARY TRANSPORT FOR NORTH PD

PARA TWO PD REFERENCE PARA SIX OF THIS HOW QUEEN SIGNAL FIVE TWO

NINE FIVE DATED ONE THREE APRIL FOUR FIVE PD

PAREN TO AFHQ FROM HQ ALCOM CITE ACTPT PAREN

PARA THREE PD ESTIMATED FURTHER EQUIVALENT THREE ZERO ZERO XRAY
THREE TONNERS WILL BECOME AVAILABLE DURING MAY PROVIDED YOU APPROVE
AND MAKE AVAILABLE MAINTENANCE PERSONNEL AND EQUIPMENT FOR GENERAL
TRANSPORT AND QUEEN MIKE COYS NOW BEING ACTIVATED PD
PARA FOUR PD REQUEST YOU GIVE DECISION ON THIS POINT PD

Copy to : Economic Section
Tn S.C.
M.T.Group A.C.

Transportation S/C

566

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

4987

CONFIDENTIAL

HEADQUARTERS
AMG FIFTH ARMY
APO 464 U.S. ARMY

(Lightning Bear 137)

FET/cpn

6 April 1945

202/5-2

SUBJECT: Movement of Supplies in Army Area.

TO : HQ, Alcom Transportation Sub-Commission.

1. Reference your AC/120/18/TH3.
2. The rail opening to Florence, effective, for the receiving of civilian supplies, 4 April will improve the MT somewhat. However, it will not materially affect the MT assigned to AMG Fifth Army, since most of our hauls are from railheads to forward areas.
3. It is pointed out that in addition to our assigned transportation, Fifth Army by organic vehicles, transported for AMG Fifth Army during the month of March, 5100 tons of food-stuffs including wheat, flour, potatoes, etc., to relieve our transportation situation. This tonnage does not include the charcoal brought into Florence City by Fifth Army.
4. It is anticipated that food supplies coming into Leghorn by sea, will be moved thence by rail, but no actual figures are available since we do not know what ships are scheduled to come in or what will be our allocations. The rail will merely shorten a portion of our hauls, especially to Florence. It is necessary that we be prepared to relieve Army of their assistance at any time, in light of future operations. It is also apparent that if, on the Army's progressing northward, Florence ceases to be the point from which supplies are carried forward into the Army Area, the establishing of a rail connection between Leghorn and Florence will not save any transport at all, as far as AMG 5th Army is concerned.
5. Paragraph 4 of your a/m letter will be complied with ⁴⁹⁸³ and every effort will be made to conserve MT.

0750

6. As soon as accurate figures are obtained they will be forwarded to you.

For the Commanding General:

ARTHUR E. SUTHERLAND, Jr.
Lt. Colonel, GAC.,
Executive Officer,
AMC Fifth Army.

4985

TOP SECRET

APPRECIATION OF THE ROAD TRANSPORT SITUATION
IN NORTHERN ITALY IN THE EVENT OF A GERMAN
SURRENDER OR WITHDRAWAL.

OBJECT:

1. To determine the extent to which AC road transport commitments can be met with the resources available.

FACTORS:

2. TONNAGE TO BE MOVED.

- (a) AC Regional Personnel, Baggage and Stores.

- (I) Details -- Personnel and stores to be moved forward by Regions:

<u>Region</u>	<u>Personnel</u>	<u>Stores & Baggage</u>
LIGURIA	216	100 tons
PIEMONTE	445	220 (c) "
LOMBARDIA	57(a)	169 "
VENEZIA	400(b)	200 (b) "
TOTALS	1108	597

Notes

- (a) 267 carried in Regional Transport.
- (b) Estimated figures proportionate to other Regions (no data received).
- (c) PIEMONTE tonnage of 545 advised by N.W. Planning is considered excessive and is reduced to a basis of 10 cwt. per person to conform to Liguria and Lombardia.
- (II) Above to be moved in one lift to Provincial destinations by road depending upon phasing of move north and vehicle availability.

- (b) Requirements of Civil Supplies.

- (I) Details of civil supplies to be imported into Northern Italy are contained in per. 17 of A.F.H.Q. Log Plan 177 dated 19 March 1945.

Requirements by months depend on speed of occupation. Summary of civilian supply needs is compiled on the following assumptions:

- (1) Full occupation over 2 months.

4984

2. TONNAGE TO BE MOVED.

(a) .3 Regional Personnel, Baggage and Stores.

(I) Details -- Personnel and stores to be moved forward by Regions:

<u>Region</u>	<u>Personnel</u>	<u>Stores & Baggage</u>	
LIQUORI..	206	100	tons
PIEMONTE	445	220 (c)	"
LOMBARDIA	57 (e)	169	"
VENETIA	<u>400 (b)</u>	<u>200 (b)</u>	"
TOTALS	<u>1108</u>	<u>597</u>	

Notes

- (a) 267 carried in Regional Transport.
- (b) Estimated figures proportionate to other Regions (no data received).
- (c) PIEMONTE tonnage of 545 advised by N.W. Planning is considered excessive and is reduced to a basis of 10 cwt. per person to conform to Liguria and Lombardia.
- (II) Above to be moved in one lift to Provincial destinations by road depending upon phasing of move north and vehicle availability.

(b) Requirements of Civil Supplies.

4884

(I) Details of civil supplies to be imported into Northern Italy are contained in par. 17 of A.F.H.Q. Log Plan 177 dated 19 March 1945.

Requirements by months depend on speed of occupation. Summary of civilian supply needs is compiled on the following assumptions:

- (1) Full occupation over 2 months.
- (2) Civilian supply items are based on the following impact ratios:

1st Month	--	100 grammes
2nd Month	--	200 "
3rd Month	--	300 "

TOP SECRET

(3) Coal, P.C.I. and reconstruction supplies are phased in in accordance with distribution facilities:

Serial	Item	1st Month (t.p.d.)	2nd Month (t.p.d.)	3rd Month (t.p.d.)
1	Civil Supplies	1600	3400	5650
2	Coal	--	1000	4100
3	Packed P.C.I.	400	750	750
4	Reconstruction Supplies	--	--	250
	TOTALS	2000	5150	10,750

(II) Breakdown.

N.W. Italy	1150	3200	7600
N.E. "	850	1950	3150
TOTAL	2000	5150	10,750

N.W. Italy comprises the following areas: - LIGURIA, PIEMONTE, LORE. POE.,
Provinces of Piacenza and Parma in Emilia.

N.E. Italy contains EMILIA (excluding the Provinces of Parma, Piacenza,
Forlì and Ravenna) and VENETIA.

Reference to EMILIA will mean the area of this compartment in N.E.
Italy.

(III) Above tonnages are further broken down as follows:

	1st Month (t.p.d.)	2nd Month (t.p.d.)	3rd Month (t.p.d.)
N.W. PIEMONTE	357	992	2356
LIGURIA	150	416	903
LOMBARDIA	609	1696	4028
Parma and Piacenza	34	96	228
TOTAL	1150	3200	7600
N.E. EMILIA	144	331	535
VENETIA TRIVENTO	85	195	315
VENETIA CIVIL	128	283	473

(II) Breakdown.

TOTALS	2000	5150	10,750
N.W. Italy	1150	3200	7600
N.E. "	850	1950	3150
TOTAL	2000	5150	10,750

N.W. Italy comprises the following areas: - LIGURIA, PIEMONTE, LOMBARDIA, Provinces of Piacenza and Parma in Emilia.

N.E. Italy contains EMILIA (excluding the Provinces of Parma, Piacenza, Forlì and Ravenna) and VENEZIA.

Reference to EMILIA will mean the area of this compartment in N.E. Italy.

(III) Above tonnages are further broken down as follows:

	1st Month (t.p.d.)	2nd Month (t.p.d.)	3rd Month (t.p.d.)
N.W. PIEMONTE	357	892	2356
LIGURIA	150	416	985
LOMBARDIA	609	1696	4028
Parma and Piacenza	34	96	228
TOTAL	1150	3200	7600
N.E. EMILIA	144	331	535
VENEZIA, TRENTINO	85	195	315
VENEZIA, GRIUL	128	293	473
VENEZIA, FROGRIA	493	1131	1827
TOTAL	850	1950	3150
TOTAL N.W. & N.E.	2000	5150	10,750

TOP SECRET

These compartmental figures are based proportionately on tonnages given in para. 2 of Appendix A to Log Plan 177.

- (IV) The above requirements may be reduced if surrender occurs after July when the harvest is available.

3. TRANSPORT REQUIREMENTS.

In the forthcoming estimate of transport requirements it is assumed that rail transport will not be available in the first 3 months.

(a) Movement of Regional Personnel, Payage & Stores.

- (I) Number of trucks required to haul the Regions in one lift is estimated as follows:

Region	Loading Point	Average Mileage to Provinces	No. of Trucks	Duration of Haul
LIGURIA	Chiavari	370	50	3 days
PIEMONTE	"	400	103	3 "
LOMBARDIA	Roma	300	60	2 1/2 "
VENETIA	Vespro	240	94	2 "
TOTAL			307	

Duration of haul based on 11 hrs. haulage per day at 15 m.i.h. Mileage computed via BOLOGNA and FLORENCE except for VENETIA.

- (II) LIGURIA Region may move by road to LIVORNO thence by sea to GENOA. In this case 2 lifts can be accepted, reducing trucks needed to 25 for two days.

- (III) In the event of movement to N.E. preceding that into N.W., or vice versa, simultaneous truck requirements will be decreased materially.

- (IV) On completion of Regional moves trucks will be concentrated for movement of civilian supplies and would be available 24 hours after arrival in forward areas.

(b) Distribution of Civil Supplies.

- (I) According to par. 18(b) of Log Plan 177 the following military assistance can be expected:

500 t.p.d. at P.F.N.A.

Accepted already as a Br military commitment

400 t.p.d. at VERONA

U.S. Commitment requiring 10 U.S. Trucks

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(a) Movement of Regional Personnel, Equipment & Stores.

(I) Number of trucks required to haul the Regions in one lift is estimated as follows:

Region	Loading Point	Average Mileage to Provinces	No. of Trucks	Duration of Haul
LIGURIA	Chiavari	370	50	3 days
PIEMONTE	"	460	103	3 "
LOMBARDIA	Rome	330	60	2 1/2 "
VENEZIA	Pesaro	240	94	2 "
TOTAL			<u>307</u>	

Duration of haul based on 11 hrs. haulage per day at 15 m.i.h. Mileage computed via BOLOGNA and FIACENZA except for VENEZIA.

(II) LIGURIA Region may move by road to LIVORNO thence by sea to GENOA. In this case 2 lifts can be accepted, reducing trucks needed to 25 for two days.

(III) In the event of movement to N.E. preceding that into N.W., or vice versa, simultaneous truck requirements will be decreased materially.

(IV) On completion of Regional moves trucks will be concentrated for movement of civilian supplies and would be available 24 hours after arrival in forward areas.

(b) Distribution of Civil Supplies.

(I) According to par. 18(b) of Log Plan 177 the following military assistance can be expected:

500 t.p.d. at P.M.A.	Accepted already as a Br military commitment
400 t.p.d. at VERONA	U.S. Commitment requiring 10 U.S. Truck Coys.
350 t.p.d. at F.A.D.A.	Br commitment requiring 3 G.T. Coys.

(II) The number of a.c. trucks required to complete with movement of tonnages shown in para. 2(b) (III) is shown in Appendix A. If operation of trucks for 16 hours per day is impracticable due to lack of drivers number of trucks required must be increased by at least 50%.

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(III) Tonnes shown in Appendix A are moved from stockpiles are based on the assumption that the difference between tonnage hauled to FLEMA, FIDUA and VERONA and total tonnage given in par. 2(b) (III) must be imported.

4. SOURCES OF TRANSPORT.

In order that a plan may be prepared, which can be put into operation without delay, a review of the sources from which the required transport is to be drawn is set out below, based on par. 18 of Log Plan 177.

(a) Military.

(I) After military commitments are met balance of 10 Truck Coys and 3 G.T. Coys (850) trucks) will be made available to haul civil supplies to VERONA and FIDUA.

(II) Sufficient trucks will be provided to haul civil supplies to PAFMA.

(b) Captured Enemy Transport.

2006 vehicles might be used to haul from stockpiles to release trucks mentioned in par. 4(a).

(c) A.C. Resources.

Total A.C. truck resources in the next 5 months are estimated as follows:

(I) Present holdings are:

<u>A.C. A.M.G. Truck Pools</u>		<u>Type</u>
Sicily (INT)	500	Captured enemy trucks
Southern Region	360	W.D. 3 tons
Abruzzi-Marche	250	W.D. 2 and 3 tons
Toscana	36	W.D. 3 tons
	<u>TOTAL</u>	<u>1146</u>
<u>M.I. Group</u>		
1 Truck En.	322	3 ton
4 G.T. Coys	<u>480</u>	<u>5 ton</u>
		<u>802</u>

(II) According to present shipping programmes a total of 3174 eased trucks will have arrived by 30 June. Of these, 492 have arrived and approximately 200 have been assembled. The remainder are under assembly.

(I) After military commitments are met balance of 10 truck Coys and 3 G.T. Coys (850 trucks) will be made available to haul civil supplies to VERONA and Padua.

(II) Sufficient trucks will be provided to haul civil supplies to Padua.

(b) Captured Enemy Transport.

2006 vehicles might be used to haul from stockpiles to release trucks mentioned in para. 4(a).

(c) A.C. Resources.

Total A.C. truck resources in the next 5 months are estimated as follows:

(I) Present holdings are:

<u>A.C. M.M.G. Truck Pools</u>		<u>Type</u>
Sicily (INT):	500	Captured enemy trucks
Southern Region	360	W.D. 3 tons
Abruzzi-Marche	250	W.D. 2 and 3 tons
Toscana	36	W.D. 3 tons
TOTAL	1146	

M.T. Group

1 Truck En.	322	3 ton
4 G.T. Coys	460	3 ton
	<u>802</u>	

(II) According to present shipping programmes a total of 3174 cases trucks will have arrived by 30 June. Of these, 432 have arrived but approximately 200 have been assembled. The remainder are under assembly.

(III) Based on forward shipments, present assembly rates and training of drivers the following additional vehicles should be in service

FOI REQUEST

in new G.I. and G.I. Coys, truck pools and 1 truck bn. on dates stated:

<u>Date</u>	<u>Organization</u>	<u>No. of Trucks</u>	<u>Capacity</u>
1 April			
1 May	2 G.I. Coys	240	2 ton
	4 G.I. "	200	" "
	<u>TOTAL</u>	<u>440</u>	
1 June	2 G.I. Coys	240	2 ton
	4 G.I. "	200	" "
	<u>TOTAL</u>	<u>440</u>	
1 July	2 G.I. Coys	240	2 ton
	2 G.I. Coys	100	10 "
	3 " "	120	2 "
	<u>TOTAL</u>	<u>460</u>	
	Collection No. 1		
	Truck Bn.	10	2 "
	Truck Pools	100	2 "
	<u>TOTAL</u>	<u>110</u>	
1 August	3 G.I. Coys	180	10 "
	Truck Pools	1164	2 "
	<u>TOTAL</u>	<u>1344</u>	
	<u>GRAND TOTAL</u>	<u>3174</u>	<u>4884</u>

includes 70 trucks released from H&M on completion of training.

(IV) The calling of the H&M Group is at present 3 Truck Bns. (2 G.I. Coys) and 10 G.I. Coys. There are additional 16 G.I. Coys and 6 G.I. Coys only are provided for.

(V) The remainder of new vehicles will first be used to replace 10 class vehicles in 1 Truck Bn. and the 4 existing G.I. Coys. Trucks so replaced will be transferred to form H&M. Truck pools in H&M with the balance of new vehicles.

1 June	2 G.I. Coys	240	2 ton
	4 G.I. "	200	"
	TOTAL	400	
1 July	2 G.I. Coys	240	2 ton
	2 G.I. Coys	100	10 "
	2 " "	150	2 "
	Compilation No. 1		
	Truck Am.	40	2 "
	Truck Tools	2400	2 "
	TOTAL	570	
1 August	3 G.I. Coys	160	10 "
	Truck Tools	1160	2 "
	TOTAL	1320	
	Grand Total	5174	4934

Includes 70 trucks released from TAVI on completion of training.

(IV) The ceiling of the T.I. Group is at present 3 Truck Bns. (20 G.I. Coys) and 10 G.I. Coys. Thus an additional 16 G.I. Coys and 3 G.I. Coys only are provided for.

(V) The remainder of new vehicles will first be used to replace lost class vehicles in 1 Truck Bn. and the 4 existing G.I. Coys. Trucks so replaced will be transferred to form 10 G.I. Truck pools in N. Italy with the balance of new vehicles.

(a) Civilian Vehicles in N. Italy.

It is estimated that civilian trucks will be sufficient only to distribute imported supplies from Regional stockpiles, and for the carriage of indigenous produce.

5. AVAILABILITY OF TRANSPORT.

In order to determine what proportion of the above transport resources can be made available certain factors affecting supply from each source are considered below.

TOP SECRET(a) Military Transport.

(I) 500 t.p.d. at PARMA is assumed to continue until the British military vehicles are replaced by captured enemy vehicles.

(II) Pars, 18(a)(II) and (III) of Log Plan 177 state that the 850 trucks hauling to VERONA and PADOVA should only be assumed to be available in the 1st month.

(b) Captured Enemy Vehicles.

Par. 18(c) (V) of Log Plan 177 states that 2,000 enemy vehicles will be needed to replace all military trucks shown in Par. 5(a) above. Military trucks hauling to VERONA and PADOVA however are to be withdrawn after the 1st month.

It is not considered possible to organize such transport to function before the end of the 2nd month. Thus 750 t.p.d. at VERONA and PADOVA will not be delivered in the 2nd month.

(c) A.C. Resources.(I) LC/LMG Truck Pools.

No trucks can be withdrawn from Sicily due to the imminent transfer of I.N.T. to the Italian Govt.

Trucks in A.C. Truck Pools in Southern Region are fully employed in dock clearance and haulage of hemp and civilian supplies. Negotiations for the handing over of these trucks to the Italian Government are now proceeding. It would therefore be difficult to move them out of Italian Government Territory.

Due to shortage of civilian trucks in ABRUZZI-MARCHE Region, all A.C.G. Truck Pool Vehicles are fully engaged in the movement of grain and civilian supplies. None could be withdrawn.

The 36 W.D. vehicles at Siena can be released without seriously affecting supplies distribution and used to replace G.I. Coy trucks in ABRUZZI-MARCHE Region.

(II) M.T. Group.

1 Truck Bn.

Seven Coys of 1 Truck Bn. are employed in the LECORNI-FLORENCE area. Trucks approximating to one coy are not used daily. The opening of the railway line LECORNI-FLORENCE on 1 April will release 2 coys. subject to allotment of rail space pro rata by A.J.H.Q.

Three coys could therefore be withdrawn with effect from 1 April.

The eighth coy is moving to ABRUZZI-MARCHE Region for grain movement and cannot be released.

Par. 18(c) (V) of Log Plan 177 states that 2,000 enemy vehicles will be needed to replace all military trucks shown in par. 5(a) above. Military trucks hauling to VERONA and PAVIA, however are to be withdrawn after the 1st month.

It is not considered possible to organize such transport to function before the end of the 2nd month. Thus 750 t.p.d. at VERONA and PAVIA will not be delivered in the 2nd month.

(c) A.S. Resources.

(I) LC/MS Truck Pools.

No trucks can be withdrawn from Sicily due to the imminent transfer of I.N.T. to the Italian Govt.

Trucks in A.C. Truck Pools in Southern Region are fully employed in dock clearance and haulage of hemp and civilian supplies. Negotiations for the handing over of these trucks to the Italian Government are now proceeding. It would therefore be difficult to move them out of Italian Government Territory.

Due to shortage of civilian trucks in ABRUZZI-MARCHE Region, all A.S.G. Truck Pool Vehicles are fully engaged in the movement of grain and civilian supplies. None could be withdrawn.

The 36 M.D. vehicles at Siena can be released without seriously affecting supplies distribution and used to replace G.T. Coy trucks in ABRUZZI-MARCHE Region.

(II) M.T. Group.

1 Truck Bn.

Seven Coys of 1 Truck Bn. are employed in the LECORNI-FLORENCE area. Trucks approximating to one coy are not used daily. The opening of the railway line LECORNI-FLORENCE on 1 April will release 2 coys, subject to allotment of rail space pro rata by A.I.H.Q.

Three coys could therefore be withdrawn with effect from 1 April.

The eighth coy is moving to ABRUZZI-MARCHE Region for grain movement and cannot be released.

Existing G.T. Coys

The 4 G.T. Coys are engaged in primary haulage of grain, A.I.H.Q. supplies, sulphur and dock clearance in ABRUZZI-MARCHE Region.

On the opening of the ORTONA-ANCONA line on 1 May two G.T. Coys can be released as grain movement from MACERATA to ORTONA P.H. for the heel and to BIELLI will be transferred to rail. The short road haul from MACERATA to coastal railheads can be dealt with by the 36 x 3 ton trucks transferred from SIRM. (par. 5(c) (I).

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No additional G.I. Boys can be released without seriously prejudicing existing essential haulage and supply of food for the civil population in the ROMAN, ABRUZZI and Basil areas.

(III) Summary of A.C. Monthly Truck Availability.

Based on the above conclusions, trucks can be made available from A.C. resources each month as shown in Appendix B.

6. EMPLOYMENT OF AVAILABLE A.C. TRANSPORT

Ability or otherwise to meet the various road transport commitments, taking D Day as occurring during April, May, June, with estimated trucks available each month is now considered below.

(a) Movement of Regional Personnel, Baggage and Stores.

A total of 307 trucks are needed. If "D" Day occurs in April, 150 trucks only would be available, necessitating 2 lifts. In succeeding months one lift is possible. These 307 trucks would not be released for the haulage of civilian supplies until approximately D +4 in April and D +4 in following months.

(b) Distribution of Civil Supplies by A.C.

In Appendix C is a statement setting out the surplus or deficiency of A.C. trucks.

The Appendix is in three parts, i.e.:

Part I --	D Day	1 Apr.
II --	"	1 May
III --	"	1 June

Figures given portray the position in each succeeding month after "D" Day.

In considering the situations which may arise the possibilities of occupying N.Z. only, N.W. only and all N. Italy simultaneously are considered below. Haulage from forward supply points at IADMA, VILSON, and RAMUK only and movement of additional tonnage required from stockpiles is also dealt with.

(I) D Day - 1 April (Part I)

In the 1st month a deficiency will exist whether partial or total occupation takes place. In the 2nd and 3rd months all tonnage can be moved from forward supply points but only a small proportion of stockpile tonnage can be handled.

(II) D Day - 1 May (Part II)

All haulage from forward supply points can be met whether partial or

each month is now considered below.

(a) Movement of Regional Personnel, Baggage and Stores.

A total of 307 trucks are needed. If "D" Day occurs in April, 150 trucks only would be available, necessitating 2 lifts. In succeeding months one lift is possible. These 307 trucks would not be released for the haulage of civilian supplies until approximately D +4 in April and D +3, 4 in following months.

(b) Distribution of Civil Supplies by A.C.

In Appendix C is a statement setting out the surplus or deficiency of A.C. trucks.

The Appendix is in three parts, i.e.:

Part I -- D Day 1 Apr.
II -- " " 1 May
III -- " " 1 June

Figures given portray the position in each succeeding month after "D" Day.

In considering the situations which may arise the possibilities of occupying N.Z. only, N.W. only and all N.W. Italy simultaneously are considered below. Haulage from forward supply points at I.M.A., VERONA and F.A.M.U. only and movement of additional tonnage required from stockpiles is also dealt with.

(I) D Day - 1 April (Part I)

In the 1st month a deficiency will exist whether partial or total occupation takes place. In the 2nd and 3rd months all tonnage can be moved from forward supply points but only a small proportion of stockpile tonnage can be handled.

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(II) D Day - 1 May (Part II)

All haulage from forward supply points can be met whether partial or total occupation occurs. If only N.E. is occupied total tonnage can be moved, except in the 2nd month. In the reverse case only 50% approximate of stockpile tonnage can be hauled. Approximately 30% only of stockpile tonnage can be hauled if occupation of N.W. and N.E. is simultaneous.

(III) D Day - 1 June (Part III)

Tonnage from forward supply points can be moved in any phasing of occupation. If N.E. only is occupied total requirements can be met

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If N.W. only is entered all stockpile tonnage can be moved in the 1st month, but in the 2nd and 3rd months 70% only.

In the event of complete occupation 86% can be hauled from stockpiles in the 1st month and 50% in the 2nd and 3rd.

- (IV) The availability of the harvest in the 3rd month (August) should materially reduce tonnage to be imported and truck requirements. It has already been assumed that 3164 t.p.d. can be handled through GENOA in the 3rd month for LIGURIA and ABRUZZO. If the 3728 t.p.d. to be moved from stockpiles to LIGURIA in the 3rd month can instead be imported through GENOA, the overall truck deficiency for N. Italy will be reduced by 1307. This would leave a net deficiency of 2586,2673 and 1364 trucks in the 3rd month if D Day occurs in April, May and June respectively.

- (V) If N.E. is occupied before N.W., the 329 military trucks required for haulage to FARMIA would presumably be available to increase the tonnage to be hauled to VERONA and TREVISO. This additional assistance would enable total tonnage required to be hauled except in the 1st month when D Day is in April. If the reverse occurs and trucks hauling to VERONA and FARMIA are available to move supplies to FARMIA, then the truck deficiency for N.W. would be reduced by 444.

CONCLUSIONS

The conclusions arrived at in pars. 2 - 6 are summarized below.

7. Tonnage to be Moved.

Assuming full occupation over 2 months and impact ratio of 100,200 and 300 grams in the 1st, 2nd, and 3rd months, respectively, of occupation total tonnage to be moved into N. Italy is:

	<u>1st Month</u>	<u>2nd Month</u>	<u>3rd Month</u>
Regional Personnel	1108	-	-
" Stores	697	-	-
Civil Supplies	2000	5150	10,750

8. Transport Requirements.(a) For Regional Personnel and Stores.

With assumption that all N. Italy is occupied simultaneously and LIGURIA Region moves in by road, a total of 307 trucks are required. If N.W. is occupied before N.E. 213 trucks are needed. In the reverse case the figure is 94.

(b) For Movement of Civil Supplies.

(1) Military Vehicles to haul 500, 400 and 350 t.p.d. to FARMIA, VERONA and

(V) If N.E. is occupied before N.W., the 329 military trucks required for haulage to I.M.M. would presumably be available to increase the tonnage to be hauled to VERONA and LADU. This additional assistance would enable total tonnage required to be hauled except in the 1st month when D-Day is in April. If the reverse occurs and trucks hauling to VERONA and LADU are available to move supplies to I.M.M., then the truck deficiency for N.W. would be reduced by 444.

CONCLUSIONS

The conclusions arrived at in pars. 2 - 6 are summarized below.

7. Tonnage to be Moved.

Assuming full occupation over 2 months and impact ratios of 100,200 and 300 grams in the 1st, 2nd, and 3rd months, respectively, of occupation total tonnage to be moved into N. Italy is:

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Regional Personnel	1108	-	-
" Stores	697	-	-
Civil Supplies	2000	5150	10,750

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(a) For Regional Personnel and Stores.

With assumption that all N. Italy is occupied simultaneously and LIGURIA Region moves in by road, a total of 307 trucks are required. If N.W. is occupied before N.E., 213 trucks are needed. In the reverse case the figure is 94.

(b) For Movement of Civil Supplies.

(I) Military Vehicles to haul 500, 400 and 350 t.p.d. to I.M.M., VERONA and LADU, respectively.

(II) A.C. Vehicles.

<u>Area</u>	<u>From</u>	<u>1st Month</u>	<u>2nd Month</u>	<u>3rd Month</u>
N.W.	I.M.M.	228	228	220
Stockpiles		590	2550	4044
TOTAL		818	2678	4264

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(Cont'd. - A.C. Vehicles)

	1st Month	2nd Month	3rd Month
All N. Italy	<u>1066</u>	<u>3801</u>	<u>5959</u>

9. SOURCES OF TRANSPORT.

Sources of potential transport are:

(a) Military

(I) 850 trucks will be made available to haul civil supplies to VIENTIANA and PADUA.

(II) Sufficient trucks to haul civil supplies to LARNA are to be provided.

(b) Captured Enemy Vehicles.

2,000 trucks may be available to release military trucks in (a) above.

(c) A.C. Resources.

Total A.C. resources in the next 5 months are estimated as follows:

(I) Present holding -

A.C./M.G. Truck loads	1446
M.T. Group	802
TOTAL	<u>1948</u>

(II) It is estimated that the 3174 new trucks shipped from the U.S. will be in service in numbers and on dates given hereunder:

1 April	NIL.
1 May	440
1 June	440
1 July	970
1 Aug	<u>1324</u>
TOTAL	<u>3174</u>

(d) Civilian Vehicles.

To be used entirely for distribution from Regional stockpiles and 4980 carriage of indigenous supplies.

10. AVAILABILITY OF TRANSPORT

(a) Military

Trucks hauling to LARNA will remain available until replaced by captured enemy vehicles.

(II) Sufficient trucks to haul civil supplies to FUMA are to be provided.

(b) Captured Enemy Vehicles.

2,000 trucks may be available to release military trucks in (a) above.

(c) A.C. Resources.

Total A.C. resources in the next 5 months are estimated as follows:

(I) Present holding -

AC/AMC Truck Tools	1146
M.T. Group	802
TOTAL	1948

(II) It is estimated that the 3174 new trucks shipped from the U.S. will be in service in numbers and on dates given hereunder:

1 April	NIL.
1 May	440
1 June	440
1 July	970
1 Aug	1324
TOTAL	3174

(d) Civilian Vehicles.

To be used entirely for distribution from Regional stockpiles and 4930 carriage of indigenous supplies.

10. AVAILABILITY OF TRANSPORT

(a) Military

Trucks hauling to FUMA will remain available until replaced by captured enemy vehicles.

The 850 Trucks hauling to ELBUL and VERONA will not be available after the 1st month.

(b) Captured Enemy Vehicles.

The 2,000 enemy trucks will not be available to replace military vehicles until the 3rd month.

(c) A.C. Resources.

TOP SECRET(c) A.C. Resources.

(I) Trucks cannot be withdrawn from JOC/LMG Truck Pools in Liberated Italy without seriously affecting priority haulage programmes and the movement of essential civilian supplies, except in TOSCANIA Region where 36 trucks are to be transferred to assist in releasing G.T. Coys.

(II) Three G.M. Coys of 1 Truck Bn. can be released on 1 April and 2 G.T. Coys on 1 May.

(III) Cumulative truck availability each month based on standard 3 ton vehicle is as follows:

1 April	150
1 May	683
1 June	976
1 July	1889
1 Aug	3198

11. EMPLOYMENT OF AVAILABLE A.C. TRANSPORT.(a) Movement of Regional Personnel and Stores

Sufficient trucks will be available to move in one lift if D Day occurs after April.

(b) Distribution of Civil Supplies by A.C.

(I) Appendix C is summarized below to show vehicle availability as a percentage of requirements:

<u>D Day</u>	<u>Area</u>	<u>1st Month</u>	<u>2nd Month</u>	<u>3rd Month</u>
1 April	N.E.	60	56	58
	N.W.	18	25	23
	All N. Italy	14	18	(a) 17
1 May	N.E.	100	80	100
	N.W.	91	36	44
	All N. Italy	64	15	(a) 32
1 June	N.E.	100	100	100
	N.W.	100	71	75
	All N. Italy	92	48	(a) 54

1 April 150
1 May 633
1 June 976
1 July 1869
1 Aug 3198

11. EMPLOYMENT OF AVAILABLE A.C. TRANSPORT.

(a) Movement of Regional Personnel and Stores

Sufficient trucks will be available to move in one lift if D Day occurs after April.

(b) Distribution of Civil Supplies by A.C.

(I) Appendix C is summarized below to show vehicle availability as a percentage of requirements:

1st Day	Area	1st Month	2nd Month	3rd Month
1 April	N.E.	60	56	58
	N.W.	18	25	23
	All N. Italy	14	18	(a) 17
1 May	N.E.	100	80	100
	N.W.	91	36	44
	All N. Italy	64	15	(a) 32
1 June	N.E.	100	100	100
	N.W.	100	71	75
	All N. Italy	92	48	(a) 54

Note (a) If LOMBARDY tonnages moves by sea through GENOA in 3rd Month figures for all N. Italy would read 40, 55 and 77 respectively.

The above figures represent equally the percentages of total tonnages to be imported which can be lifted.

(II) If tonnage to be hauled from stockpiled to Lombardy in the 3rd month

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can instead be imported through CINCA, the saving in truck mileage resulting will materially lessen the overall deficiency in trucks, and tonnage which can be imported.

(III) A partial occupation would materially improve the overall civil supply situation by enabling all trucks available to be used either in N.E. or N.W.

(IV) If occupation takes place after July the availability of the harvest should reduce considerably the tonnage to be imported and enable the trucks available to compete.

12. ASSESSMENT OF THE SITUATION.

In the event of full occupation taking place over a period of two months, A.C. will be unable fully to meet its commitments in the movement of civil supplies which are planned to be imported.

It is a matter for decision on high level as to what steps are to be taken to overcome the transport deficiency. Possibilities are:

- (a) To reduce the impact ration for N. Italy.
- (b) To terminate present priority haulage programmes and reduce the volume of civil supplies movement in Liberated Italy.
- (c) To provide the additional transport either from military or civilian sources.

The situation would be completely changed if the Germans capitulate. In this case it is anticipated that port facilities and railways would be available for use after a short period.

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NOTES ON APPENDIX A

(a) Mileage is calculated on the basis of delivery to central stockpiles as follows:

Area	Compartment	Location of Stockpile
NE	PIEMONTE	TURIN
	LIGURIA	GENOA
	LOMBARDIA	MILAN
	EMMA. & PIACENZA	PARMA
	VENEZIA TRIDENTINA	TRENTO
	" FRIULIA	VERONA
	" GIULIA	TRIESTE
	EMILIA	BOLOGNA

Distribution to provinces to be done by civilian trucks.

(b) It is assumed that GENOA and other parts of LIGURIA will be open in the 3rd month (vide Log Plan 177, para. 22). All civil supplies for LIGURIA will be moved by sea to GENOA and smaller parts for internal distribution by civilian transport. Stockpile tonnage for PIEMONTE will be carried by GENOA by sea and moved to TURIN by A.C./Military trucks.

(c) 44 tons hauled to Verona in 1st month remain in warehouse for distribution in 2nd month.

(d) The number of trucks required is estimated as follows:

- (I) Two drivers working 16 hrs. per day, i.e. 14 hours travelling at 15 m.p.h. and 4 hours loading and unloading.
- (II) Distance 100 miles daily loaded and 100 miles return empty -- total 200 miles.
- (III) Truck capacity 3 tons. Total ton mileage per day loaded -- 300.
- (IV) 20% deadline for maintenance and repair daily.
- (e) Military assistance for haulage to EMILIA and VERONA withdrawn after 1st month (vide par. 15 (b) Log Plan 177) but replaced by captured vehicles in 3rd month.

NE	LOMBARDIA	MILAN
	PARMA & PIACENZA	P. RIVA
	VENEZIA TRIDENTINA	TRENTO
	" TROVIA	VENICE
	" CIVITA	TRISTE
	EMILIA	BOLOGNA

Distribution to provinces to be done by civilian trucks.

(b) It is assumed that GENOVA and other parts of LIGURIA will be open in the 3rd month (vide Log Milan 177, para. 22). All civil supplies for LIGURIA will be moved by sea to GENOVA and smaller parts for internal distribution by civilian transport. Stockpile tonnage for ALBENGOIE will be carried by GENOVA by sea and moved to TURIN by AS/Military trucks.

(c) 44 tons hauled to Verona in 1st month remain in warehouse for distribution in 2nd month.

(d) The number of trucks required is estimated as follows:

(I) Two drivers working 18 hrs. per day, i.e. 14 hours travelling at 15 mi.h. and 4 hours loading and unloading.

(II) Distance 100 miles daily loaded and 100 miles return empty -- total 200 miles.

(III) Truck capacity 3 tons. Total ton mileage per day loaded -- 300.

(IV) 20% deadline for maintenance and repair daily.

(e) Military assistance for haulage to LIGURIA and VERONA withdrawn after 1st month (vide para. 18 (b) Log Milan 177) but replaced by captured vehicles in 3rd month.

SECRET

SECRET

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

HJS/vb

Tel: Ext. 318

9th April, 1943.

754/43/Tn.3.

SUBJECT: A.T. for North Italy.

TO : H.Q. 15th Army Group.

1. Reference 15th Army Group's letter G-5/3/31, dated 2nd April, and HQ Emilia Region's letter DIX/SI/T/2, dated 31st March, to HQ 15th Army Group and HQ Allied Commission, enclosing AMG Rear 8th Army's letter GA/113, dated 27th March, and GA/113, dated 1st April, all letters not to all addressees, but all dealing with the provision of road transport for the North.

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

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

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

- 2 -

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

5. With reference to Emilia Region's letter RIN/28/T/2, dated 31st March, every effort will be made to obtain increasing supplies of tyres and spare parts to enable the maximum civilian lift to be provided.

6. So far as rail head clearance for Forli and Cesena is concerned, once operations start, it should be possible to rail essential civil requirements from the Ancona area further forward than the Forli-Cesena area; at the same time can further investigations please be made regarding the possibility of connecting direct to rail both the Forli and Cesena warehouses, both of which have rail sidings adjoining. This question has been discussed with the DCTM (Col. Early) 8th Army, who has assured Transportation Sub-Commission that he will give every assistance in this respect.

7. Obviously total quantities to be stockpiled will depend on the course of future operations, but it is unlikely that anything equivalent to 30,000 tons will be stockpiled at Cesena, because once movement forward has commenced it will be uneconomic to haul from Ancona to Cesena, unload to warehouse there, and then reload for forward movement.

M. J. Sieff Col

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

Copy to:

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

4977

SECRET

HEADQUARTERS EMILIA REGION
ALLIED MILITARY GOVERNMENT
APO 394

AGB/eah
31 March 1945

RIX/SE/T/2

SUBJECT: Road Transport

TO : HQ 15 Army Group
HQ Allied Commission

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

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

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

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

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

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S E C R E T

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

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

7. On the basis of 500 T.E.D., and assuming an average availability of 60 vehicles, it will require one G.T. Company to effect railroad clearance, to distribute POL, and to assist in the distribution of other supplies in the present area.

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

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

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

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

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

cc: Trans S-C, Hq AC
Trans Div, Emilia
E & S Div, "
Ex
Rgnl file
RC file

Col. Alfred C. Baynes
Colonel, JAGD
Regional Commissioner

S E C R E T

C O P Y
S E C R E T

SUBJECT: Road Transport.

AMC, Rear Eighth Army.

OA/113.

27 Mar 45.

HQ 15 Army Gp.
Hq Allied Commission.
HQ AMC EMILIA Region.

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

1. Arrangements are now in hand for increasing rail tonnage intake at Army Rhs (FORLI and C-SINA) to 500 TPD. It is expected that this increase will take effect not later than 3 Apr, and possibly from 2 Apr.
2. The bulk of the intake will come from ANCONA and a proportion from Basse. The latter railings are liable to come in very irregularly and raise the tonnage requiring clearance on any one day by 50%-100% over the amount programmed. At present trains arrive at Rhs in the afternoon, involving great difficulty in getting wagons cleared by nightfall.
3. The above arrangements will alter tpt availability from 1001 S.T. Coy. which will be very largely committed to clearance of Rhs and distribution of POL. The bulk of the Provincial tpt requirements will be dependent on the resources of the Auto Transport.
4. Attention is also called to the fact that RH clearances and deliveries from advanced Supply Depots will necessarily continue after AMC Eighth Army has moved from the present area and when the tpt of 1001 S.T. Coy. is operating in any new advanced Army Zone. It is not known whether such details will be carried out by A.C. with special tpt which they will make available for same, or whether they will require EMILIA Region to assume this duty with the Auto Transport.
5. This HQ will give all possible assistance to both HQ A.C. and to EMILIA Region at all times. Any information which HQ A.C. can give regarding their intended policy concerning para. 4 above will be appreciated. The commitments which they will require EMILIA Region to meet should, it is suggested, be defined without delay.

W.F.D. Young, Maj, *4975*
for
Air Commodore,
Officer Commanding,
AMC, Eighth Army.

Copy to: File OA/213

S E C R E T

HEADQUARTERS MILITARY REGION
MILITARY GOVERNMENT
ALTO 394

REF : MIL/IR/4.10 5 APRIL 1945
SUBJECT : Road Transport
TO : Road Division - Transportation and Commissioner H. AC. ALT 394

1. Information has been received from A.M.C. 3 Army that the 1001 G.T. Coy is expected to be withdrawn on the very near future; this will leave this Region with only the established auto-transport in the Provinces of Worli and Ravenna.

2. It is estimated that the vehicles of the autotransport will be sufficient for the needs of these two Provinces but will not be able to cope with any Rail head clearance. A.M.C. 3 Army have made arrangements for increasing the Rail tonnage at Army HQ (Worli and Cesena) to 500 T.F.D.

3. It is therefore requested that one G.T. Coy be assigned this Region forthwith. It is also requested that the Policy of supplying additional G.T. Coys be forwarded without delay. This is particularly necessary in order that some form of plan can be made.

4. As a guide it is considered essential to have 3 G.T. Coys assigned permanently, in addition 3 G.T. Coys temporarily assigned for a period of 3 months when the Region is finally liberated. This is based on the assumption that practically the whole of the Region will be liberated at one time.

5. It is requested that this matter may receive your early attention.

For the Regional Commissioner:

ARE/eb

8 APR 1945

Atkinson
Major, R.A.M.
Regional Tptn. Officer

4973

1. Information has been received from A.M.G. 8 Army that the 1001 G.T. Coy is expected to be withdrawn in the very near future; this will leave this Region with only the established Auto-transportis in the Provinces of Forlì and Ravenna.

2. It is estimated that the vehicles of the Auto-transportis will be sufficient for the needs of these two Provinces but will not be able to cope with any Rail head clearance. A.M.G. 8 Army have made arrangements for increasing the Rail tonnage at Army Reg (Forlì and Cesena) to 500 T.P.D.

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5. It is requested that this matter may receive your early attention.

For the Regional Commissioner:

A. R. Hughes
A. R. HUGHES
Major, R.A.C.
Regional Mtn. Officer

ARE/gb

HEADQUARTERS

2 APR 1945

497d

0782

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

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Ypk 2/20/20

Originator's Reference: CITE CAS/413
Date/Time of Origin: MAR 291040A

Message Centre No: D/6340
Date/Time Rec'd: MAR 291410A
Precedence: PRIORITY

FROM: CAS 15 ARMY GROUP
TO: ALCOM (TRANSPORTATION)

SECRET.

6
1
CAS/413

Reference 2940 request early as possible detailed information by wire on decision on this wire. Particularly whether this reslocation refers to the commitment ALCOM carries to provide 650 trucks all organized into companies with full domestic administrative personnel for operational purposes. Also number of each company earmarked.

ACTION

DIST

ACTION: Tn S/C 2
INFO: A/President
Chief Commissioner
Econ Sec
M.T. Group
File 2
Fleet

HEADQUARTERS
29 MAR 1945
A. C. 4972

SECRET

N.W. Planning
file 6

15TH ARMY GROUP

4499

MARCH 30 1945

PRIORITY

~~SECRET~~ PD

PARA ONE PD REFERENCE LOG SLANT SIX THREE FOUR ZERO DATED TWO
NINE MARCH PD ROGER EASY ALLOCATION MENTIONED IN TWO NINE FOUR SIX
REFERS TO ALCOA COMMITMENT TO PROVIDE SIX FIVE ZERO TRUCKS PD
PAREN TO QAS 15 ARMY GROUP FROM ALCOA PAREN

PARA TWO PD ONLY THREE QUEEN LIKE COYS TOTAL ONE FIVE ZERO TRUCKS
CAN BE MADE AVAILABLE IMMEDIATELY PD ESTIMATED TOTAL AVAILABLE
MID APRIL IS THREE SEVEN ZERO AND BY ONE MAY EIGHT THREE ZERO PD
PARA THREE PD THESE TRUCKS WILL BE USED BY ALCOA FOR FORWARD
HAULAGE FROM THREE POINTS TO WHICH MILITARY WILL DELIVER ONE TWO
FIVE ZERO TONS PER DAY PD SEE AFHQ LOG PLAN ONE SEVEN SEVEN PD
PARA FOUR PD AFHQ STATE ALCOA WILL NOT PROVIDE TRUCKS TO MEET
MILITARY COMMITMENTS PD

TRANSPORTATION 3/C

566

NICHOLAS FIOLBINO
CWO U.S.A.
ASSIST ADJUTANT

4971

93/22 W
HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Index
MET/eh

Ext. 376

29 March 1945

540/38/Th 1

MEMORANDUM for Chief, Road Division

SUBJECT: Use of Railway Facilities by Road Transport Operators

1. With reference to the attached draft letter, this is properly a subject which should be handled by your division, consulting as necessary with the Rail Division. Since the draft was written a further letter has been received from General Di Raimondo and a copy is attached. In view of the objections of the ISR the whole subject will want further consideration.
2. Regarding General Di Raimondo's suggestion that the ISR should operate their own road services, you will be aware that we discussed this fully with the General today. For record it may be noted here that vehicles transferred to the Italians from the Allies will be transferred to the Italian Government. Generally speaking, only vehicles already in operation on specific jobs will be transferred and we shall expect such vehicles to remain on these specific jobs if they are essential ones such as the haulage of food, etc. We explained to General Di Raimondo that the new vehicles now being imported into the country were not being sold to Italian operators.

M. B. Thomas

M. B. THOMAS, Colonel
Deputy Director

2 Incls:

1-Cy ltr 27 March 45 fm. Gen. Di Raimondo
N.111/31

2-Cy draft ltr to Gen. Di Raimondo,
Subj: Road Transport by ISR

cc: Planning Staff (Lt. Col. Harris)
Rail Division
Movements Division

4978

MINISTRY OF TRANSPORTS
ISR GENERAL DIRECTION

Roma, 27 March 1945
N. 111/31

SUBJECT: Railway lines in northern
territories; yours 40/332/Pn 4
dated 13 March 1945 refers.

TO: Tn S/Commission A.C.
Rail Division.

1. It is beyond any doubt that all railway plants and installations (yards, warehouses, stations, etc.) can be usefully utilized for the operation of road haulage transports, with evident advantages from both technical and economical view-point.
2. But just on account of above reasons this General Direction sees not only the opportunity but the necessity that said road haulage transports be directly operated by ISR Administration.
3. On the other hand the suggestion to put ISR facilities at private carriers' disposal cannot be favourably accepted by ISR Administration as the contemporaneous utilization of the same facilities for both rail and road transports would mean a promiscuous utilization of the staff with all disadvantages arising whenever directions are issued by two different sources.
4. It must be considered moreover that, as already stressed in your a/m letter, the possibility of competition between rail and road transports could be increased by the very fact that railway facilities have been put at road transports' disposal. And even if said competition must be presently considered only as a theoretical factor, it could become an actual one and one to be reckoned with, when the activity of the railways will further proceed.
5. To avoid above competition it is necessary, that closely following the rehabilitation of ISR lines and plants, road haulage transports be shifted towards the areas where no other means of communication are available.
6. This progressive adjustment of mutual competency btw. rail and road transports can be reached only by entrusting one and the same Body, that is ISR, with the organization and the operation of both rail and road transport services.
7. We want to call that Rail Division's attention to the opportunity that ISR may be assigned a road rolling stock of their own, to be fed through the supply of motorvehicles going to be put at Italian Market's disposal by the United Nations. We beg to send herewith attached, on this subject, copy of our application to Transportation S/Commission dealing with restitution of motorvehicles to IRT (which is directly under ISR control) together with copy of another letter addressed to Transportation S/Commission in January ult., dealing also with allocation of motorvehicles to ISR.
8. If ISR request could be granted, it would be possible to further utilize both staff and facilities that, as already remarked by that Rail Division, are presently in excess of the actual needs of the rail traffic.

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3. On the other hand the suggestion to put ISR facilities at private carriers' disposal cannot be favourably accepted by ISR Administration as the contemporaneous utilization of the same facilities for both rail and road transports would mean a promiscuous utilization of the staff with all disadvantages arising whenever directions are issued by two different sources.

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5. To avoid above competition it is necessary, that closely following the rehabilitation of ISR lines and plants, road haulage transports be shifted towards the areas where no other means of communication are available.

6. This progressive adjustment of mutual competency btw. rail and road transports can be reached only by entrusting one and the same Body, that is ISR, with the organization and the operation of both rail and road transport services.

7. We want to call that Rail Division's attention to the opportunity that ISR may be assigned a road rolling stock of their own, to be fed through the supply of motorvehicles going to be put at Italian Market's disposal by the United Nations. We beg to send herewith attached, on this subject, copy of our application to Transportation S/Commission dealing with restitution of motorvehicles to IHT (which is directly under ISR control) together with copy of another letter addressed to Transportation S/Commission in January ult., dealing also with allocation of motorvehicles to ISR.

8. If ISR request could be granted, it would be possible to further utilize both staff and facilities that, as already remarked by that Rail Division, are presently in excess of the actual needs of the rail traffic.

6387

THE Director General

Sgt. G. DI RAIMONDO

U R A E I

USG/bm

20 March 1945

SUBJECT : Road Transport by ISR.

TO : General Di Raimondo.

1. Your letter and report C113/1152/33 dated 9 Feb '45 and your letter dated 9 Mar '45 ^{have} been given further study with a view of using certain ISR rail facilities in Northern Italy upon our entry. *When this area is liberated*

2. We agree with your thesis that railway personnel and terminal facilities way well be used in conjunction with road transport in lieu of trains over those routes ^{which} ~~that~~ cannot be readily rehabilitated yet serve territory upon which large urban centers depend upon for their food supply. It is obvious that only a very limited number of lines can meet these requirements, and that only a very limited number of civilian trucks would be available for this service. Coordination and control can only be secured at present in AMG territory, hence our suggestion that we plan for this service in Northern Italy only. Any such plan to be used in Liberated Italy must be effected by the ISR and ENAC.

3. In order to activate a plan as suggested by you, the following suggestions are submitted as a basis for a proposed operating agreement:

- (a) Routes to be used shall be determined by AMG aided by technical assistance furnished by ISR.
- (b) Trucks to be used shall be allocated by AMG from their civilian truck pools. The number to be used shall be determined by AMG based upon rail traffic generated as opposed to other

our entry. When this area is repaired

2. We agree with your thesis that railway personnel and terminal facilities way well be used in conjunction with road transport in lieu of trains over those routes ^{which} ~~that~~ cannot be readily rehabilitated yet serve territory upon which large urban centers depend upon for their food supply. It is obvious that only a very limited number of lines can meet these requirements, and that only a very limited number of civilian trucks would be available for this service. Coordination and control can only be secured at present in AMG territory, hence our suggestion that we plan for this service in Northern Italy only. Any such plan to be used in Liberated Italy must be effected by the ISR and ENAC.

3. In order to activate a plan as suggested by you, the ~~set~~ following suggestions are submitted as a basis for a proposed operating agreement:

(a) Routes to be used shall be determined by AMG aided by technical assistance furnished by ISR.

(b) Trucks to be used shall be allocated by AMG from their civilian truck pools. The number to be used shall be determined by AMG based upon rail traffic generated as opposed to other transport commitments.

(c) Tariff rates shall be determined and posted by ISR after AMG approval and shall be such ~~as~~ as to guarantee a reasonable return to the truck operator, using the ENAC national tariff as a basis. Individual contracts should be made by ISR with each truck owner to mutual advantage.

(d) ISR shall produce the necessary funds to put terminal facilities in repair. All such work shall be under ISR jurisdiction but AMG will aid in release of materials, etc.

(e) First priority shall be given to transport of food stuffs. Passenger transport will not be provided until approved by AMG.

(f) P.O.L., spares and tires will be obtained thru truck pools.

(g) ISK will run their business completely, merely calling on the truck pools for allocation of vehicles.

4. Due to the fact that local shippers are ^{accustomed} to using rail facilities on regular scheduled runs, it is anticipated that designated lines will soon become remunerative and provide a vital service as feeders to urban centres.

*Copy to Lt Col Harris - Planning Staff
Hqs. Division Road.*

that designated lines will soon become remunerative and provide
a vital service as feeders to urban centres.

Copy to Lt Col Morris - Planning Staff
Mae-Division Road.

2967

0791

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Ext. 376

101/28/Tn 1

MW Thamm
H4/22

File

STT/eh

28 March 1945

MEMORANDUM for Colonel Harris, Planning Staff

SUBJECT: Personnel for Northern Italy

1. Reference to your memorandum of 26 March, the ceilings for transportation officers in the northern regions were fixed without reference to this Sub-Commission and we have today put in a protest against them and asked for increases. For the moment no further officers are available for Venezia, but officers will be assigned as soon as they become available.
2. The recommendation made in your paragraph 3 was borne in mind in submitting the case for the increased ceilings.
3. Your paragraph 4, Colonel Scoggins has this question in hand.
4. Your paragraph 5, rail officers have been assigned to Piemonte in the shape of Lt. Strand, and to Venezia in the shape of Captain Newby. Captain Irvine-Lynch will be assigned to Lombardie or Piemonte about 1 May.
5. Port officers for Venice and Trieste are not yet available.
6. Your paragraphs 7 and 8, the attached draft refers thereto. Please state if you have any comments to make on the draft.

MTH

K. B. THOMAS, Colonel
Deputy Director

cc: Col. Slett, Mov. Div.
Mr. Cross, Road Div.

DRAFT

Ext. 376

HEADQUARTERS ALLIED COMMISSION

MBT/eh

APO 394

TRANSPORTATION SUB-COMMISSION

211/3/Tb 1

March 1945

Transportation Sub-Commission Officers - Northern Italy

1. When AC/AMO take over in Northern Italy it is proposed to establish a small advanced echelon of the Transportation Sub-Commission. Its duties will be to coordinate on behalf of the Director, Transportation Sub-Commission, the work of the Regional Transportation Officers and to deal especially with transportation and movement problems affecting more than one region. It will be a temporary setup and the officers will be withdrawn as soon as the work can be dealt with on the ordinary regional basis.

2. The following officers are nominated for the advanced echelon of the Transportation Sub-Commission:

Lt. Col. M. Harris (A)

Major H. C. Talbot (B)

One other may be nominated later.

3. AC railway engineering work will continue as at present to be dealt with by Transportation Sub-Commission at HQ, and not by Regional Transportation Officers; the following officers are nominated for detachment to Northern Italy:

Civil Engineering - Major P. G. Buckley (B)
 Mechanical " - Major E.M.B. Jeffray (B)

4965

In the early stages they will keep in touch with Lt. Col. Harris as necessary, but will report direct to their respective branches in the Rail Division of Transportation Sub-Commission, Rome. They will probably remain in Northern Italy on

-2-

detachment after the officers referred to in (2) above have been withdrawn.

By command of Rear Admiral STONE:

M. B. THOMAS, Colonel
Deputy Director

DISTRIBUTION:

Regional Commissioners

Emilia Region

Toscana "

Lombardia "

Liguria "

Piemonte "

Copies to:

Economic Section

Food Sub-Commission

Transportation Sub-Commission

Planning Staff

Administration Division

Movements Division

Rail Division

Road Division

Port & Warehouse Division

Lt. Col. Harris

Major Talbot

Major Buckley

Major Jaffrey

4964

HEADQUARTERS
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

26th. March 1945

119/M/EE2

Memorandum to Director
Transportation Sub-Commission
HQ. Allied Commission

Subject : Personnel for Northern Italy.

1. May we again call your attention to the fact that allocation of A.M.C. personnel to Northern Italy has not been completed. All Regional Transportation Officers have been briefed in their duties and instructed to contact their Officers so that each may know his job before move-in. Printed matter is now being received from the printers of which approximately 40% has been delivered to the regions.

2. Assignment of Officer personnel seems to be completed in Liguria, Lombardia and Piemonte regions, if recent ceiling figures of 9, 10 and 9 respectively are accepted. Venezia is far behind with only 4 Officers assigned to date and no ceiling set.

3. Our recommended minimum ceiling for one transportation Officer per province and city of half million or over plus headquarters staff of three plus rail and port Officers is based on doing a job in transportation of possibly 75% to 85% efficiency. Any reduction in Officer personnel will reduce the overall efficiency in direct proportion.

4. No enlisted personnel has been allocated to date.

5. No rail Officers have been specifically assigned for regional headquarters duty to date.

6. Port Officers for Venice and Trieste have not been assigned.

7. Rail and truck movement Officers have not been assigned for Transportation Sub-Commission advance Headquarters.

8. Office assistant for myself has not been assigned.

9. Inasmuch as some 70 days have elapsed since starting to plan for Northern Italy and the war news indicates an early move-in, may this matter of personnel be given priority so that a fully instructed team may be sent forward.

Copy to:

Col. Stief
Mr. Cross

[Signature]
Lt. Col. C.M.

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HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Our ref.: AC/754/86/Tn 3 23 March 1945

SUBJECT: Coastwise supply of North West Italy

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

1. Reference your S/484/GIM dated 12 Mar 45.
2. Herewith estimate of the lift required by schooner for supply of the Liguria coast, as requested in para 3 of your above quoted letter.
3. (a) Initial move - in of regional and provincial property from Livorno to

Genoa	79 tons
Savona	144 "
Imperia	144 "

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

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

The items in 3 (a) will be covered by the 57 Area Order of Battle, but those in 3 (b) will, if lifted by sea, relieve the anticipated overburdened road lift.
Your appreciation of sea carriage capacity available against estimated lift is requested.

For the Chief Commissioner:

2962
J.A. BALFOUR
Lt. Colonel

1. Reference your 6/484/GIM dated 12 Mar 45.
2. Herewith estimate of the lift required by someone for supply of the Liguria coast, as requested in para 3 of your above quoted letter.
3. (a) Initial move - in of regional and provincial property from Livorno to

Genoa	72 tons
Savona	144 "
Imperia	144 "

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

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

The items in 3 (a) will be covered by the 27 Area Order of Battle, but those in 3 (b) will, if lifted by sea, relieve the articulated overburdened road lift.

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

For the Chief Commissioner :

[Signature]
J.A. BALFOUR

Lt. Colonel, R.E.
Movements Division
Shipping Branch

Copy to : Lt. Col. M. Harris, Tn Repres.
M.S. Planning Committee

R.C. Liguria Region (for Tn. Officer)

Port & Whse Div., Tn S/C Roads Division
Movements Division Tn S/C.

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ALLIED FORCE HEADQUARTERS

Log. Plans Section

Log. P. 177.

19th March, 1945.

FINAL

APPRECIATION OF ADMINISTRATIVE REQUIREMENTS
IN ITALY IN THE EVENT OF A GERMAN SURRENDER
OR WITHDRAWAL

Para 9.

Transport required by HQ 15 Army Group to meet commitments in Italy.

(a) Transport requirements have been estimated on the following assumptions:-

- (i) US railheads are in the PRATO-FLORENCE area.
- (ii) US pipeheads are in the RADICOSA area.
- (iii) British railheads and pipeheads are in the PORLI-BOLOGNA area.

(b) Detailed calculations of requirements and availability of transport units are shown in Appendix "B".

(c) Summary of position is as follows: (all figures in equivalent 2½ ton Truck Coys and 3 ton GT Coys).

US Truck Coys Br GT Coys

(1) Requirement to meet Phases I to IV simultaneously	69	37
---	----	----

(ii) Availability of Truck Coys and GT Coys in surrender conditions to support formations engaged in Phases I to IV.

	79	40
(iii) Balance of Truck Coys & GT Coys	10	3

(d) The balance of 10 Truck Coys and 3 GT Coys as shown in sub-para (c)(iii) above might be employed initially to assist in the movement of civil supplies and later to maintain the occupational forces in AUSTRIA.

Para 9.

Transport required by HQ 15 Army Group to meet commitments in Italy.

(a) Transport requirements have been estimated on the following assumptions:-

- (i) US railheads are in the PRATO-FLORENCE area.
- (ii) US pipeheads are in the RADICOSA area.
- (iii) British railheads and pipeheads are in the FORLI-BOLOGNA area.

(b) Detailed calculations of requirements and availability of transport units are shown in Appendix "B".

(c) Summary of position is as follows: (all figures in equivalent 2 1/2 ton Truck Coys and 3 ton GT Coys).

US Truck Coys Br GT Coys

(i) Requirement to meet Phases I to IV simultaneously 69 37

(ii) Availability of Truck Coys and GT Coys in surrender conditions to support formations engaged in Phases I to IV. 79 40

(iii) Balance of Truck Coys & GT Coys 10 3

(d) The balance of QM Truck Coys and GT Coys as shown in sub-para (c)(iii) above might be employed initially to assist in the movement of civil supplies and later to maintain the occupational forces in AUSTRIA.

(e) The sources from which the transport shown in sub-para (c)(ii) above might come should be considered in the light of the theatre distribution of transport at the time, but, in the case of GT Coys the following would be the means of its provision:-

(i) Re-allocation of GT Coys now with Armies.

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- (ii) Re-allocation of 2nd and 3rd line transport of formations, not engaged in Phases I to IV.
- (iii) Re-allocation of Artillery Fls.
- (iv) Cuts in transport allocated in the L of C to docks, depots, Re, base maintenance and miscellaneous details.
- (f) In order that a plan may be prepared which could be put into operation without delay, a review of the sources from which the required US and British transport is to be drawn should be made.
- (g) Less transport is likely to be available under withdrawal conditions to support formations following up an enemy withdrawal. On the other hand, the occupation of NORTH ITALY is likely to be slower under withdrawal than under surrender conditions.

PROVISION AND DISTRIBUTION OF CIVIL SUPPLIES IN NORTH ITALY.

17. Requirements.

- (a) Civil requirements for NORTH ITALY are summarised at Appendix "A", para 2.
- (b) Requirements by months will depend on the speed at which NORTH ITALY is occupied and the facilities available for distribution. The following is a summary, produced as a guide only, of the estimated civil tonnage requirements compiled on the following assumptions:-
 - (i) The full occupation of NORTH ITALY takes place progressively over a period of two months.
 - (ii) Civil supply items are provided from imported sources to enable an impact ration of 100 grammes to be supplied in the first month, rising to 200 grammes in the second and 300 grammes in the third month.
 - (iii) Coal, POL and reconstruction supplies are phased in, in accordance with the distribution facilities.

<u>Serial Item</u>	<u>First Month</u>	<u>Second Month</u>	<u>Third Month</u>
1 Civil Supplies	1,600 tpd	3,400 tpd	5,650 tpd
2 Coal	-	1,000 tpd	4,100 tpd
3 Packed POL	400 tpd	750 tpd	750 tpd
4 Reconstruction Supplies	-	-	250 tpd
			495

(g) Less transport is likely to be available under withdrawal conditions to support formations following up an enemy withdrawal. On the other hand, the occupation of NORTH ITALY is likely to be slower under withdrawal than under surrender conditions.

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Serial Item	First Month	Second Month	Third Month
1 Civil Supplies	1,600 tpd	3,400 tpd	5,650 tpd
2 Coal	-	1,000 tpd	4,100 tpd
3 Packed POL	400 tpd	750 tpd	750 tpd
4 Reconstruction Supplies	-	-	250 tpd
		400	
5 TOTAL	2,000 tpd	5,150 tpd	10,750 tpd

(c) Breakdown between NW ITALY and the remainder of NORTH ITALY is estimated to be as follows:-

	First Month	Second Month	Third Month
NW ITALY	1,150 tpd	3,200 tpd	7,600 tpd
Remainder of N. ITALY	850 tpd	1,950 tpd	3,150 tpd
TOTAL	2,000 tpd	5,150 tpd	10,750 tpd

- (d) Requirements as shown above may be reduced if surrender occurs after July when the harvest will be available.

18. Distribution of Civil Supplies.

(a) General:

The rate of acceptance of civil supplies will be governed by the possibility of distribution. The problem of internal distribution should be eased after July when the harvest will be available, and transport will not be required to the same extent on long hauls to main centres of distribution.

(b) Military Assistance:

It is considered that the following military assistance should be given to HQ Allied Commission for the distribution of civilian supplies:-

- | | | |
|-------|-------------------|---|
| (i) | 500 tpd at PARMA | This has already been accepted as a British military commitment. |
| (ii) | 400 tpd at VERONA | These should be US and British commitments respectively and would require 10 US Truck Coys and 3 British GT Coys - shown to be available in para 9. |
| (iii) | 350 tpd at PADUA | |

Since these transport and truck coys would be required for the movement of military supplies when AUSTRIA is occupied, this assistance should only be assumed to be available for a period not exceeding one month.

(c) Other Transport:

The following non-military transport might be available to assist in distribution:-

- | | |
|-------|--|
| (i) | Local indigenous vehicles which it is estimated will be sufficient only to distribute imported supplies from provincial capitals to outlying areas, and for the carriage of local produce. |
| (ii) | Transport available at the time from HQ Allied Commission resources, (probably only a small amount). |
| (iii) | 1,700 trucks on order from Washington estimated to be available half by mid-April and the remainder by late May. |
| (iv) | 2,000 trucks on order from Washington due to arrive between May and late July. |

distribution.

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- (i) 500 tpd at PARMA This has already been accepted as a British military commitment.
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- (iii) 350 tpd at PADUA)

Since these transport and truck coys would be required for the movement of military supplies when AUSTRIA is occupied, this assistance should only be assumed to be available for a period not exceeding one month.

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- (i) Local indigenous vehicles which it is estimated will be sufficient only to distribute imported supplies from provincial capitals to outlying areas, and for the carriage of local produce.
- (ii) Transport available at the time from HQ Allied Commission resources, (probably only a small amount).
- (iii) 1,700 trucks on order from Washington estimated to be available half by mid-April and the remainder by late May.
- (iv) 2,000 trucks on order from Washington due to arrive between May and late July.
- (v) Captured enemy transport. After allowing for the requirement for the maintenance of the surrendered enemy, some 5,000 vehicles might be available, of which about 2,000, operated by PW formed into transport companies under Allied supervision, would be needed to release the military vehicles mentioned in para (b) above.

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DEVELOPMENT OF PORTS AND COMMUNICATIONS22. Ports

(a) Main ports in NORTH ITALY are likely to be used for the following purposes. They should be developed as a military and civil responsibility as shown below.

<u>Port</u>	<u>Traffic</u>	<u>Opening, Operation and Development</u>
GENOA	Largely for the import of civil supplies and of a small military tonnage for the occupation-al troops in NW ITALY.	As defined in AFHQ letter AG 323/061 GDS-O dated 25 Jan 45.
TRIESTE	Military port for the maintenance of forces in VENEZIA GIULIA and AUSTRIA and for the import of civil supplies for NE ITALY and AUSTRIA. May also be required for the import of civil supplies for YUGOSLAVIA.	Military responsibility. (See para 15 (d) above)
VENICE	Import of civil supplies and possibly bulk petrol.	Responsibility HQ Allied Commission.
FIUME	Not required for military purposes; when opened would be used for the import of civil supplies.	Civil responsibility.

(b) Tonnage requirements

It is estimated that the following approximate tonnages will have to be imported through military controlled ports:-

<u>Port</u>	<u>Military</u>	<u>Civil</u>	<u>Total</u>	<u>Remarks</u>
TRIESTE	3,000 tpd	3,000 tpd	6,000 tpd	Breakdown of tonnage is given in Appendix "A".
GENOA	1,000 tpd	Up to 7,000 tpd	8,000 tpd	Only 2,000 tpd discharged and cleared as a military responsibility.

(c) Minesweeping and Naval Salvage

The naval estimate of the time required to open the

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GENOA Largely for the import of civil supplies and of a small military tonnage for the occupation- al troops in NW ITALY.

TRIESTE Military port for the maintenance of forces in VENEZIA GIULIA and AUSTRIA and for the import of civil supplies for NW ITALY and AUSTRIA. May also be required for the import of civil supplies for YUGOSLAVIA.

VENICE Import of civil supplies and possibly bulk petrol.

FIUME Not required for military purposes; when opened would be used for the import of civil supplies.

Military responsibility. (See para 15 (d) above)

Responsibility HQ Allied Commission.

Civil responsibility.

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It is estimated that the following approximate tonnages will have to be imported through military controlled ports:-

Port	Military	Civil	Total	Remarks
TRIESTE	3,000 tpd	3,000 tpd	6,000 tpd	Breakdown of tonnage is given in Appendix "A".
GENOA	1,000 tpd	Up to 7,000 tpd	8,000 tpd	Only 2,000 tpd discharged and cleared as a military responsibility.

(c) Minesweeping and Naval Salvage

The naval estimate of the time required to open the main ports in NORTH ITALY is as follows:-

Port	Time Required	Made up by
TRIESTE	6 - 8 weeks	4 - 6 weeks minesweeping via Istrian coast, 2 weeks salvage work.
	or 10 - 12 weeks	8 - 10 weeks minesweeping if enemy occupation of ISTRIA forces us to sweep the longer and more heavily mined route via VENICE.

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Port	Time Required	Made up by
VENICE	10 - 16 weeks	6 - 8 weeks minesweeping, perhaps 4 - 8 weeks salvage work and dredging.
GENOA	6 weeks	4 weeks minesweeping. 2 weeks salvage work to penetrate the block-ships.

In the time required for minesweeping and naval salvage, units with equipment for port clearance and repairs should have carried out initial works on the quays, except in the case of GENOA where road demolitions may necessitate bringing repair units and equipment in by sea. Naval minesweeping and salvage resources are available to enable the ports of TRIESTE and GENOA to be opened simultaneously. The port of VENICE cannot be opened at the same time without considerably retarding the above timings. Naval port parties are, however, available for TRIESTE, GENOA, and VENICE.

31. Provision and Distribution of Civil Supplies in NORTH ITALY (paras 17 - 18).

Military assistance in respect of the movement of civil supplies should be given to HQ Allied Commission as follows:-

- (a) 500 tpd to PARMA (British military responsibility)
- (b) 400 tpd to VERONA (US military responsibility)
- (c) 350 tpd to PADUA (British Military responsibility)

HQ Allied Commission should plan on this assistance being available for one month only.

APPENDIX "A" to Log. P. 177.
dated 19 March 45.

MAINTENANCE DATA

Para 2. CIVIL

Civil supplies (excluding POL and coal) required to be imported for present German occupied ITALY are estimated as shown below:

	Total on	Total on

units with equipment for initial works on the quays, except in the case of GENOA where road demolitions may necessitate bringing repair units and equipment in by sea. Naval mine-sweeping and salvage resources are available to enable the ports of TRIESTE and GENOA to be opened simultaneously. The port of VENICE cannot be opened at the same time without considerably retarding the above timings. Naval port parties are, however, available for TRIESTE, GENOA, and VENICE.

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HQ Allied Commission should plan on this assistance being available for one month only.

APPENDIX "A" to Log. P. 177.
dated 19 March
45.

MAINTENANCE DATA

Para 2. CIVIL

Civil supplies (excluding POL and coal) required to be imported for present German occupied ITALY are estimated as shown below:

Serial	Compartimento	Total on 100 gramme ration + tpd	Total on 200 gramme ration + tpd	Total on 300 gramme ration tpd
1.	PIEMONTE	625	810	1,090
2.	LIGURIA	275	555	470
3.	LOMBARDIA	1,070	1,380	1,850
4.	EMILIA (excl provincia of FORLI & RAVENNA)	250	315	420
5.	Provincia of APVANIA & LUCCA in TOSCANA	80	105	140

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

Serial	Compartimento	Total on 100 gramme ration + tpd	Total on 200 gramme ration + + tpd	Total on 300 gramme ration tpd
6.	VENEZIA TRIDENTINA	115	145	200
7.	VENEZIA GIULIA	165	215	290
8.	VENEZIA PROPRIA	670	875	1,180
9.	TOTAL	3,250	4,200	5,640

NOTES: + Bread requirement, including supplemental feeding,
equals 50% of requirement on 300 gramme basic ration.
+ + Bread requirement is 70% of requirement on 300 gramme
basic ration.

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