

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

785017

ACC

10000/109/694

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

785017

10000/109/694

MISUSE OF PETROL
MAY 1944 - APR. 1946

Chief Commissioner

(37)

Attached is submitted for your signature/information/approval.

NR/OP

NR/OP

✓

44

~~Liaison Officer~~ ~~NR/OP~~ ~~to you report at 40~~

44

Ref 43. Capt. Barnes, Petroleum Division
UNRRA, A.C. Building (Room 11) has given
verbal answer to Confidential Bombardier on the
matter.

NR/OP
30/3/45

3152

28.

Executive Commission

To see what is to be implemented
You must refer.

in 280

24/7/51

29

In fact what we have to implement sentence
undecided in para 3

Mr 28/7

30

Cap. Amoy

kinda ya find no answer to S/C's
query as 29 a letter C/O know please

25/7

31

C/O, Ref min 29 - please see files 32-34.

32

undelivered in file 3

W/2517

30

Capo Amatory

honda ya

query at 29 a letter
find me answer to SIC's
CSC know please

Q.

25/7

35

Cato

Ref imm 29 - please see files 32-34.

Q. 378

36

5151

Executive Commission

Ref your query at imm: 29 on photo 26

Please see photo 34 for action taken -

W/2517

W/2517

7/6/51

785017

650: 2522 p 5

and

89

I have written the attached letter from result of my own observations. For your signature please if you agree.

11/12 This is a Regional matter & should

~~be added as such.~~

18

6. do

1950
 Folio 17 from Exam led to for C.C.'s info. - At outline's
 action; previously taken to call At Gov't's attention to the measure
 of P.O. Apparently, Evans had first read a letter from the C.C.
 may guarantee At Gov't to take some effective measures ~~for~~
 contd. (At 10/12/50)

2014/12/14

19

Executive Commissioner.

To see folio 17 and minute 18 above. CC has received a copy of folio 17.

15

11 July 45.

9150

late

18

Folio 17 from Encl is for C.C.'s info. - At outline
action previously taken & call St. Louis's attention to the measure
of P.O. Apparently Encl has just taken a letter from the C.C.
may give some St. Louis & take some affected measures
Encl.

late 11/2/45

19

Executive Commissioner.

To see folio 17 and minute 18 above. CC has received a copy of
folio 17.

11 July 45.

20

CSO.

51511

Await the letter to 6 - 16/7

BU NOTED

11/2/45

late

27

Response min 10 place in file 21/45

late 21/2/45

letter 21/7

3619-51
160-513 46

Office of the Chief of Mission

Ref: 20/13.01

5 April 1946

SUBJECT: Use of Fuel

APR 9 1946

TO: Mr. Meunier, Chairman
The Italian Delegation for Relations with UNRRA

1. I inclose copies of a letter which has been referred to us by the A.C., and our reply.

2. While our policy in this specific case is already stated in the letter to the Comitato Olimpico, I wish to emphasize again the importance of having the utmost care exercised by the proper Italian authorities so as to avoid the use of gasoline for non-essential driving.

3. UNRRA would, accordingly, not regard favorably any relaxation of the present regulations affecting the consumption of gasoline, and I personally feel that an even stricter control would be highly desirable.

S. M. KEENE

M. S. KEENE
Chief of Mission

2 Incls.

1011 10/20 of 6 March
20/13.01 of 5 April

cc: Ministry of Industry & Commerce (2)
Adm: Prof. Garbella
Ministry of Interior
Division della P. (1)
Mission Division, A.C. (1)

TO : Mr. Keeney, Chief of Mission
The Italian Legation for Relations with UNRRA

1. I enclose copies of a letter which has been referred to us by the A.C., and our reply.

2. While our policy in this specific case is already stated in the letter to the Comitato Olimpico, I wish to emphasize again the importance of having the utmost care exercised by the proper Italian authorities so as to avoid the use of gasoline for non-essential driving.

3. UNRRA would, accordingly, not regard favorably any relaxation of the present regulations affecting the consumption of gasoline, and I personally feel that an even stricter control would be highly desirable.

S. M. KEENEY

S. M. KEENEY
Chief of Mission

2 Incls
1811 26/03 of 6 March
18/13.01 of 5 April

cc: Ministry of Industry & Commerce (2)
Attn: Prof. Corbelli
Ministry of Interior
Division Italia IT (1)
Liaison Division, A.C. (1)
(Ref. your 2619/43/10 of
16 March 1946)

Chief of Mission
Bureau of S & E (2)
Sub-Bureau of Ind Rehab

5149

(L.) (MAR 11) 9/4.
SK

P.D. 1/4 1946
T.M.

Office of the Chief of Mission

Comitato Olimpico Nazionale Italiano
Via S. Stefano No. 13
ROMA

RD/13.01

-5 JAN 1948

Dear Sir:

We have received, through the A.S. to whom it was originally addressed, your letter dated March 11 in which you requested authorization for materials usage.

While UNRRA has no function in authorizing such usage, the use of gasoline under the matter in the UNRRA field of interest, since UNRRA is supplying at present all the gasoline allocated to civilian consumption.

All the gasoline imported by UNRRA is expected to be used in activities strictly related to relief and rehabilitation. I do not feel that motor-vehicles could be included under such heading.

I therefore intend to inform the Italian Government that allocation of gasoline imported by UNRRA for such purposes would not be regarded favorably by UNRRA.

Yours truly,

S. M. KEENEY

S. M. Keeney
Chief of Mission

5142

Dear Sir:

We have received, through the A.C. to which it was originally addressed, your letter dated March 11 in which you requested authorization for material release.

While USIA has no function in authorizing such release, the use of material into the matter is the USIA field of interest, since USIA is supplying at present all the material allocated to civilian cooperation.

All the material reported by USIA is expected to be used in activities directly related to relief and rehabilitation. I do not feel that other rooms could be included under such headings.

I therefore intend to inform the Italian Government that allocation of material reported by USIA for such purposes would not be regarded favorably by USIA.

Yours truly,

S. M. KEENE

S. M. KEENE
Chief of Mission

5142

Ref-46

43

Ref: SAC/AS/2

see 39, 41, 42

10/20

14 Apr 1946

SUBJECT: Request for authorization of motorcycle repairs.

TO: 1. SAC/AS/2
Port D. and V. Petroleum Section

~~10/20~~

39, 40

Refers to the attached letter H. 1041 10/20 dated 6/3/46,
from the Comitato Organismo Nazionale Italiano.

As the matter involved in concerns the question of authorization
of gasoline for sporting purposes it is referred to your Division for an
authoritative answer.

For this office please be advised as to what reply should be
made.

VICTOR L. ODDI

FOR THE CHIEF OF BUREAU

✓
Executive Commissioner

40 39

Ref: SAC 1041 10/20 fr CHRI of 6 March 1946

PA
rsc

see ~~1144~~

5147

PA
16
23
2

May. Fagan

785017

3619 - 40

42

HEADQUARTERS ALLIED COMMISSION
APC 394
Industry & Utilities Branch
(P.O.L. Division)

Tel. 478397

Ref. AC/I & U/POL/5145/12

JRC/10v

13 March 1946

13 March 1957
SUBJECT : Request of authorisation of motor-cycle races.
TO : Office of the Executive Commissioner
Liaison Division

Reference your 3619/40/EC of 11 March 1946.
During the initial period of 25 days
CI has been

1. During the initial period of AC/ANG administration in Italy POL has been made available to Italian Govt. for civilian consumption to cover essential needs only under the Disease and Unrest programme. Later, during the transitional period, under the FEA programme quantities made available were stepped up to take care of requirements for a certain amount of industrial re-habilitation considered as essential.
2. Representations were made by this Division and Public Safety S/C early in 1945 to suppress motor-cycle races which had been officially organised and publicised on the grounds that this was a non-essential activity and so constituted an abuse. Action was taken by Italian Govt. to comply with this request.
3. As from 1 Feb. 46 AC is no longer responsible for POL supplies but the Italian Govt. is unable at present to find sufficient foreign currency to finance its own needs. UNRRA have assumed full responsibility for civilian supplies of POL, therefore, and have set up a programme to cover essential requirements for 1946.
4. In the light of the above comments it is felt that this question should be referred to UNRRA, Bureau of R. & D., Petroleum Division, who are interested in seeing that POL financed by them is used only for the purposes set out in the programme they have set up in collaboration with the Italian Govt.

R. Cowlin 5141
R. R. COWLIN (Capt.)
F.C.I. Division.

(Mas. H.)

3619 - 40

42

HEADQUARTERS ALLIED COMMISSION
APO 394
Industry & Utilities Branch
(P.O.L. Division)

Tel. 478397

JRC/ldv

Ref. AC/IA 5/POL/5146/12

13 March 1946

SUBJECT : Request of authorisation of motor-cycle races.

TO : Office of the Executive Commissioner
Liaison Division ← 40

Reference your 3619/40/EC of 11 March 1946.

1. During the initial period of AC/AMG administration in Italy POL has been made available to Italian Govt. for civilian consumption to cover essential needs only under the Disease and Unrest programme. Later, during the transitional period, under the FEA programme quantities made available were stepped up to take care of requirements for a certain amount of industrial re-habilitation considered as essential.

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R. Cowlin 5146
J.R. COWLIN (Capt.)
P.O.L. Division.

1 Same

See Min 44

(Mas. H) 5146 14/3/46

41

VIO/cb

See 40-43

Ref: X619/40/20

11 March 1946

SUBJECT: Request for authorization of motorcycle races.

TO : Industry and Public Utilities Sub Commission
FOL Division

40

Reference the attached letter N. 1811 PG/B dated 6/3/46, from the Comitato Olimpico Nazionale Italiano.

As the matter involves in essence the question of authorization of gasoline for starting said races it is referred to your division for an authoritative answer.

May this office please be advised as to what reply should be made.

VICTOR L. ODDI

✓
Executive Commissioner

40

Encl: ltr N. 1811 PG/B fr COMI of 6 March 1946

See 7-43

5142

PA. E
1/3/46

TRANSLATION

The National Italian Olympic Committee
Head Office of the Sport Federations

Via S. Eufemia, 17
Rome

Ref. 1911 20/12

6 March 1946

TO: Sig. Giorgio Bonasway Prasceni da Viter
Allied Commission
Rome

The Ministry of Interior - Office of the Director General of the P.S. - to which the Committee directed its request to obtain authorization for the resumption of motorcycle competition in Italy - has indicated no opposition to such a concession, on condition that the Allied Commission notify them by letter stating therein that it is not a matter within the jurisdiction of the Allied Commission and that the matter is one in which the Italian government is the agency competent to authorize.

In the hope that the Allied Commission will wish to favorably study the above request, we thank you and await your reply.

With best wishes.-

IL COMISSARIO STRAORDINARIO
(Avv. Giulio Onesti)

See 40

3144

C O P Y

39

COMITATO OLIMPICO NAZIONALE ITALIANO
Federazione delle Federazioni Sportive

see 41, 42, 43

Prot. N. 1811

FC/DB

Risposta al foglio

Roma, 6/3/46

Via S. Eufemia, No 19

Tel. 63-426 62445 62517 60135 63133

Al Signor Giorgio Bombasoy Frasconi de Vittor
Commissione Alleata
R O M A

Il Ministero dell'Interno - Direzione Generale della P.S. - cui questo Comitato si è rivolto per ottenere l'autorizzazione a far svolgere le manifestazioni motociclistiche in Italia, ha fatto presente di non aver nulla in contrario a tale concessione, sempreché la Commissione Alleata faccia pervenire ad esso una comunicazione nella quale lo s'informi che la Commissione stessa si ritiene estranea a ciò, essendo la concessione in argomento di competenza del Governo Italiano.

Nella speranza che codesta Commissione Alleata vorrà esaminare con particolare benevolenza la richiesta di cui sopra, si ringrazia e si resta in attesa di una cortese comunicazione.

Con distinti saluti. -

IL COMMISSARIO STRAORDINARIO
(Avv. Giulio Onesti)

see 43

5143

3619⁴⁰
HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LOMBARDIA REGION
Regional Public Safety Office

Ex Comm

PS/6

8 Sep 45

SUBJECT : Motor-cycle Races

SEP 10 1945

TO : Public Safety Sub-Commission,
HQ, Allied Commission.

1. All attempts to institute motor-cycle races in this Region have been resisted and some races already advertised have been stopped in view of the regulations governing the use of petrol. It is the opinion of these Headquarters that the use of petrol for purely sporting purposes cannot be justified in view of the existing conditions nor can it be considered legal.
2. It has been drawn to notice, however, that motor-cycle racing is being allowed in parts of the country in the hands of the Italian Government - Piacenza being quoted as one place.
3. In the circumstances may the matter be considered with a view to the issue of an instruction effecting consistency throughout, please.

For the Regional Commissioner,



[Signature]
W.W.P. FOWLER,
Major,
RPSO, LOMBARDIA REGION.

Copy to
Executive Commissioner, HQ, AC
Commerce Sub-Commission
POL Officer, Lombard Region
D/RG, Lombard Region.

5142 10/4

[Signature]
(Capt BRADLEY) *[Signature]*

3617
CB

Executive Commissioner

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

JRC/ee

Ref. AC/5146/12/Commerce

4 August 1945

AUG 4 1945

SUBJECT : Misuse of Petrol

TO : A.P.H.Q. G-5 Section.

26

1. This H.Q. has had occasion to call to the attention of the Italian Government many instances of flagrant misuse of petrol over a period of months and, with a view to enforcing more energetic action, a letter was sent to the new Prime Minister recently under signature of the Chief Commissioner together with a full report on the situation. A copy of both letter and report are attached for your information. (Attachment A)

2. It is well known that supplies of petrol are abundant on the Black Market and it is believed that the main sources of leakage are as follows:-

- (a) Deliberate interference with pipe lines.
- (b) Stealing from Rail and Road Tank cars in transit.
- (c) Illegal acquisition from W.D. Petrol points and dumps.
- (d) Sale by drivers of W.D. vehicles of quantities drawn from tanks and spare cans.

3. Whilst the Italian Government admit that there has been considerable laxity of control over the circulation of traffic in general they have frequently pointed out in reply that an important contributory factor to the evasion of existing regulations is the ease with which petrol supplies can be acquired illegally.

4. In response to the Chief Commissioner's letter a Press announcement has been made to the effect that intensive measures are to be taken to suppress abuses by

[Handwritten signatures and initials]

1. 3617/35
4 3637
PAGE

- 2 -

energetic Police action - a copy of a translation of this announcement is also attached for your information. (Attachment B).

5. Much may be achieved if the promised drive is indeed enforced, but, at the same time, it is felt that maximum results can only be expected by the introduction of a more stringent control on the part of Allied authorities aimed at drying up the sources of supply at present open to Black Marketeers.

6. It is suggested, therefore, that in view of the Italian Government response to this latest appeal, the possibility of tightening up control generally at all Allied bulk supply and distribution points should be carefully investigated and that any additional measures which may contribute towards the elimination of leakage be implemented and enforced.

7. It is understood that part of the Italian Government programme is to organise more efficient Road Patrols and in this connection it is pointed out that difficulties are likely to be encountered owing to the number of vehicles, both military and civilian type in circulation, bearing number plates or other identification marks believed not to conform with existing military regulations. Examples of these are as follows:-

RAAC	Polish Relations
AFHQ	Italian Liaison officer
ETOUSA	POLAD
P.W.B.	B.E. (British Embassy)
A.C.I.	U.S. Navy

8. It is suggested that arrangements might be made for C.E.P. personnel to be attached to such Road Patrols as are organised with a view to checking up on the authenticity of such vehicles and further, that this H.Q.

./.

5140

- 3 -

should be informed as to what markings are required by current regulations on legitimate military vehicles of civilian type so that this information may be passed on to the Italian Police.

For the Chief Commissioner:

(sgd) L. D. DENSMORE

H. B. McKINLEY
Brigadier General, USA
Acting Vice President

Attachments : A & B as per paras 1 and 4

Copy to : Chief Commissioner office (with attachment B)
: Executive Commissioner office (with attch.B)
: Public Safety S/C (" " B)
: Pet. Sec. AFHQ, RAAC (" " B)
: Comsec S/C (POL) (without attachments)

5139

(C o p y)

TRANSLATION

(D)

MINISTRY OF INTERIOR

PRESS COMMUNICATION

The Allies make notice that the strict discipline prescribed in rationing fuel is systematically trespassed by users of vehicles, besides the working hours for which it has been assigned.

Notice is made also that on holidays a great number of vehicles were used for sea-side or country resorts. This fact means that fuel is either stolen by the employees or bought at the black market.

The economic and moral prejudice owing to this fact is obvious.

That is why the Ministry of Interior has taken disposition for strict control on vehicles and will retire any license from those using vehicles out of the bounds of their authority.

People circulating on holidays are, evidently in a/m case except in cases of obvious necessity.

The licenses will also be retired from vehicles not placing their circulating permits in front of the car.

Vehicles without circulating permits will be requisitioned.

785017

4407

26

19 July 1945
JUL 19 1945

Ref. M/5445/12/Commerce.

My dear Mr. Prime Minister,

On 10 March 1945 I found it necessary to write to Prime Minister De Gaulle drawing his attention to the lack of effective control in Italian Government territory over the use of petrol and motor vehicles generally.

It is reported to me that the abuses to which reference was made have not been checked in spite of repeated instructions issued by the Ministry of the Interior to all Prefets insisting that severe police action must be taken. The situation to date is set out in the attached statement, to which I would like to draw your personal attention.

It is perfectly true, as claimed by the Ministry of Industry and Commerce, that a great proportion of the petrol used for irregular purposes originates from the black market and is illegally acquired from Allied stocks. This aspect of the matter is being presented to competent Allied authorities. It is equally true, however, that where there are no receivers there is no incentive to theft; the circulation of considerable numbers of unauthorised and unnecessary vehicles undoubtedly provides such an incentive in the case of petrol.

Owing to the continuance of the war in the Far East, the number of tankers which can be spared for bringing supplies to this Theater is strictly limited, and it will probably be necessary to cut down the number still further in the immediate future.

Folio 17 signed

5137

25 29 30

M/28/7

10/11

- 2 -

This means it is essential that every drop of petrol which is brought in must be put to good and effective use. I should be glad, therefore, to have your personal assurance that no further time will be lost over instituting those measures of rigid control which alone can prevent serious wastage.

Yours very truly,

Henry W. Stone

HENRY W. STONE,
Rear Admiral, USNR,
Chief Commissioner.

Professor Ferruccio Parri,
The President of the Council of Ministers,
Italian Government,
Rome.

Copy to: C. Commissioner ✓
to Commissioner ✓
Petroleum AFMO, RMC.
P. Safety, etc.
Tptn 3/a.

5130

MINUTES OF THE 11th ITALIAN CONFERENCE

24

1. action to eliminate the misuse of POL first started in far back as April 1944 following a complaint made by the Commander in Chief, Allied Forces in Italy regarding the rapid extension of civilian rationing.
2. At that time a system of civilian petrol rationing based on circulation permits issued to approved vehicles had been operating only for a short time and instructions were sent to all Regional Commissioners to institute food rations in collaboration with Italian police with a view to cutting out unauthorized circulation of vehicles. This measure it was desired to institute was well known to Italian Government through Public Safety Sub-commission and their recommendations requested.
3. Following the handing over to Italian administration of additional areas during summer months it became evident that the controls instituted were being freely evaded with the result that a steady Black Market in petrol had developed.
4. The situation was again drawn to the attention of the Italian Government at the beginning of November 1944, particular emphasis being laid on the excessive number of small trucks employed on unauthorized passenger traffic in these areas. An assurance was received from the Ministry of Communications dated 6 November 1944 that steps were being taken to institute regular controlled passenger services following which decisive measures would be taken to eliminate private trucks.
5. Plans were in fact studied between Motor Transportation Division of Lazio Public Region and Rome Compartimento authorities acting under orders from Ministry of Communications, but progressed very slowly. On 27 January 1945 Ministry of Communications confirmed that preparations had reached the point where intensive police measures could and would be instituted commencing on February 10th.
6. An outward sign of such activity was noticed in the form of reduced traffic although it became evident from frequent articles in the press that negotiations were still proceeding in the face of great hostility on the part of truck owners and that complete victory over the introduction of effective discipline might be expected.
7. Further letters were written to the Ministry of Interior through Public Safety Sub-commission, dated 12 and 25 March and 6 April, and to Prime Minister Bonomi, dated 20 March, under signature of the Chief Commissioner. In this correspondence the main theme was still the activities of passenger trucks in Rome but attention was also drawn to other abuses such as excessive traffic, trucks carrying passengers to Marino, Monte Mario, and other motor racing centers, and to the fact that the situation was becoming increasingly serious.

5135

3. Following the hearing over to station and across during summer weeks it became evident that the controls instituted were being freely evaded with the result that a steady black market in petrol had developed.

4. The situation now again draws to the attention of the Italian Government at the beginning of November 1944, particular emphasis being laid on the excessive number of small trucks employed on unauthorized passenger traffic in Rome area. An assurance was received from the Ministry of Communications dated 6 November 1944 that steps were being taken to initiate regular controlled passenger services following which decisive measures would be taken to eliminate private trucks.

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6. No outward signs of such activity were noticed in the form of reduced traffic although it became evident from frequent articles in the press that negotiations were still proceeding in the face of great hostility on the part of truck owners and that indefinite delay over the introduction of effective discipline might be expected.

7. Further letters were written to the Ministry of Interior through Public Safety Sub-commission, dated 12 and 25 March and 6 April, and to Prime Minister Bonomi, dated 20 March, under signature of the Chief Commissioner. In this correspondence the main theme was still the activities of passenger trucks in Rome but attention was also drawn to other abuses such as the use of trucks for carrying passengers to racing tracks like (Mori), road motor racing circuits, and deliberate breaking of the pipe lines between Naples and Rome.

8. The only reaction appears to have been on paper. In his acknowledgment, dated 27 March, of the Chief Commissioner's letter Ex-Prime Minister Bonomi stated that orders had been given to the police to "exercise the strictest surveillance to repress abuses" and circulares were issued sent out to all prefects by the Ministry of the Interior, dated 24 March and 7 April.

- 2 -

9. In spite of the above statements there has been no evidence to date of any serious attempt to institute road blocks on any scale although it was confirmed by the Ministry of the Interior towards the middle of April that day and night pipe line patrols were being organized immediately by the quarters of Rome and Naples.

10. At the end of May, Commerce Sub-commission was approached by the Ministry of Industry and Commerce for a supplementary allocation of patrol to Naples Police for the purpose of organizing road patrols but by this time losses had reached such a point (estimated by Astene at 9/10,000 barrels per month) that the pipe line had been taken out as the only possible remedy against further loss and was no longer operative.

11. Evidence of complete absence of effective control has continued to accumulate. The following is a statement sent by Ministry of Interior showing numbers of vehicles impounded during the months of April and May:

	April	May
Salerno	2	-
Catania	7	3
Bari	-	2
Florence	-	2
Rome	-	3
	11	43

These figures in respect of such an extended area speak for themselves.

12. As regards control over unauthorized passenger trucks in Rome, a copy of a letter written from Rome Prefecture to Ministry of Interior, dated 31 May, was passed to Commerce Sub-commission by Ministry of Industry and Commerce. The last paragraph of this letter reads as follows:-

(Translation)

"The Chief of the Rome Municipal Police informs me that, with the object of avoiding public disturbance, he has thought it opportune to suspend as from 31st May the measures in force for checking and controlling the said passenger services."

This decision apparently followed continued and active threats made to persons whom it was not proposed to license for passenger traffic to enable those vehicles which were no licensed.

13. During the month of April, a series of road checks on the activities of trucks running under official control of ENIC were carried out by officers from the Ministry of the Interior.

11. Evidence of complete absence of effective control has continued to accumulate. The following is a statement sent to Ministry of Interior showing numbers of vehicles impounded during the month of April 1947 (NY):

	April	May
Salerno	2	8
Catania	9	2
Bari	-	1
Florence	-	1
Rome	-	1
	11	13

These figures in respect of such an extended area speak for themselves.

12. As regards control over unauthorized passenger trucks in Rome, a copy of a letter written from Rome Prefecture to Ministry of Interior, dated 21 May, was forwarded to Commerce Sub-commission by Ministry of Industry and Commerce. The last paragraph of this letter reads as follows:-

(Translation)
The Chief of the Rome Municipal Police informs us that, with the object of avoiding public disturbance, he has thought it opportune to suspend from 21st May the measures in force for checking and controlling the said passenger services.

This decision apparently followed continued and active threats made to sabotage them, it was not proposed to license for passenger traffic to substitute those vehicles which were so licensed.

13. During the month of April, a series of road checks on the activities of trucks running under official control of M.I.C. were carried out by officers from Transportation Sub-commission. Twenty-nine cases of serious abuse were noted during a period of three days and brought to the attention of the Ministry of Communications (responsible for M.I.C.) by Transportation Sub-commission with a request that severe action be taken against the offenders. It is understood that prosecutions have been instituted in some cases but that judgment has not been given owing to long legal delays. Transportation Sub-commission are still pressing for a final report on all cases.

14. During the month of May, approval was given to an Italian Government proposal to prolong the validity of circulation permits from 4 to 6 months in order to allow local authorities ample time in which to carry out thorough screening operations. It has always been contended by the Italian Government in this connection that the original 4-month period of validity did not allow

- 3 -

time for satisfactory screening and that this explained to a great extent the excessive circulation of private vehicles. A circular to all licensing offices was sent out by Ministry of Industry and Commerce, dated 1 June 1945 (Circular No. 53) and this contained specific instructions that the number of permits issued must be reduced. This warning was inserted as verified by Commerce Sub-commission and, upon approving the message, it was made clear to the Ministry of Industry and Commerce that its continuation was dependent on results achieved in the field of elimination of abuse. (Circular of 7 May 1945).

15. Since the beginning of May further letters written to the Italian Government dealing with abuses include the following:

- a) 7 May 45 - Public Safety Sub-commission to Ministry of Interior asking further control of trucks transporting passengers to be tightened.
- b) 11 May 45 - Circular to Ministry of Industry and Commerce suggesting that it may be necessary to consider reducing the bulk allocation if action is not taken. An extract from "Il Globo", dated 21 April 45, giving a full account of the black market procedures was attached to this letter.
- c) 21 June 1945 - Commerce Sub-commission to Ministry of Industry and Commerce citing a case of a truck stopped on Highway 2 between Florence and Rome. The driver claimed to be returning from Florence to Rome from an official haul on behalf of UNIC but could produce no documents to substantiate his statement and later could not explain why his truck was fitted with well-built covers and loaded to capacity with well-dressed Italian civilians.
- d) 29 June 45 - Commerce Sub-commission to Ministry of Industry and Commerce replying to a request for an increased allocation for June. This letter reviewed the whole situation in Italy and drew attention to further abuse in the form of trucks and private cars passing to the non-core in the evenings and on Sundays and also to the great increase in inter-provincial private traffic. Reference was also made to the necessity for revising the priorities system with a view to making possible the allocation of greater supplies to distributive services than hitherto. Copies of this letter were transmitted to Ministry of Interior and Ministry of Communications through Public Safety Sub-commission and Transportation Sub-commission respectively.

5137

1. Since the beginning of the further letters written to the Italian

Government during the above incidents the following:

- a) 7 May 45 - Public safety sub-commission to Ministry of Interior giving further cases of trucks transporting passengers to Trieste road.
- b) 15 May 45 - 10 July 45 to Ministry Industry and Commerce suggesting that it may be necessary to consider reducing the milk allocation if action is not taken. On 21 May 45, stated that 21 April 45, giving a full amount of 100,000 milk trucks were not attached to this letter.
- c) 21 June 45 - Commerce sub-commission to Ministry of Industry and Commerce giving a case of a truck stopped on Highway 2 between Florence and Rome. The driver claims to be returning from Florence to Rome from an official trip on behalf of the Fiat car company, reduce so documents to substantiate his statement whether could be explain why the truck was fitted with red lights and was loaded to capacity with well-dressed Italian civilians.
- d) 23 June 45 - Commerce sub-commission to Ministry of Industry and Commerce regarding to a request for an increased allocation for June. This letter focuses the whole situation to date and gives attention to further abuse in the form of trucks and private cars running to the town-square in the evenings and on Sundays and also to the great increase in inter-provincial private traffic. Reference was also made to the necessity for revising the priorities system with a view to making possible the allocation of goods to supplies to alternative services than heretofore. Copies of this letter were transmitted to Ministry of Interior and Ministry of Communications through Public Safety Sub-commission and Transportation Sub-commission respectively.

- e) 6 July 45 - Commerce sub-commission to Ministry of Industry and Commerce giving to information regarding authority for investigation of long distance bus services Rome-Florence and Rome-Milan and sources of fuel supplies. It was pointed out that 3 large buses were used by an officer entering Florence in company with fully armed with civilian passengers.

16. During this week period, a further letter has been sent by the Ministry of Interior, dated 1 May, to all prefects with instructions that severe police control be instituted and a similar circular, dated 14 May, to all town police forces by the town square. The effect of the latter is

24

seen in the quotation set out in para 14. In both circulares specific orders are given that cars will not circulate on Sundays and public holidays for Algerian citizens. It is sufficient to go to any beach or any pleasure resort on any Sunday to see how this order is enforced.

17. During the whole of the period covered by the above report, the representatives of the Ministry of Industry and Commerce - Liquid Fuel Division - have been kept well informed by Cominter Sub-commission regarding all developments and have displayed willingness to cooperate whenever it has been necessary to call on them to make special arrangements for fuel supplies to special services in which IC have been interested. It is felt, however, that their efforts to allocate, to the best advantage, the bulk supplies made available to the Italian Government are being seriously impeded by the complete absence of effective police control over circulation. Even if improved screening is achieved as a result of the action set out under para 14, full results in the form of reduced and better regulated traffic can only be expected following the removal from circulation by police action of those vehicles now known to be circulating illegally and unnecessarily.

5132

785017

HEADQUARTERS ALLIED COMMISSION
AR 304
EXHIBIT SECTION

29/12/41

10 JULY 1945

JUL 10 1945

SUBJECT: Minutes of P.O.L. to Italians

TO : Chief Commissioner

1. A letter from the Chief Commissioner to the Prime Minister on the subject of P.O.L. and the inadequacy of measures to correct the condition is being prepared for your consideration. The letter should be before you within the next few days. For your present information the following is supplied as an interim reply.

2. The interested sub-commissioners and PERSO, aware of misuse and mis-allocation, have taken and are continuing action designed to cause correction of the conditions.

3. Representations to the Italian Government of recent date include:

(a) Letter 7 July, Public Safety S/C to Minister of Interior cites flagrant abuses, excessive discrimination with corrective measures, and requests vigorous and prompt action as well as the curbing of the Minister. Attention was called to the unfavorable reaction of PERSO and to the refusal of that body to grant additional allocations of P.O.L. to the Italian Government until conditions are corrected.

(b) Letter 29 June from Commerce S/C to Minister of Industry and Commerce asserting that the overall allocations of P.O.L. to the Italian Government is sufficient. However, to insure adequacy the Government would be required to:

- (1) exercise more rigid control.
- (2) review the system of allocations.

The letter points out there is no action on (1) above and calls attention to such improper measures as trips to the beaches, game drives, theatres, etc. With respect to point (2) the latter suggests more equitable allocations by the Italian Government to correct abuses. A report has been requested from the Minister giving full details of the measures taken by him.

5131

See 76

See H-18.779

(Copy Passed for CC Files)

- (e) Director of Transportation Sub-Commission requested the Ministry of Transport to exert all possible pressure to increase the available allocations of P.O.L. to commercial transport.
- (f) Director of Transportation Sub-Commission requested the Ministry of Commerce and Industry and Industry Sub-Commission to direct change in allocation of P.O.L. to commercial transport. This request was forwarded by that Ministry to the Ministry of Interior on 21 June.

4. There are certain difficulties facing the Italian Government in this problem, such as alleged inefficiency of fuel for police vehicles, and the contention of the Italian Fiat Bank of Allied control over the own distribution points, especially for such black market P.O.L. The Italian Government has issued written instructions to Police authorities calling for energetic action (Article Public Safety 3/C), and material facilities authorized are practically speaking, unobtainable. The Ministry of the Interior has advised Public Safety 3/C that during the months of April and May, fifteen-four cars and trucks only were authorized in account of irregularities. It appears from this that the Italian Government is taking practically no steps to ensure respect for the orders issued and that the Police authorities are not displaying any energy in carrying out these orders. To illustrate this point the following is a translation of an extract from a letter written by the "Provincia di Roma" to the Ministry of the Interior dated 12/4/53.

"The Chief of the Rome Municipal Police informs us that, with the object of avoiding public disturbances, he has thought it appropriate to stop all cars that they are stopped in order for inspection and controlling the said cars and services". (P.O.L. - See services referred to are the same "railroads").

Charles W. Walton

CHARLES W. WALTON,
Colonel, AG
Chief, Supply Division
Transportation Section

Copies To

EX. C.
TN S.C.
Pub. Safety S.C.
Commerce S.C.

5130

Translation

The President of the Council of Ministers
Minister of the Interior
n. 11507

Rome, 29 March 1945

Dear Admiral,

Fully appreciating the value of your
observations & proposals of the use of fuel on the part
of civilians, I ordered all police organs to exercise
the strictest surveillance to repress abuses.

Truly yours,

B. I. Bonomi

Admiral Henry M. Stone
Chief Commissioner
Allied Commission
R O M E

R.O. DIST - 6 APR 45.

ACTION: ROOM 381
: CHIEF COMMR.
: XXSC COMMR.
: C.A. 381.

e.o.

5129

3619

P/A

20 March 1945

Ref. AD/5146/12/Commerce

MAR 20 1945

My dear Mr. Prime Minister,

I would like to draw your attention to the lack of effective control in Italian Government Territory over the use of petrol and of motor-vehicles generally.

It is reported that a particularly flagrant case occurred on the 25th of February when motorcycle races were held on the Rome - Ostia road and were attended by a number of spectators who arrived in buses and private cars. Numerous buses and private cars are also to be found outside the Villa Glori race track whenever there is a meeting there.

I am also informed that large numbers of vehicles are being used for unauthorized purposes including passenger transportation in Rome, using Black Market petrol which they are able to obtain and use with impunity.

It is difficult to believe that these abuses can be taking place without the knowledge of the Italian Authorities and it is quite evident that, if petrol can be spared for purposes of this kind which have no bearing whatever on the War Effort, it is possible to reduce substantially the quantities of petrol being supplied by the Allies for essential purposes.

I would be glad therefore if you would have this matter looked into and let me know what steps the Italian Government proposes to take to secure, in future, a more effective and rigid control over the use of motor vehicles of all categories and to ensure that petrol, imported by the Allies and involving considerable shipping, is not wasted.

Yours very truly

/s/ Emily W. Stone

EMILY W. STONE
Rear Admiral, USNR
Chief Commissioner

5128

His Excellency I. BONOMI
President of the Council of Ministers
Italian Government,
ROME.

*Director 428227
is interested in this matter.*

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LADISIO-UMERIA REGION
APO 294

14 December, 1944

16 DEC 1944

R/5884

SUBJECT: Control of Civilian Transport

TO : HQ, Allied Commission
Civil Affairs Section

1. Reference your AC/14402/7/1/25 dated 6 December, we enclose copy of letter from Transportation Division dated 5 Dec. This letter appears to answer the points which you raise.

2. Since the letter was written the necessary Decree has been approved and is now in the hands of the Prefect for promulgation.

3. Reference your para 4 (d) the control of the type of vehicle is the hands of Motorizzazioni.

4. It must be appreciated that all this is being done in Italian Government territory which increases the difficulties enormously.

For the Regional Commissioner:

J. D. Buchanan
A. D. BUCHANAN-CARTER
Lt. Colonel
Executive Officer

Copy: Pet. Sec. AMHQ BAAC
HQ BAAC
Chief of Staff's Office HQ. Aqueduct Commission
Economic Section.

1. Reference your AS/1440/7/1/70 dated 6 December, we enclose copy of letter from Transportation Division dated 5 Dec. This letter appears to answer the points which you raise.

2. Since the letter was written the necessary Decree has been approved and is now in the hands of the Prefect for promulgation.

3. Reference your para 4 (d) the control of the type of vehicle is the hands of Motorizzazioni.

4. It must be appreciated that all this is being done in Italian Government territory which increases the difficulties enormously.

For the Regional Commissioner:

A. D. Bonham
A. D. BONHAM-CANTER
Lt. Colonel
Executive Officer

Copy: Pet. Sec. AFHQ RAC

HQ RAC

Chief of Staff's Office HQ. Allied Commission
Economic Section.

5127

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
Lazio-Umbria Region
APO 394
MOTOR TRANSPORTATION DIVISION

MT/0524/13

5 December, 1944

TO : Commerce Sub-Commission

SUBJECT : Rome traffic control

REF. : AC/5087/Commerce/POLIS

1. Traffic control in Rome has proceeded to the point where a proposed decree setting up a Traffic Committee with power to help control the conditions in Rome is now in the hands of the Prefect and publication is expected the early part of next week. This decree puts the small trucks that are carrying passengers about the streets under the control of A.T.A.C. As soon as the decree is passed, it is our intention to allow the owners about one week to comply and then institute a police drive to clean up the entire situation.

2. A change in the present decree requiring trucks to possess U.T.R. trip tickets while operating inside Rome as well as upon leaving and entering the city has been prepared and is now passed to the Prefect for publication. We have insisted that this decree be published at the same time as the other, so that the police roundup can encompass the entire truck situation at one time.

3. Under our auspice, the small truck owners have been incorporated into a union of sorts so that we can deal with their representative. We have told them that approximately one third of their trucks will be allowed to operate in Rome carrying passengers, one third will carry food products only and the remainder must be prepared to vacate the city to find work in the provinces. In the last case we are prepared to help them get located.

4. As soon as the Commission has been formed and is ready to operate, we shall notify your Office, so that we can again have a conference preparatory to the above mentioned police drive.

1. Traffic control in Rome has proceeded to the point where a proposed decree setting up a Traffic Committee with power to help control the conditions in Rome is now in the hands of the Prefect and publication is expected the early part of next week. This decree puts the small trucks that are carrying passengers about the streets under the control of A.I.A.C. As soon as the decree is passed, it is our intention to allow the owners about one week to comply and then institute a police drive to clean up the entire situation.

2. A change in the present decree requiring trucks to possess U.T.B. trip tickets while operating inside Rome as well as upon leaving and entering the city has been prepared and is now passed to the Prefect for publication. We have insisted that this decree be published at the same time as the other, so that the police roundup can encompass the entire truck situation at one time.

3. Under our auspice, the small truck owners have been incorporated into a union of sorts so that we can deal with their representative. We have told them that approximately one third of their trucks will be allowed to operate in Rome carrying passengers, one third will carry food products only and the remainder must be prepared to vacate the city to find work in the provinces. In the latter case we are prepared to help them get located.

4. As soon as the Commission has been formed and is ready to operate, we shall notify your Office, so that we can again have a conference preparatory to the above mentioned police drive.

PA *Al*

5120

M. HARRIS
Major G.E.

3619
HEADQUARTERS ALLIED COMMISSION
Civil Affairs Section
AFO 394

Tel : 476300

10 December 1944.

13 DEC 1944

AC/14402/7/1/PS

SUBJECT : Control of Passenger Transport, Rome.

TO : Chief of Staff.

1. Further to my letter, even number, dated 6 December, 44.
2. We have now been informed by Lazio Umbria Region that two orders are about to be published by the Prefect which will :-
 - (a) set up a Traffic Committee and give STAG power to control trucks carrying passengers, and
 - (b) make it obligatory for truck users to carry a trip ticket issued by the Ufficio Trasporti di Roma.
3. The Orders make it possible to provide for the passenger and goods transport problems of Rome, and at the same time to create an effective check on the use made of these vehicles by their owners.
4. It is suggested that the police drive shall commence one week after the publication of the orders by the Prefect.

For the Chief Commissioner.

G. S. Parkington

G.S. PARKINGTON, Brig.
A/VP, CA Sec.
A/DCOS, AC.

Copy : Petsec, AFHQ, RAAC.
(Your Pet 30/A/10 of 30 October refers)

Economic Section (2)
(Attention : Mr. Villa and Major A.S. Brereton).

File AC/14411/PS

5125

B/V
Hester
Hester

PA
12/12

3619

DEC 10 1944

HEADQUARTERS ALLIED COMMISSION
Civil Affairs Section
APO 394

Tel : 478800

6 December, 1944.

AC/14402/7/1/PS

SUBJECT : Control of Passenger Transport, Rome.

TO : Chief of Staff.

1. Your letter 3619/7/COS, dated 30 November, refers.
2. Attached is a copy of a letter, addressed to Regional Commissioner, Lazio-Umbria Region, requesting him to supply the information for which you asked. You will be informed as soon as a reply is received.
3. Public Safety Sub-Commission has appointed a special Liaison Officer to deal with matters relating to the circulation of motor vehicles and law enforcement, but owing to illness, the Liaison Officer only commenced these duties during the last few days.

WCB/G.

G. R. UPJOHN, Brig.
VP CA Sec
DCCS AC.

1. Enclosure

Copy : Petsec AFHQ RAAC (Your Pet.30/A/10 of 30 October refers).

C.G. R.A.A.C.

Economic Section (Your AC/5087/Com/POL of 1 December refers).

36194

9

HEADQUARTERS ALLIED COMMISSION
Civil Affairs Section
APO 394

Tel : 475300
6 December, 1944.

-9 DEC 1944

AO/1440 17/12/44

SUBJECT : Control of Civilian Transport, Rome.

TO : Regional Commissioner, Lazio-Umbria Region.

1. At a meeting held at the Headquarters on 4 November, 1944, at which representatives were present of Public, Provost Marshal's Office, R.A.A.C., Transportation and Public Safety Divisions, Lazio-Umbria Region, action was requested to reserve or control the large number of 'camionette' licensed for agricultural or industrial purposes which are being openly used for carrying passengers at high prices.

2. We were requested by the Representatives from Lazio-Umbria Region to suspend action for a few days as they had a plan for using these 'camionette' through A.T.A.C. as an alternative to larger buses which cannot operate through lack of tyres.

3. As a considerable time has now elapsed without any further information, may we please be informed what action has been taken to regularise this matter.

4. In particular, information is requested on the following points :-

- (a) What action has been taken to organise the 'camionette' under A.T.A.C. as an alternative to the buses which cannot run for want of tyres;
- (b) What action has been taken to control the 'camionette' licensed for agricultural or industrial purposes from plying for hire for passenger transportation;
- (c) What action has been taken to reduce the petrol ration of the vehicles referred to in sub-paragraph (b) above;
- (d) What steps are being taken to ensure that vehicles licensed for passenger transport are of a type suitable for this purpose, and that they are not likely to be a source of danger to the passengers or other users of the roads.

Q. A. UPNORTH 2116-
P. 11 0A Section
TODAY 11.

~~2000-0000-0000-0000~~
2000-0000-0000-0000

Q 7

Ref: 3619/7/355.

Tel : 735

30 Nov 1944

SUBJECT : Control of Civilian Transport.

TO : Civil Affairs Section.

1. With reference to your letter 42/14402/7/34 dated 2 November 44, it has been brought to my notice that there is an increasing number of vehicles in ROME plying for hire. I refer to the improvised kind of vehicle brought into use by the small operator carrying up to about 20 persons and the question arises from what source petrol is obtained.
2. I understand that these vehicles carry a variety of licences and at least one case has been reported of a vehicle used for passenger carrying purposes having an agricultural licence.
3. That measures to correct abuses were decided upon at your meeting on 4 Nov.

Copy to : Economic Section.

M S 1/34

Brigadier 5122
Chief of Staff.

PA 2/12
Noted BU 5/12

3619

HEADQUARTERS ALLIED COMMISSION
Civil Affairs Section
APO 394

2 November 1944

2 NOV Recd

AC/14402/7/PS

SUBJECT : Misuse of POL.

TO : Chief of Staff. ✓

1. The misuse of petrol in the City of Rome is now all too evident; and the carrying of passengers to a race track is symptomatic of a general slackness.
2. A.F.H.Q. (Petroleum Section) have officially drawn our attention to the abuses in question, and the matter has been discussed with them at some length.
3. Energetic action is now required on the lines of your instruction 191/26/CA. dated 18 May, 1944. (copy attached).
4. With a view to the implementation of this instruction a meeting has been called for 1500 hours on Saturday 4 November 1944, at this Headquarters. Representatives from Lazio-Umbria Regional Headquarters and the Provost Marshals Office, R.A.A.C. have been requested to attend.
5. The question of providing improved authorized passenger services in the City is being taken up by Transportation Sub-Commission.

R. R. Lipp
G.R. UPJOHN Brig.
V.P., C.A. Section
Deputy Chief of Staff.

Copy to:
A.F.H.Q. (Pet Sec.) R.A.A.C.
Commerce Sub-Commission
(Attn: Major A.S. Brereton).

WCB/jwf

5121

Declassified E.O. 12356 Section 3.3/NND No. 785017

Mr. R. Plummer
Copy 7 A, 7 B, 7 C
with B. L. (A. L.)
to comment

28/10. 27/10
NO ACTION
FILE

785017

3619

177

A (5A)

Headquarters,
Rome Allied Area Command.

28th October 1944.

N.Y.
1 DEC 1944

Dear Lush

I think you will like to have this copy of report of a NCC of the CMC.

I have sent original to LAZIO UMBRIA Region. For my part I am proceeding to tighten up on all petrol points. It is a big task and it seems that there is work for all of us to do. At home, of course, persons allowed petrol for specific purposes of business are very severely dealt with if found using it for any other purposes.

If there is any assistance I can give I will be all out.

Yours

Emm
Alban Lush

To: Brigadier W.S. LUSH, CBE, MC,
HQ ACC.

5120

COPY

REPORT

111/PRO/4A/2211

To: The Officer Commanding
111 Pro Coy

Sir,

I have to report that at Rome on 15th Oct 44 from 1330 hrs to 1700 hrs I carried out a Civilian Vehicle Check at the entrance to the RACE TRACK, Via Flaminia. Amongst the vehicles which were checked there were many which had proper Circulation Permits, but these permits were only valid when the vehicle was being used for transporting market supplies. When a vehicle is thus employed, it is supplied with sufficient petrol for the journey, the petrol coupon being attached to the "FOGLIA DI VIAGGIO", yet some of these vehicles were doing at least ten trips from the centre of the city to the Race Track, therefore the petrol used must be "black market" petrol.

As the market is closed on Sundays, there is no work for these vehicles, so the Circulation Permit is not valid on Sundays, and the vehicles are therefore liable for impounding. If the vehicles were impounded, it may seriously impede the transport of essential civilian foodstuffs during the week, and the owners seem to play on this.

In order to cut down the use of black market petrol, I would suggest that the owners of the vehicles be punished by a method other than impounding their vehicles, e.g. subject to the necessary laws being in force a heavy fine or some such similar method whereby the vehicles are still available for use by the market.

Practically all of these vehicles, as soon as they have done about one run for the market in the morning, operate a bus service round the city till late at night, for which they charge civilians approx ten lire per trip. This continues daily, so there must be a large market from which they obtain the necessary petrol.

I have questioned many of the owners as to the source of petrol supply, but the answer invariably is that they bought it from "someone in the street" whom they did not know.

I have nothing further to report.

(Sgd) H. GEMMELL Sjt
11 Provost Company

ROME
16 Oct 44

5119

COPY

HEADQUARTERS ALLIED CONTROL COMMISSION
R.C. & M.G. Section
APO 394

18 May 1944.

Ref/191/6/CA

SUBJECT : Misuse of Petrol.

TO : R.C. Regions I, II, III, IV, V, VI, VII, VIII & IX.
SCAGS 5th and 8th Armies.

1. The Commander in Chief has expressed his concern at reports that are reaching him of the number of civilian cars which are on the road, and of the extent to which civilians obtain petrol.
2. As the official allotment of petrol for civilian use is very small, it is evident that the main source of supply is from Army stocks. This petrol is either stolen from dumps, or it finds its way into the "black market" with the connivance of Allied and Italian Military personnel. There is often little difference in the prices of official petrol and that obtained in the black market.
3. This matter has been brought to the notice of G.O.C's Districts 1, 2 and 3, and OG P.R.S.
4. Regional Public Safety Officers and Provincial Public Safety Officers will maintain the closest contact with local commanders, and will take the strongest action possible to detect both military and civil offenders.
5. In particular, road checks will be established, as directed in para. 21 of Executive Memorandum No. 51, which will operate daily at varying times and places in each province.
6. The road checks should be operated by British/American Military Police (by agreement with Provost Marshals) and Italian Police agencies in order that the check may cover both military and civilian vehicles.
7. The object of such checks will be to ensure that :
 - (a) Civilian Vehicles.
 - (i) A current circulating permit has been issued;
 - (ii) The vehicle is used for the purpose shown on the permit; (special attention to be given to this point on Sundays);
 - (iii) A current "bollette" (tax receipt) issued by the Real Automobile Club d'Italia is displayed.
 - (iv) Orders relating to the movement of civilians are not infringed;
 - (v) The passengers carried, especially women, are authorized;
 - (vi) Military petrol containers are confiscated if found in the possession of civilians.
 - (b) Military Vehicles.
 - (i) The use of the vehicles is properly authorized;
 - (ii) No petrol is carried in any receptacle, other than the petrol tank, without proper authority.
8. Operating in the black market for petrol must be treated as a serious offence and sentences awarded as a result of judicial proceedings should be widely publicised. The provisions of General Order No. 20 whereby the vehicle concerned can be confiscated and the circulating permit cancelled should be made to apply in the more glaring cases.

H.S. LUSH
Executive Commissioner.

Declassified E.O. 12356 Section 3.3/NND No. 785017

D.C.C.S. Civil Affairs.

The C.O.S. would like to have
your comments on the attached papers
please.

P. Russell

P.A. to C.O.S.

28.10.44.

100-1544

3911

COPY

Headquarters
Room Allied Area Command.

Dear Lush,

I think you will like to have this copy of report of a MOO of the CMP.

I have sent original to LAZIO UMBRIA Region. For my part I am proceeding to tighten up on all petrol points. It is a big task and it seems that there is work for all of us to do. At home, of course, persons allowed petrol for specific purposes of business are very severely dealt with if found using it for any other purposes.

If there is any assistance I can give I will be all out.

Yours ever,

(sgd) Alban Low

To : Brigadier M.S. Lush, GRS, MC
HQ AAC

TO	INIT	DATE
COL CHAPMAN		
COL YOUNG		
LT COL WILCOX		
MAJ MASON		
MAJ WILSON		
MAJ HANBURY		
MAJ HARVEY		
MAJ BALLANCE		
POWE		

5117

374

COPY

REPORT

11/PRO/HA/2211

TO : The Officer Commanding
111 Pro Coy.

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In order to cut down the use of black market petrol, I would suggest that the owners of the vehicles be punished by a method other than impounding their vehicles, e.g. subject to the necessary laws being in force a heavy fine or some such similar method whereby the vehicles are still available for use by the market.

Practically, all of these vehicles, as soon as they have done about one run for the market in the morning operate a bus service round the city till late at night, for which they charge civilians approx ten lire per trip. This continues daily so there must be a large market from which they obtain the necessary petrol.

I have questioned many of the owners as to the source of petrol supply but the answer invariably is that they bought it from "someone in the street" whom they did not know.

I have nothing further to report.

5118

(Sgt) H. GEMMELL Sgt
11 Provost Company.

ROME
16 Oct 44.

3311

