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HEADQUARTERS
ITALIAN FRONTIER CONTROL DETACHMENT APHQ
COUNTER INTELLIGENCE CORPS

24 July 1945

SUBJECT: Survey of Security Controls in
Venezia Giulia.

TO : G-2 (CI), APHQ.

At the request of Headquarters Thirteen Corps, a representative of CIC Frontier Control Section visited the Venetian Giulia area to advise on the application of Security Controls.

1. The problems which present themselves are complicated by the following conditions:-

a) There is no Allied Control of the Yugoslav/Venezia Giulia frontier and it is therefore impossible to know the extent of Yugoslav movement into the V.G. pocket and thereafter across the Morgan Line.

b) The Morgan Line is not a geographical frontier and passes through territory which, though not densely populated, contains large numbers of small villages, isolated habitations and cuts across approximately ten roads and some fourteen minor tracks or lanes.

c) Native guards and Police may not be employed and controls have therefore to be manned by Allied personnel without the necessary linguistic qualifications or local knowledge.

d) The documentation of half-a-million residents of Venezia Giulia to allow their movement across the frontier line is a task with which the existing machinery cannot cope. AMG estimate that 40 Officers would have to work for four months to complete TRIESTE documentation alone.

e) Mass movements of minor black-marketeers between main population centres cause extreme difficulty of control without specialised personnel.

f) No machinery exists for the control of individual travel.

2. In view of the above circumstances control is at present limited to preventing the movement across the Morgan Line of Allied and Yugoslav Military personnel without authorisation from their respective commands and to the search for arms.

Civilians are allowed free movement on production of identity card and guards are supplied with lists of communes in Venezia Giulia for comparison with residence shown on Identity cards. The cards however are frequently written in Cyrillic characters and prevention of unauthorised movement is extremely difficult.

It is estimated that about two thousand persons cross into the TRIESTE area daily from the FIUME district of which some 300 originate from places in Jugoslavia proper. About 1500 travel to buy food and the remainder consists of persons on business, visiting relatives or returning home. Movement in the opposite direction totals about 1800 daily. Above figures were supplies by controls at SESANA, railway and road crossing and do not include other crossing points.

3. A rear army control line is manned by CG.RR and Guardia di Finanza on the

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western boundary of Venezia Giulia. Examination of several of the control points revealed that these personnel are interested only in the prevention of minor offences such as driving without a licence or without automobile circulation permit and black-market movement of foodstuffs.

800 people apply to AMG daily for permission to enter Italy proper across this line and 200 are issued with permits. Applicants do not have to fill in an application form but AMG officers interview each one and allow passage if reason stated appears adequate. There is no security screening involved.

4. The problems resolve themselves as follows:-

- a) Physical control of movement across the lines.
- b) Security Screening of applicants.
- c) Documentation of residents of Venezia Giulia who are entitled to free movement in accordance with the terms of agreement.
- d) Machinery for control of individual movement of non-residents of Venezia Giulia.

5. The following recommendations for dealing with the above problems were made to HQ. #13 Corps.

a) Legitimate crossing points should be limited to the minimum and all minor lanes, tracks etc., should be blocked to all except frontier traffic. Arrangements should be made with the Yugoslav authorities to post signs on their side of the Morgan Line at all minor roads approaching the frontier indicating route to agreed crossing points.

Patrols of the line should be instituted under FSP supervision.

A regular programme of snap-checks at villages on the Allied side of the line and at agreed crossing points should be undertaken by FSP.

Arrangements should be made to bring about more effective control of passenger movement across the rear army control line (west boundary of Venezia Giulia) and CC.RR and Guardia di Finanza personnel should be briefed in the documentation for movement into Italy proper. They would be instructed to refuse entry to non-residents of Venezia Giulia who are not properly documented. This would constitute therefore a second line where the use of experienced Italian personnel would enable an efficient control to be operated. [It is the opinion of the writer of this report that this boundary should be effectively manned by the Italian authorities who could use it to build up their organisation for the eventual control of the final Italo/Jugoslav frontier. The most efficient method from the point of view of control of exit and entry to and from Allied controlled Italy would be for this organisation to come under the supervision of the CIC Italian Frontier Control Detachment.

This Detachment would thus control all Italian land frontiers.]

b) Security Screening of persons moving across the Morgan, Venezia Giulia Western boundary and Yugoslav frontiers would best be affected by a pooling of existing records. Thirteen Corps card index of North Italy suspects, etc., is held by 21 Port Security at TRIESTE. Index of Yugoslav suspects etc., is held by SILO in Trieste. It is recommended that arrangements be made to operate a "look-up" bureau in Trieste where security clearance on applicants can be given by consulting both sets of records.

*† Note this part left out
in copy sent to 13 Corps.*

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e) The question of documentation of residents of Venezia Giulia has been under discussion between HQ. Thirteen Corps and AMG TRIESTE. The original intention was to supply all qualified persons with a new Identity card. A layout for an excellent document had been produced but AMG state that the project could not be carried out under many months. There is no doubt that this is correct under present circumstances.

In order to overcome this difficulty it was suggested that a small card should be produced which would be slightly smaller than the normal Italian Identity card and could be attached to it. Alternatively a paper attachment with a gummed edge on the lines of the British Seaman's Identity card could be produced. The attachment would be headed "Resident of Venezia Giulia" in necessary languages and would contain names of holder description, signature, thumb-print and signature and stamp of issuing authority.

Agreement would be reached with the Yugoslav authorities for the parallel production of a similar attachment in a different color. Serial numbers would be allotted for each side of the Morgan line.

Blocks of these attachments would be issued by AMG to the Municipio in each commune under its control together with notices for posting to inform the population that they must apply if they wish to cross the Morgan Line, and instructions to the Municipio covering issue of the cards and responsibility involved. The municipio would be required to send names of persons to whom attachments were issued and these would be passed to the "look-up" bureau for check against records.

The serial numbers of attachments issued to each municipio would be communicated to the Yugoslav authorities who would be asked to provide similar information in reciprocity.

FSP would pay periodic visits to each Municipio to check on the efficiency of the work being carried out.

Specimen signatures of issuing officers at Municipii and attachments could be supplied to check-posts.

d) For the control of movement of non-residents of Venezia Giulia HQ. Thirteen Corps suggests that British Consul in LJUBLJANA act as channel for applications to enter their territory. This would appear to be the best solution of the problem and it is recommended that the following "drill" be adopted.

- 1) All applications to be subject to delay of seven days.
- 2) Courier service to be instituted between British Consul and Trieste.

- 3) Consul to use AMG Italy pass system. (As at present issued by AMG to persons crossing western boundary of Venezia Giulia).

Under this arrangement the Consul would accept applications for entry into Italy telling applicants to return in seven or eight days and specifying frontier crossing point. The applications would be sent by courier and on receipt would be checked at the look-up bureau. If any trace was found control posts would be advised what action to take.

After pre-decided delay Consul would issue AMG pass.

Check posts would also be instructed to allow passage to holders of Allied Force permits issued at BELGRADE.

The Consul would of course issue passes only to those persons in possession of a Yugoslav exit permit.

For movement into Jugoslavia a similar arrangement could be adopted.

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The Allied authorities would issue a pass for movement from their territory across the Morgan Line after check against look-up bureau records and the Yugoslav Mission would issue an agreed pass for entry into Jugoslavia if desired.

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