

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

ACC

10000/109/846
(VOL. I)

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

10000/109/846
(VOL. I)

PETROLEUM, C. I. P.
NOV. 1944 - JAN. 1946

herself.

6. Mr. Costa stated that ENAC use only petrol which is assigned to them by the Ministry of Commerce. Black market haulage is run on petrol stolen from depots. ENAC does not allot P.O.L. for private cars.

7. Mr. Gusciana stated that the following figures showed the bulk allotment for the month of June of petrol and gasoil made to the Italian Government and the amounts allocated to ENAC:

	Italian Govt.	ENAC
2		
Petrol	34,277 glis	15,568 glis
Gasoil	42,965 "	10,234 "

The above figures are exclusive of Sicily, Sardinia, Umbria, Marche and Toscana. During the same period the allocation for schooners was 4,300 glis of gasoil. The allocation of P.O.L. made to ENAC is an agreed percentage of that allocated for agriculture, fishing, cars and industry.

8. Mr. Taylor stated that the above figures proved that the Italian Government must re-examine allocations of P.O.L. to transport and other users in order to determine whether a larger allotment for road haulage is not justified. There are too many private cars on the roads; there are too many trucks hauling people and too many buses operating in view of the difficult military situation. Every gallon of P.O.L. used in Italy must be brought by ships and the number of ships limits the amount of P.O.L. which can be allotted to the Italian Government by the Allied Governments.

9. Mr. Gusciana stated that they have not requested Petroleum Section to increase the allocation of P.O.L. to ENAC but to increase the total to the Italian Government. If it is not possible to increase the bulk allotment to the Italian Government the Ministry of Commerce would be unable to augment supplies to ENAC since they must have regard to other important factors. The allocation to private cars is made by the Motor Section and distributed by Provincial offices of the Ministry of Commerce. ENAC was allotted 50% of the total allotment while allotment to cars has been reduced to 70%.

10. Col. Sieff drew attention to the considerable black market trading both by trucks and for pleasure riding. He wished to know what was the general policy of the Italian Government regarding (a) how this trading is occurring, and (b) what action is taken to prevent recurrence.

Mr. Gusciana replied that this was a matter for the Ministry of Interior who had been informed many times.

Col. Sieff suggested that the Ministry of Commerce should obtain a statement of policy from the Ministry of the Interior and send a copy to the Transportation Sub-Commission.

11. In Mr. Taylor's view the issue was clear. The Italian Government must take means to control the black market and they must allocate P.O.L. in the best possible manner. There could be no sense in supplying petrol for the growth of wheat when the wheat could not be hauled to market. He requested that the Ministry of Commerce would provide an answer to these issues and be proposed to

34,277 gals
42,965 "

15,568 gals
10,234 "

Gasoil

The above figures are exclusive of Sicily, Sardinia, Umbria, Marche and Toscana. During the same period the allocation for schooners was 4,300 gals of gasoil. The allocation of P.O.L. made to ENAC is an agreed percentage of that allocated for agriculture, fishing, cars and industry.

8. Mr. Taylor stated that the above figures proved that the Italian Government must re-examine allocations of P.O.L. to transport and other users in order to determine whether a larger allotment for road haulage is not justified. There are too many private cars on the roads; there are too many trucks hauling people and too many buses operating in view of the difficult military situation. Every gallon of P.O.L. used in Italy must be brought by ships and the number of ships limits the amount of P.O.L. which can be allotted to the Italian Government by the Allied Governments.

9. Mr. Cusciana stated that they have not requested Petroleum Section to increase the allocation of P.O.L. to ENAC but to increase the total to the Italian Government. If it is not possible to increase the bulk allotment to the Italian Government the Ministry of Commerce would be unable to augment supplies to ENAC since they must have regard to other important factors. The allocation to private cars is made by the Motor Section and distributed by Provincial offices of the Ministry of Commerce. ENAC was allotted 50% of the total allotment while allotment to cars has been reduced to 70%.

10. Col. Sieff drew attention to the considerable black market trading both by trucks and for pleasure riding. He wished to know what was the general policy of the Italian Government regarding (a) how this trading is occurring, and (b) what action is taken to prevent recurrence.

Mr. Cusciana replied that this was a matter for the Ministry of Interior who had been informed many times.

Col. Sieff suggested that the Ministry of Commerce should obtain a statement of policy from the Ministry of the Interior and send a copy to the Transportation Sub-Commission.

11. In Mr. Taylor's view the issue was clear. The Italian Government must take means to control the black market and they must allocate P.O.L. in the best possible manner. There could be no sense in supplying petrol for the growth of wheat when the wheat could not be hauled to market. He requested that the Ministry of Commerce would provide an answer to these issues and he proposed to approach the Ministry of Transport for a reply. He suggested that under the chairmanship of the Petroleum Section the overall allotment of P.O.L. to Italy be investigated together with the allocation to ENAC. He believed that the Transportation Sub-Commission could make valuable data available to Petroleum Section and Commerce Sub-Commission and asked for sympathetic consideration by Petroleum Section, A.F.H.Q. ENAC was requested to take immediate action regarding critical shortage of P.O.L. in the Bari area, Campobasso, Macerata and Ascoli truck pools. He also wished to remind Petroleum Section and the Italian Government of the tremendous problem in the movement of refugees which was now

4407 *[Handwritten signature]*

NOTES OF MEETING HELD ON 19 JUNE 1945

AT H.Q. ALLIED COMMISSION

V 30 1945

CHAIRMAN -- Mr. M. H. Taylor, Director, Tptn. Sub-Com

PRESENT -- Col. H. B. Syles, Petroleum Section, A.F.H.
 Lt. Col. J. L. King " "
 Col. M. J. Sieff, Tptn. Sub-Commission
 Mr. G. G. Gross " "
 Lt. Col. G. Fernyhough, Tptn. Sub-Commission
 Capt. W. G. Peterson " "
 Maj. R. Roger, Industry Sub-Commission
 Capt. J. L. Conlin, Commerce Sub-Commission
 Lt. G. L. Devine " "
 Mr. M. Cusciana, Ministry of Commerce
 Mr. M. Allegre " "
 Mr. C. Cola, C.I.P.
 Ing. M. Costa, ENAC
 Mr. P. Berpard, "
 Ing. M. Terraro "

P.C.I.

1. Mr. Taylor explained that the meeting was called at the request of ENAC and the Ministry of Transport to discuss essential requirements of P.O.I., tires and spare parts for ENAC. He stated that during his tour of Northern Italy he found that only 50% of road transport was in operation due to lack of P.O.I. Lombardia had consumed its entire allocation during the first 15 days of June. He was advised also that the harvest amassment in Bari and Foggia areas was being seriously prejudiced by lack of P.O.I. At this date there was insufficient P.O.I. to clear 5,000 tons of goods from Bari depots between 20 and 30 June. The AC truck pools at Campobasso, Ascoli and Macerata would not be able to operate after 20 June for the same reason.

2. Mr. Taylor explained the serious shortage of P.O.I. available for the transport of essential civilian supplies. There were 2 methods of approach, (a) to examine overall P.O.I. allotment to Italian Government, and (b) to investigate the distribution by the Italian Government to the various classes of users.

3. We could not meet our commitments to prevent disease and unrest unless measures were taken without impairing exports from Italy. We must export Italian citrus fruit crop since Italy needs dollars and sterling credit with which to rehabilitate the country. Sulphur must be exported and also hemp which is needed by the Allied Armed Forces. The wheat harvest in Ancona and Macerata must not again be permitted to rot in the fields as last year. Mr. Taylor therefore requested Petroleum Section, A.F.H.Q. and Commerce Sub-Commission to review the overall allotment of P.O.I. to Italy for civilian use.

4. Mr. Taylor stated that railroads in Italy are not operating at more than 50% of civilian capacity while only one-third of existing space is allotted to civilian supplies. The coastal shipping position had been improved but capacity was still short of pre-war capacities. For these reasons an additional burden of essential traffic had been thrown upon road transport. In all these considerations the Italian Government should be taken into account.

Capt. J. L. Cowlin,	Commerce Sub-Commission
"	"
Lt. G. L. Devine	"
Mr. M. Cusciara,	Ministry of Commerce
"	"
Mr. M. Allegra	"
Mr. C. Ocila, C.I.P.	"
Ing. M. Costa, ENAC	"
Mr. P. Sompard,	"
Ing. V. Ferraro	"

2. Mr. Taylor explained the serious shortage of P.O.L. available for the transport of essential civilian supplies. There were 2 methods of approach, (a) to examine overall P.O.L. allotment to Italian Government, and (b) to investigate the distribution by the Italian Government to the various classes of users.

4. Mr. Taylor stated that railroads in Italy are not operating at more than 50% of civilian capacity while only one-third of existing space is allotted to civilian supplies. The coastal shipping position had been improved but capacity was still short of pre-war capacities. For these reasons an additional burden of essential traffic had been thrown upon road transport. In all these considerations the Italian Government should realize that there is a great necessity for tanker capacity and P.O.L. for fighting the war with Japan. It was therefore the duty of the Ministry of Industry, Commerce and Labor to re-examine their assignment of P.O.L. so that supplies should be allotted only for uses essential to Italian economy.

5. During his tours of many thousands of miles in Italy, Mr. Taylor had observed that P.O.L. is being squandered and wasted by the people of Italy. The people are using P.O.L. for personal pleasure to an extent which would not be tolerated either in Great Britain or the U.S.A. If Italy expects the Allies to help her, which it is the desire of the Allies to do, Italy must discipline

Q1K 181

(Catt. (Kholdy))

herself.

6. Mr. Costa stated that EMAC use only petrol which is assigned to them by the Ministry of Commerce. Black market haulage is run on petrol stolen from depots. EMAC does not allot P.O.L. for private cars.

7. Mr. Cusciana stated that the following figures showed the bulk allotment for the month of June of petrol and gasoil made to the Italian Government and the amounts allocated to EMAC:

	Italian Govt.	EMAC
Petrol	34,277 glis	15,559 glis
Gasoil	42,965 "	10,234 "

The above figures are exclusive of Sicily, Sardinia, Umbria, Marche and Toscana. During the same period the allocation for schooners was 4,300 glis of gasoil. The allocation of P.O.L. made to EMAC is an agreed percentage of that allocated for agriculture, fishing, cars and industry.

8. Mr. Taylor stated that the above figures proved that the Italian Government must re-examine allocations of P.O.L. to transport and other users in order to determine whether a larger allotment for road haulage is not justified. There are too many private cars on the roads; there are too many trucks hauling people and too many buses operating in view of the difficult military situation. Every gallon of P.O.L. used in Italy must be brought by ships and the number of ships limits the amount of P.O.L. which can be allotted to the Italian Government by the allied Governments.

9. Mr. Cusciana stated that they have not requested Petroleum Section to increase the allocation of P.O.L. to EMAC but to increase the total to the Italian Government. If it is not possible to increase the bulk allotment to the Italian Government the Ministry of Commerce would be unable to augment supplies to EMAC since they must have regard to other important factors. The allocation to private cars is made by the Motor Section and distributed by Provincial offices of the Ministry of Commerce. EMAC was allotted 50% of the total allotment while allotment to cars has been reduced to 70%.

10. Col. Sieff drew attention to the considerable black market trading both by trucks and for pleasure riding. He wished to know what was the general policy of the Italian Government regarding (a) how this trading is occurring, and (b) what action is taken to prevent recurrence.

Mr. Cusciana replied that this was a matter for the Ministry of Interior who had been informed many times.

Col. Sieff suggested that the Ministry of Commerce should obtain a statement of policy from the Ministry of the Interior and send a copy to the Transportation Sub-Commission.

11. In Mr. Taylor's view the issue was clear. The Italian Government must take means to control the black market and they must allocate P.O.L. in the best possible manner. There could be no sense in supplying petrol for the growth of the black market which could not be hauled to market. He requested that the

15,558 gals
10,234 "

42,966 "

Gasoil

The above figures are exclusive of Sicily, Sardinia, Umbria, Marche and Toscana. During the same period the allocation for schooners was 4,300 gals of gasoil. The allocation of P.O.L. made to ENAC is an agreed percentage of that allocated for agriculture, fishing, cars and industry.

8. Mr. Taylor stated that the above figures proved that the Italian Government must re-examine allocations of P.O.L. to transport and other users in order to determine whether a larger allotment for road haulage is not justified. There are too many private cars on the roads; there are too many trucks hauling people and too many buses operating in view of the difficult military situation. Every gallon of P.O.L. used in Italy must be brought by ships and the number of ships limits the amount of P.O.L. which can be allotted to the Italian Government by the Allied Governments.

9. Mr. Cusciana stated that they have not requested Petroleum Section to increase the allocation of P.O.L. to ENAC but to increase the total to the Italian Government. If it is not possible to increase the bulk allotment to the Italian Government the Ministry of Commerce would be unable to augment supplies to ENAC since they must have regard to other important factors. The allocation to private cars is made by the Motor Section and distributed by Provincial offices of the Ministry of Commerce. ENAC was allotted 50% of the total allotment while allotment to cars has been reduced to 70%.

10. Col. Sieff drew attention to the considerable black market trading both by trucks and for pleasure riding. He wished to know what was the general policy of the Italian Government regarding (a) how this trading is occurring, and (b) what action is taken to prevent recurrence.

Mr. Cusciana replied that this was a matter for the Ministry of Interior who had been informed many times.

Col. Sieff suggested that the Ministry of Commerce should obtain a statement of policy from the Ministry of the Interior and send a copy to the Transportation Sub-Commission.

11. In Mr. Taylor's view the issue was clear. The Italian Government must take means to control the black market and they must allocate P.O.L. in the best possible manner. There could be no sense in supplying petrol for the growth of wheat when the wheat could not be hauled to market. He requested that the Ministry of Commerce would provide an answer to these issues and he proposed to approach the Ministry of Transport for a reply. He suggested that under the chairmanship of the Petroleum Section the overall allotment of P.O.L. to Italy be investigated together with the allocation to ENAC. He believed that the Transportation Sub-Commission could make valuable data available to Petroleum Section and Commerce Sub-Commission and asked for sympathetic consideration by Petroleum Section. A.F.H.Q. ENAC was requested to take immediate action regarding critical shortage of P.O.L. in the Bari area, Campobasso, Macerata and Ascoli truck pools. He also wished to remind Petroleum Section and the Italian Government of the tremendous problem in the movement of refugees which was now

92
250 Please see 91 for info
SEP 14/12/46-

94.

Entab. Sec.
folio 93 - may 3 have your
comments pl.

Final
15/12.

95.

Entab. Sec.

See 18/10/46

A Careful check of the
paper storage reveals that the
specimens are handled by the
WFO (B) but only in the
quantity of 150 gms. weekly.

It is therefore impossible to
compare with present work in
folio 93.

13 October 1977
Lt. Col. J. J. J. J.
Capt. J. J. J. J.

95.

Extd. Rec.

See 10/1/73

A Careful Check of the
higher storage reveals that
writing is handled by the
MTC (E) but only in the
quantity of 1500 lbs. weekly.
It is therefore impossible to
compare with request made in
folio 93

E 13 October 1973
Lt. Col. B. B. B. B. B.
Capt. B. B. B. B. B.

~~see 10/1/73~~

(96)

For Exam: - Please see above comment by Lt. Col. B. B. B. B. B.
where this matter was referred.

GWB
GEO. W. BARNES III,
Capt. Cavalry,
Staff Officer.

785017

C.S.O.:

Resume of minutes of meeting held on 19 June by Transportation Subcommittee.

Mr. M. E. Taylor presided. Said meeting was called at the request of ENAC and Ministry of Transport to discuss requirements of POL, tires and spare parts for ENAC.

Mr. Taylor stated he observed that only 50% of road transport operation in North Italy was in operation due to lack of POL. Insufficient POL to clear goods from Bari depots. Mr. Taylor requested Petroleum Section, AFHQ, and Commerce S/C review the over-all allotment of POL to Italy for civilian use. He also stated railroads in Italy not operating at more than 50% of civilian capacity, while only one third of existing space allocated for civilian supplies. Coastal shipping position improved but still short of pre-war capacity. These reasons have caused additional burden on road transport. Mr. Taylor mentioned that during his tour of the North he noticed much POL wasted by the people of Italy in use for personal pleasure, etc. Italian Govt requested high allocation of POL. Mr. Taylor stated too many private cars in Rome, too many trucks hauling people, and too many buses operating.

Col. Sieff drew attention to considerable black market trading by trucks. Mr. Taylor stated Italian Govt must take means to control black market and allocate POL in best manner. Col. Eyles reiterated that the fuel situation was getting worse, not better, owing to increase of countries liberated and great distances of transport to Far East.

TIRES: Lt Col Fernyhough stated ENAC requesting a total of 36,000 tires and 15,000 tubes.

SPARE PARTS: ENAC demanded long list of spare parts. Commerce S/C was requested to examine the list with view to supply parts to ENAC from stocks maintained in the North and frozen stocks in the South so that civilian trucks might be kept on the road.

2 July 45

Capo
A. B. ARNOLD
Capt, Sp Res

1773

88

Info from 83th 87

785017

Mr. Taylor stated he observed that only 50% of road transport operation in North Italy was in operation due to lack of POL. Insufficient POL to clear goods from Bari depots. Mr. Taylor requested Petroleum Section, AFHQ, and Commerce S/C review the over-all allotment of POL to Italy for civilian use. He also stated railroads in Italy not operating at more than 50% of civilian capacity, while only one third of existing space allocated for civilian supplies. Coastal shipping position improved but still short of pre-war capacity. These reasons have caused additional burden on road transport. Mr. Taylor mentioned that during his tour of the North he noticed much POL wasted by the people of Italy in use for personal pleasure, etc. Italian Govt requested high allocation of POL. Mr. Taylor stated too many private cars in Rome, too many trucks hauling people, and too many buses operating.

Col. Sieff drew attention to considerable black market trading by trucks. Mr. Taylor stated Italian Govt must take means to control black market and allocate POL in best manner. Col. Eyles reiterated that the fuel situation was getting worse, not better, owing to increase of countries liberated and great distances of transport to Far East.

TIRES: Lt Col Fernyhough stated ENAC requesting a total of 36,000 tires and 15,000 tubes.

SPARE PARTS: ENAC demanded long list of spare parts. Commerce S/C was requested to examine the list with view to supply parts to ENAC from stocks maintained in the North and frozen stocks in the South so that civilian trucks might be kept on the road.

2 July 45

S. 2/7.

88

1773

Cap
A. B. ARNOLD
Capt, Sp Res

Cap For info from 83 thru 87
Cap 6/19 S. 6/14

40.

Ex Com - Tol. 89 for info.

Emm

17/11

107

62.

Chief

Executive Commissioner.

Ref. your pencil query on folio 57: please see folio 60, copy of a letter to HQ Lombardia Region answering their telegram.

16 June 45.

JUN 17 1945

*Subst LHA
O.S.O. L. E. E. E.*

*Noted by CC
for 19 June.*

69

CSO

Ref 65 I understand But Mr Kinley has discussed with E.C.
~~66~~ 66 + 68 have been sent arising therefrom.
Recommend EC checks text as there was one obvious error on 66. Ecom see sending correction.

21/6/45

Sh

12/16

71

1773

CSO

now see 70 replying to 65.
... action to take on para 3 of 65.

CSO

Ref 65 I understand But he Kinley has discussed with E.C.
66 & 68 have been sent arising therefrom.
Recommend EC checks text as there was one obvious error on 66. Econ Sec sending correction.

21/6/45

Th

21/6

II

CSO

1775

how see 70 replying to 65.
EC now has action to take on para 3 of 65.

21/6/45

no action, no

Th

81

Encl
605

Ref. #47. Encl section informs me Mr. Antolini wrote a letter to C.C. on May 3 - their ref. ES/3.01, enclosing a letter from the Prime Minister which answers Mr. Antolini's query of 25/4/65 re. C.I.B. Service.

Encl
S 5/5

(59)

C.I.B.O

Attached is letter of 11 June from Commerce Sec & Encl let re Pch. - Northern Regions in reply to Encl's inquiry re call from Lombardie Region

Encl
18/6/65

C.S.O

(59)

Attached is letter of 11 June
from Commerce Sec & Econ Sec
re P.O. - Northern Regions
in reply to ~~Econ Sec's~~ C.S.O's inquiry
re call from Lombardini
Region

also
13/6/65

1773

61C.S.O.

See from 60 - Econ Sec's answer to Com Letter.
Maj. Martin & Com King of 23/10/65 state we are up north now
I will see Pallete in a few days. Econ Sec. says they
cannot see dates yet an extra allocation of P.O. for Lombardini
but do not know how delivery could be made - allocation
would be just on paper. Folio 60 explains the position & Pallete

also
14/6/65

26.

CSO:

See folios 24 and 25 for information on the present status of the CIP Decree (Petroleum).

It appears now that Eoon Sec is "on the ball" and chasing this matter.

Major Hall (Finance S/C) today states that the Decree was registered on 19 April and sent for publication - but he has not to date seen a copy or a draft but will notify the Corte dei Conti to send a copy to this office.

21 April 45.

GH 23/4

See (35)

Major

37.

CSO: Major Brereton, of Commerce S/C, is charged with coordinating the implementation of this CIP decree (folio 35) as it concerns A.C. Will contact him regarding this to see that all is in order. JCR 25/4

H 26/4

445

Has it been issued? DR 2/5

46. 45

Ex. Commr.:

- 1) Latest information on the CIP decree is at folio 42. The decree was published on 21 April, effective 22 April.
- 2) Letter from Bonomi referred to in folio 42 is found at folios 43-44. Eoon. Int. is replying to confirm verbal stipulations. JCR

Capt Arnoldy
CSO

47.

17735

What is present situation DR 3/5

GH 3/5

6.
C SO: To note folios 13, especially last 2 paragraphs. JCF 2/22

20/2

14.

A/E & C.

1) To note folio 13 referring to a meeting suggested by

A/President at folio 9.

2) If meeting is yet to be held, note para 3 of folio 13.

3) Suggest A/President and C.C. set time and date for meeting with attendance as laid down in folios 9 and 13. JCF 1/14

JW 1 Apr.

15.

Chief Commissioner:

The CIP decree is now up for final signature of Minister of ~~Finance~~ ^{Internal Affairs}. Economic Section ~~reports~~ that there does not now appear to be any deliberate delay. "Oggi Festa" and it is therefore not possible to get any last minute information prior to Mr. MacMillan's departure for Caserta.

2/3/45

A/Pres.

16

Forwarded

JW

CC

1772

2/2/45
R.L. 2/2/45
NOR 2/2/45
H. MacMillan

2/4

- 2) If meeting is yet to be held, note para 3 of folio 13.
 - 3) Suggest A/President and C.C. set time and date for meeting with attendance as laid down in folios 9 and 13. *LCF 1/4*
- 1 Apr.*

15.

Chief Commissioner:

The CIP decree is now up for final signature of Minister of ~~Finance~~ ^{Reports}. Economic Section ~~reports~~ that there does not now appear to be any deliberate delay. "Oggi Festa" and it is therefore not possible to get any last minute information prior to Mr. MacLellan's departure for Caserta.

7
N. E. F.

2/3/45

16
A/Pres.

Forwarded

JWD

1772

2/4

CC
RL 2/4
Non 22m
Approved by [signature]

21

A/Ex Com¹

Letter to Estab Sec is submitted for your sig.

9 apr 45 (Signed and Passed to
ESTAB SEC 11 APR 45)

[Signature]

22.

C50: to see folio 17 for information on status of CIP decree. *LCF 12/4*

4407 91 Ex Commr

101

ALLIED FORCE HEADQUARTERS
AFC 512

AG 463.7 CPG-0

22 January 1946

1946

SUBJECT: P.O.L. and Container Accounting.

TO: All Concerned

Letter, this Headquarters file and subject as above, dated 30 October 1945 and all previous AFHQ Letters on the above subject are rescinded.

1. As a result of the dissolution of Petroleum Section this Headquarters, the responsibility for accounting subsequent to 31 August 1945 in Italy, Sicily, Sardinia, Greece, British zone in Austria, Yugoslavia, Albania, and Venezia Giulia devolves upon the Combined Petroleum Committee, in accordance with the provisions of Administrative Memorandum Number 1, dated 7 January 1946. Such accounting will be maintained in accordance with directives from London and Washington.

2. To discharge its responsibilities to the British and United States Governments, the Combined Petroleum Committee will maintain a Theater product account until 31 January 1946 at which time joint military responsibility for supplying national programs ceases. Subsequent to that date, accounting will become a responsibility of the individual services and civilian organizations.

3. In the interim period subsequent to date of termination of Lend Lease (August 31st 1945) until further notice, C.P.C. will prepare a Theater account on the following basic principles:

a. OPENING STOCKS AT SEPTEMBER 1ST 1945.

Stocks to be credited to United States and British Governments for opening entries in the account will be as follows:

(1) United States

All stocks in the Theater, less those passed to British on Lend-Lease, and stocks held in civilian depots which have already been recorded as a firm debit against the Italian Government through Allied Commission.

(2) British

Stocks handed over on 60/90 day Lend-Lease basis as 1771
Slut regardless of actual quantities held in British installations.

g
(MA) H
skh
24/1/46

PA
28/1/46
D

Ltr, AIF, File AG 463.7 CFC-O,
dtd 22 Jan 46. (Cont'd)

b. CONTRIBUTIONS (Imports)

All contributions from United States and British sources will be credited to the appropriate account, regardless of nationality of the installations in to which cargoes are discharged. Such credits will be in respect of cargoes from extra-Mediterranean sources only, and will not include shuttle tanker movements within the theater.

c. ISSUES

Services and civilian organizations will report to C.P.C. all transactions subsequent to August 31st 1945. National debits will be assessed from such reports, and issues to the various national programmes will be segregated and charged according to the supply responsibility as defined by London and Washington, regardless of nationality of issuing.

d. CLOSING STOCKS

By deducting actual national liabilities (para c.) from the opening stocks (Para a.) plus contributions (Para b.) the book stock ownership will be disclosed. This figure will vary from actual inventories for the following reasons:

- (1) For geographical reasons, issues to a national programme will be effected from installations controlled by a nation which is not responsible for supply.
- (2) Issues will be made to United States and British units from British and United States installations respectively.
- (3) United States cargoes from the Western Hemisphere may be discharge into British installations and vice-versa.
- (4) There is a certain amount of inaccuracy in ascertaining true consumption.

e. ADJUSTMENTS

As soon as possible after the date of termination of C.P.C's, accounting responsibility, the difference between book and physical stocks will be adjusted by actual physical transfer, or by settlement between nations as mutually agreed.

4. IMPLEMENTATION

To accomplish the accounting detailed in paragraph 3 above, certain information will be required from Services and organizations detailed. Such

100
Ltr, AFM, file AG 463.7 CPC-0,
dtd 22 Jan 46, (Cont'd).

information will be prepared and submitted to the Combined Petroleum Committee monthly until further notice. Reports for a particular month will be forwarded as soon as possible in the month following the period of reported transaction. Retroactive reports covering the months of September, October, November and December will be forwarded as soon as possible where not already forwarded.

a. CONTRIBUTIONS

Monthly reports will be rendered to C.P.C., A.F.H.C. by controlling agencies namely D.S.T., P.B.S., Commander-in-Chief Mediterranean, U.S. Navy, C.I.P., Greek Petroleum Board, showing quantities of Bulk and Packed PCL out-loaded or received at all ocean terminals (except Coastwise shuttle movements) and will contain the following information for each transaction:

- (1) Ocean terminal submitting report
- (2) Date of transaction
- (3) Name of vessel.
- (4) Amount outloaded by product
- (5) Amount received by product
- (6) Port of origin and nationality of consignee in the case of cargo received
- (7) Port of destination and nationality of consignee in the case of cargo outshipped

b. CONSUMPTION. (Other than national programmes)

Responsibilities of the various services are defined as:

(1) C-IN-C MEDITERRANEAN

No reports other than those presently submitted in accordance with C-in-C Mediterranean letter Med. 45/301/3/32 dated 5 June 1945 and those reports of issues to Italian National Programmes presently submitted to C.P.C. Rome are required.

(2) U. S. NAVY

- (a) Issues to U.S. Armed Forces including issues to U.S. Quasi Military Organizations and W.S.A.
- (b) Issues to British Armed Forces.
- (c) Issues to British Quasi Military Organizations (including M.O.W.T.)
- (d) Issues to all other National and Multi-national organizations, except those issues reported in accordance with paragraph 4 c below.

(3) D.S.T.

Ltr, AFHQ, file AG 463.7 CPC-O,
dtd 22 Jan 46. (Cont'd)

- (a) Consumption by all British Army units (including British Quasi Military Organizations) of products issued from S.T. Controlled installations and Depots.
- (b) Issues to R.A.F. and R.N.
- (c) Issues to U.S. Armed Forces
- (d) Issues to U.S. Quasi Military Organizations.
- (e) Shipments of POL from British Depots into British zone in Austria for both British military and Austrian civil consumption. DST will maintain records and receipts to enable an eventual settlement with the approved Austrian Government for civil supplies.
- (f) Issues to all other National and Multi-national Organizations, except those issues reported in accordance with paragraph 4 C below, and issues to Civil authorities in Austria.

(4) P.B.S.

- (a) Consumption by all U.S. Army units (Including U.S. Quasi Military organizations) of products issued from P.B.S. controlled installations and Depots.
- (b) Issues to U.S.A.A.F., A.T.C. and U.S.M. except transfers to U.S.N. at Palermo.
- (c) Issues to British Armed Forces.
- (d) Issues to British Quasi Military Organizations.
- (e) Shipments loaded and dispatched from U.S. Depots into British zone in Austria which is a purely British responsibility.
- (f) Issues to all other National and Multi-National Organizations, except those issues reported in accordance with paragraph 4c below, and shipments made to British zone in Austria.

(5) R.A.F.

- (a) Issues to U.S. Armed Forces.
- (b) Issues to U.S. Quasi Military Organizations.*

Ltr, AFM, File AG 463.7 CPC-O,
dtg 22 Jan 1946. (Cont'd)

- (c) Issues to all other National and Multi-National Organizations, except those issues reported in accordance with paragraph 4c below.*

(6) U.S.A.A.F. and A.T.C.

- (a) Issues to British Armed Forces.
(b) Issues to British Quasi Military Organizations.*
(c) Issues to all other National and Multi-National Organizations, except those issues reported in accordance with paragraph 4c below.*

(7) C.I.F.

- (a) Issues to U.S. and British Armed Forces segregated by Nationality.
(b) Issues to U.S. and British Quasi Military Organizations.*
(c) Issues to other National and Multi-National Organizations.*

c. ISSUES MADE TO NATIONAL PROGRAMMES.

The system of reporting all issues made to Italian, Greek and Yugoslav national programmes will remain unchanged. Issues made against the Italian National programme will be reported to C.P.C., A.F.H.O., R.A.A.C. together with supporting receipts. All issues against the Greek and Yugoslav National programmes will be reported to C.P.C., A.F.H.O., C.M.F. together with all supporting receipts.

d. Financial settlement between nations and multi-national organizations such as AG and AMG in accordance with Petroleum Committee Theater Account will be effected through the medium of the Combined Chiefs of Staff, Washington, with the following exceptions:

- (1) Issues made to nationals other than British and U.S.
(2) Issues made to nationals other than issues made to national programmes (see para 4c above).
(3) Issues made to quasi-military organizations; U.S. IPI and Br. IPI units.

e. Financial settlement in respect of the above exceptions be effected through the medium of the respective Fiscal or Financial Authorities. Amounts involved will be included in C.P.C.'s Theater Account as a debit

Ltr. AFHQ, File No. 152.7 CPC-O,
dtd 22 Jan 1946. (Sens'd)

against the appropriate nation, but any Governmental repayment action must remain a responsibility of the Fiscal or Financial Authorities. Issues made by one nation to a quasi military organization of another nation will be reported by G.I.F. with supporting receipts to the appropriate Fiscal or Financial Authority for any repayment action which may be required.

6. RECEIPTS TO BE JANUARY 1946.

- a. It is planned that after January 31, 1946, storage will be eliminated and cargoes consigned to particular plating agencies so that joint accounting will be discontinued and petroleum supply can return to normal national lines and to commercial practices in the case of civil supplies.
- b. During the current interim period every effort will be made by the Combined Petroleum Committee and the Central Mediterranean Theater Coordinating Committee to ensure that cargoes from British or U.S. sources will be discharged into the corresponding national storage which slated for the product in order that national holdings on January 31, 1946 will approximate national ownership of theatre stocks.
- c. The handover to national lines on January 31, 1946, will be further accelerated and difficulties obviated if efforts are made by each service to reduce the cross-issues of petroleum products. It is not intended that operating facilities be duplicated, but, apart from issues ex Petrol points, many issues from British stocks to U.S. units, and vice versa, can be reduced considerably so that only small transfers in kind will be necessary for repayment.
- d. After 31 January 1946 services must, therefore, be prepared to accept all accounting functions concerning receipts and issues of oil in this theatre. National debits and credits necessitated by the operational facilities in Italy, etc., will be settled by physical transfers in kind as arranged between the various interested parties, or by billing the recipient Governments through fiscal channels.

- NOTES:
- (a) Inter-service issues for which receipts in triplicate are required.
 - (b) Issues to and consumption by U.S. and British Armed Forces to include issues made to U.S. III and IV Corps respectively, and to be supported by receipts.
 - (c) Issues reported in accordance with this letter will not include transfers of stock between coast and inland bulk and packed depots.

Ltr, AFHQ, File AG 463.7 CFC-0
dat 12 Jan 1946. (Cont'd)

under control of R.N., U.S.N., D.S.T. and F.B.I.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

Edward R. Shugart
EDWARD R. SHUGART
Colonel, AGO
Adjutant General

DISTRIBUTION:

10 plus
20 - CFC (extra)

1768

HEADQUARTERS ALLIED COMMISSION
APO 394
Economic Section

Ref. ES/13.01

21 December 1945

DEC 21 1945

SUBJECT : Amendment of letter "Procedures for Imported Petroleum Products"

TO : President, Interministerial Committee for Reconstruction
Minister of Industry and Commerce

1. Reference our ES/13.01 of 13 December 1945.
2. Paragraph # 6 should be amended to read as follows:

" It was recognized by those present at the meeting that most of the actual work of preparing requirements and handling reception and distribution of supplies would be done by the Comitato Italiano Petrolio (C.I.P.) under arrangements approved by the Italian Government".

Harlan Cleveland

HARLAN CLEVELAND
Acting Vice President

Distribution:-

C.I.P.
American Embassy
British Embassy
ANPB Representatives
PETSEC, GHQ, CME
Chief Commissioner
Executive Commissioner
Supply Group
Requisition Branch
Industry & Utilities S/C

1767

(MAJH)

5/11/44

6/11/44

4407

(93)

HEADQUARTERS ALLIED COMMISSION
APO 394
Economic Section

Ref. ES/2.13

15 December 1945

SUBJECT : Kerosene
TO : Executive Commissioner

1. Requests are received from time to time in the Supply Division for small quantities of kerosene for use by Allied officers and civilians to heat their billets.

2. No comprehensive survey has been made, but it is believed that 50 gallons per day would meet the demand. It is also believed that facilities exist at the Supergarage for handling the commodity.

3. It is requested that consideration be given to the directing of Establishment Section to procure and make available for issue the required kerosene.

Charles W. Walton
CHARLES W. WALTON
Colonel, AC
Chief, Supply Group

cc: Petroleum Division
Establishment Section

1768

See M.94 + 95.96

(MAN H)

HEADQUARTERS ALLIED COMMISSION

APG 394

ECONOMIC SECTION

Ref. US/ 13.01

13 December 1945

DEC 1 - 1945

SUBJECT : Procedures for Imported Petroleum Products

TO : President, Interministerial Committee for Reconstruction
Minister of Industry & Commerce

1. In an effort to clarify responsibilities for the importation and financing of petroleum supplies, representatives of several Allied agencies in Italy met together recently and agreed upon the procedures outlined herein. These points have been cleared with UNRRA Rome. I would appreciate it if the appropriate ministries would study these procedures to determine whether the Italian Government has a similar understanding of the way in which petroleum problems should be handled. It may be useful to have a meeting at your earliest convenience to clarify any doubtful points and agree on a firm statement of procedure in this important field.

2. The following Allied agencies have concurred in the procedures stated in paragraphs 3 to 6 below: Allied Commission, American Embassy, British Embassy, and Petroleum Section, AFHQ.

3. With regard to the present program of interim supplies for Italy, it was agreed that:

- a. Requirements for the Italian civil population should be met from VA funds (i.e. \$100-million-dollar appropriation) to the extent possible.
- b. The special categories of petroleum users, to whom the Italian Government sub-allotates petroleum products, should receive petroleum products financed from VI (troop pay fund) or other funds available to the Italian Government. These special categories of users are the following:

Vatican
Italian Armed Forces
Diplomatic Corps
UNRRA (for its present limited program)

1765

where the Italian Government is reimbursed by the United States Government can then be either in foreign

Minister of Industry & Commerce

1. In an effort to clarify responsibilities for the importation and financing of petroleum supplies, representatives of several Allied agencies in Italy met together recently and agreed upon the procedures outlined herein. These points have been cleared with UNRRA Rome. I would appreciate it if the appropriate Ministries would study these procedures to determine whether the Italian Government has a similar understanding of the way in which petroleum problems should be handled. It may be useful to have a meeting at your earliest convenience to clarify any doubtful points and agree on a firm statement of procedure in this important field.

2. The following Allied agencies have concurred in the procedures stated in paragraphs 3 to 6 below: Allied Commission, American Embassy, British Embassy, and Petroleum Section, AFHQ.

3. With regard to the present program of interim supplies for Italy, it was agreed that:

- a. Requirements for the Italian civil population should be met from YF funds (i.e. FFA 100-million-dollar appropriation) to the extent possible.
- b. The special categories of petroleum users, to whom the Italian Government sub-allotates petroleum products, should receive petroleum products financed from YF (troop pay fund) or other funds available to the Italian Government. These special categories of users are the following:

Vatican
Italian Army Forces
Diplomatic Corps
UNRRA (for its present limited program)

1765

Where the Italian Government is reimbursed by the user, such reimbursement can then be either in foreign exchange or in local currency, depending on the decision of the Italian Government.

- c. The COM-MOC series will in future be used as the channel for all action communications to and from Washington on matters having to do with the supply of POC through January arrivals.
- d. The petroleum attaches of the American and British Embassies will be kept currently informed of the status of petroleum supply arrangements made during this interim period.

17/12

See M.92

See M.92

4/11/47

(M24)

4. During the period beginning with February arrivals, it is presumed that UNRRA will be the agency that supplies basic requirements of the Italian economy, including POL, for the Italian civil population. During this period, the petroleum supply for the Italian civil population financed with UNRRA funds will be under the supervision of UNRRA at all stages. Thus, UNRRA will be responsible for:

- a. Screening
- b. Making the split between dollar and sterling sources
- c. Procurement and shipment (by arrangement with the supplying Government)
- d. Reception (by arrangements with C.I.P.)
- e. Working with Italian Government on internal allocation of UNRRA financed POL
- f. Organizing a spot check system to make sure that distribution of POL faithfully reflects the agreed allocation program.

5. Under arrangements being worked out between the American and British Embassies and the Italian Government, the Italian Government will submit a monthly slate through Embassy channels. This slate will be the sum of authorized, firm requirements and will represent the actual amount of petroleum which there is money to pay for. The slate will, of course, include not only UNRRA requirements as listed above, but also special requirements now included in the Italian National Program, such as the armed forces, the nation, and the Diplomatic Corps; and any petroleum products imports for which the Italian Government wishes to use foreign exchange available to it. The UNRRA part of this slate will be included for information, since the action channel will be UNRRA's own supply machinery.

6. It was recognized by those present at the meeting that most of the actual work of preparing requirements and handling reception and distribution of supplies would be done by the Italian Government.

7. I would emphasize, your letting me know if these procedures are agreeable to the Italian Government or whether we should arrange a meeting to discuss them.

a. Screening

- b. Making the split between dollar and sterling sources
- c. Procurement and shipment (by arrangement with the supplying Government)
- d. Reception (by arrangements with C.I.P.)
- e. Working with Italian Government on internal allocation of UNRRA financed fuel
- f. Organizing a spot check system to make sure that distribution of fuel faithfully reflects the agreed allocation program.

5. Under arrangements being worked out between the American and British Embassies and the Italian Government, the Italian Government will submit a monthly slate through embassy channels. This slate will be the sum of authorized, firm requirements and will represent the actual amount of petroleum which there is money to pay for. The slate will, of course, include not only UNRRA requirements as listed above, but also special requirements now included in the Italian National Program, such as the armed forces, the Vatican, and the Diplomatic Corps; and any petroleum products imports for which the Italian Government wishes to use foreign exchange available to it. The UNRRA part of this slate will be included for information, since the action channel will be UNRRA's own supply machinery.

6. It was recognized by those present at the meeting that most of the actual work of preparing requirements and handling reception and distribution of supplies will be done by the Italian Government.

7. I would predict your letting me know if these procedures are agreeable to the Italian Government or whether we should arrange a meeting to discuss them.

Distribution :-

C.I.P.
 American Embassy
 British Embassy
 ANPB Representatives
 PRISAC, GHC, GMP
 Chief Commissioner
 Executive Commission
 Supply Group
 Revision Branch
 Industry & Utilities S/C
 (Fuel Department)

Harlan Cleveland
 HARLAN CLEVELAND
 Acting Vice President

4407 700 Ex. Command.

100 (84)

ALLIED FORCE HEADQUARTERS
APO 512

AG 463.7 PET-0

30 October 1945

SUBJECT: POL and Container Accounting.

NOV 1 1945

TO: All Concerned.

1. In order to comply with directives from the Joint Chiefs of Staff to terminate Lend-Lease supplies, the Common Pool of petroleum products in the area under control of Petroleum Section, Allied Force Headquarters has been dissolved. Stocks on hand as of 31 August 1945 will be charged to nations by Petroleum Section, Allied Force Headquarters in accordance with instructions.

2. Service accounting will therefore be installed with effect from 1 September 1945. All issues from one national agency to another, or to a multi-national organization such as AC and MES will be reported, together with supporting receipts through normal fiscal channels for final agreement and settlement among nations involved.

61 file 70/EL.

3. Until such time as national slates are fully implemented and imports directly charged by the shipping nations to the respective receiving nations, the Italian, Greek and Yugoslav civil economies and military forces will continue to be supplied through the recognized petroleum distributing organizations. Allocations will be made by, and releases reported to, Petroleum Section, Allied Force Headquarters, in accordance with the provisions of AFHQ Administrative Memorandum Number 49, 1944. Such issues will be recorded by Petroleum Section, Allied Force Headquarters as a credit against stocks charged to nations as of 31 August 1945.

4. Italian Naval requirements of naval fuels and lubricants will be supplied from Allied Naval stocks as directed by Commander-in-Chief Mediterranean until 30 October 1945, such subsequent issues will be made in accordance with paragraph 3, above.

5. Certain physical transfers of stocks will be made on authority of Petroleum Section, Allied Force Headquarters between United States and British stocks; such transfers will NOT be reported by stock holding agencies through fiscal channels but will be accounted for by Petroleum Section, Allied Force Headquarters.

6. Issues made to Greek and Yugoslav civil economies and military forces will be considered for US Account.

7. Up to and including 30 September 1945, Petroleum Section, 1763 Force Headquarters will account for all issues made to Italian GRUPPI formations; such issues should therefore be reported to Petroleum Section, Allied Force Headquarters.

2.
(CAPT WHITE)

(DISTRIBUTION LIST ATTACHED)

PA 3/11

142, AFHQ, AG 463.7 PFT-O,
24 Oct 45 (Cont'd)

6. It is recommended that a meeting be held periodically between representatives of all services and fiscal authorities to coordinate and agree final accounts before submission for unilateral settlement.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

Edmund R. Shugart
EDMUND R. SHUGART
Colonel, AGD
Asst Adjutant General

DISTRIBUTION:

"C"

HEADQUARTERS ALLIED COMMISSION
APO 394

89A

Suspense RA 463-7 PBT-0Date 1/11/45

FROM	TO	FROM	TO
Staff Officer to CC	☒	Political Advisers	☒
Executive Commissioner	☒	Establishment Section	☒
Message Center		Executive Officer (A)	
Liaison Division		Executive Officer (B)	
Civil Affairs Section	☒	G-1 (A)	
Dis Per & Repat		G-1 (A) Civilian Emp.	
Local Govt		G-1 (B)	
Patriots Branch		G-2 (A)	☒
Public Safety		G-2 (B)	☒
Security Division		267th Regt	☒
Public Health		Headquarters Commandant	☒
Legal		Allied Civ. Pers. Director	
Education		Adjutant, Allied Commission	☒
Monuments & Fine Arts		Navy	☒
Economic Section	☒	Land Forces (AMIA)	☒
Requisition Branch	☒	Air	☒
Agriculture		Communications	
Commerce	☒	Civil Censorship Group	
Civil Div	☒	WMD & POW	
Finance	☒	Truck Operating Group	
Property Control Div		Public Relations Branch	
Food		Information Division	
Industry	☒	Archivist <u>ALL RECORDS</u>	☒
Mining Division		<u>ARMY - AMPLER</u>	☒
Labor		<u>LIVERNO</u>	☒
Public Works & Utilities	☒	<u>VENEGUIN</u>	☒
Shipping		<u>ACLO BAR</u>	☒
Transportation	☒	<u>DELGADO</u>	☒
		<u>PALEANO</u>	☒

Signature _____
 Remarks & Recommendations _____
 Information _____
 Approval/Disposal _____
 Appropriate Action _____
 Investigation & Report _____
 Dispatch _____

Remarks: _____

1763

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

FILED: 282025
ROUTINE

4407
UNCLASSIFIED

AFSC N 161/29

FROM: ANEB FROM TULE

TO : AFHQ

REF NO THIS MESSAGE: NONE

28 August 1945

SEP - 1945

For PET Section.

In order to conform to presidential order terminating Lend Lease to Allied Governments the following instructions are issued regarding operation of Western MEDITERRANEAN Common Petroleum Pool. Historical records of the Pool indicate that US is only creditor nation in the pool and continued operation will result in additional Lend Lease debits to Allied Governments. In view of this combined Allied accounting for common pool operations should terminate as of 31 August 1945 (V-J Day).

Stocks on hand in all Allied military and civilian depots as of 31 August 1945 (V-J Day) and such excess supplies as storage can accommodate up to the limit of 60 days bulk supply and 30 days lubes and greases shall be debited to the respective nations account and included in the final common pool accounts. Receipts and issues subsequent to 31 August 1945 (V-J Day) should be accounted for on an unilateral national basis for settlement as agreed between nations.

AFHQ Pet Sec shall complete final common pool accounts in accordance with above and in addition maintain such interim records necessary on subsequent transactions in order that proper adjustments of accounts may be made on unilateral basis until such time as methods of unilateral slating and importing are agreed.

Details will be discussed by TWX 1200 WASHINGTON time 31 Between ANEB and AFHQ Pet Sec.

MC IN 17402

UNCLASSIFIED

ACTION: PET SEC

INFORMATION: G-4 SACS
CINC MED
RAF

C/S MTO
AAF/MTO

FISCAL DIRECTOR
CAO

USN
Q(MAINT)

MC IN 17402 29 Aug 45

0625B

Ref. No. None

Rg/J/K

1762

(From: Requisition FRANCH)

Capit Arnoldy

5/9
MSB

M/C NR 3365

C O P Y .

- SHEET 1 -

-P-

FROM SIGNED ALEXANDER 031716 B
TO AGWAR, TROOPERS, BRITISH EMBASSY ROME, AMER. EMBASSY ROME
INFO USNET, HAAC, USNET MAIN
FX 40688 CITE PHRET

ACTION FOR AMB, ST 2, MINISTRY OF FUEL AND POWER, ADMIRALTY AND AIR MINISTRY.
INFO FOR OCOM AND PETROLEUM SECTION AFHQ.

TRANSFER OF RESPONSIBILITY FOR THE SUPPLY OF POL IN ITALY, VENIZIA GIULIA AND
BRITISH ZONE IN AUSTRIA IS SUBJECT.

ONE.

AGREED DATE OF TRANSFER ONE SEPTEMBER 1945.

TWO.

IT IS AGREED HERE AND PROPOSED:

- A. PHRET WILL SUBMIT THEIR FINAL SLATE (STAT 32) IN SEPTEMBER FOR ALL USERS
IN AREAS OUT LINED ABOVE COVERING REQUIREMENTS THROUGH DECEMBER 1945.
- B. OCTOBER SLATES WILL BE SUBMITTED BY AGENCIES AS DETAILED IN PARAGRAPH THREE.
- C. SEPTEMBER PHRET SLATE (STAT 32) WILL REFLECT DIVISION OF TOTAL DUES IN FOR
THE MONTHS OF SEPTEMBER, OCTOBER, NOVEMBER AND DECEMBER ACCRUING TO INDIVIDUAL
SLATING AGENCIES IS DETAILED IN PARAGRAPH THREE AND THEIR PROBABLY DISTRIBUTION
BETWEEN AGENCIES TAKING INTO CONSIDERATION STOCKS ON HAND AT 31 AUGUST.
- D. AFTER ONE OCTOBER EACH SLATING AGENCY WILL BE RESPONSIBLE FOR REQUESTING
ADJUSTMENTS TO ITS RESPECTIVE PROGRAM.
- E. PHRET WILL CEASE TO ACCOUNT OUT ALL LANDED SLATED PETROLEUM PRODUCTS IN AREAS
OUTLINED ABOVE WITH EFFECT 31 AUGUST 1945.
- F. SHIPMENTS RECEIVED IN SEPTEMBER AND THE SUCCEEDING MONTHS WILL BE ALLOCATED
TO THE SLATING AGENCY CONCERNED.
- G. ACCOUNTING AFTER 31 AUGUST 1945 WILL BE ACCOMPLISHED BY VARIOUS PARTICIPANTS
AS REQUIRED.

THREE.

AGENCIES ASSUMING SLATING RESPONSIBILITIES ARE DETAILED BELOW:

- (A) ITALIAN NATIONAL PROGRAM WILL BE SUBMITTED BY THE ITALIAN GOVERNMENT THROUGH
STATE DEPARTMENT AND FOREIGN OFFICE CHANNELS, INCLUDING ALL REQUIREMENTS OF POL
NECESSARY TO THE ITALIAN NATIONAL ECONOMY, CIVIL, NAVAL, AIR AND MILITARY FOR WHICH
THE ITALIAN GOVERNMENT IS RESPONSIBLE.
- (B) NAVY SPECIAL FUEL AND NAVY LUBES: BRITISH: THROUGH RN CHANNELS BY CING MED
UNDER ADMIRALTY ARRANGEMENTS. UNITED STATES: PASSED TO CINGMED FOR INCLUSION IN
HIS SLATE WITH A COPY DIRECT TO SNEB. WSA: INCLUDED IN ITALIAN NATIONAL PROGRAM THROUGH
EMBASSY CHANNELS. MOWT: INCLUDED IN ITALIAN NATIONAL PROGRAM THROUGH EMBASSY
CHANNELS.
- (C) AIR FUELS AND LUBES: BRITISH: BY AIR RAF MED/ME UNDER AIR MINISTRY ARRANGEMENTS.
UNITED STATES: REQUIREMENTS FOR ATC - USOAF AND AAF/MPO OR SUCCESSOR WILL BE PASSED
TO RAF FOR INCLUSION IN ITS SLATE WITH INFORMATION COPIES TO THEIR RESPECTIVE NEXT
HIGHER ECHELONS FOR SUPPLY. APPAC RETURNS. TO BE SUBMITTED TO MIDWEST BY RAF MED/ME
INCLUDING ALL AIR HOLDINGS IN ALL AREAS OUTLINED ABOVE.

1763

- (D) MILITARY, NAVAL AND AIR FORCE GROUND FUELS AND LUBES REQUIREMENTS. BRITISH: SLATED BY S AND T CMT UNDER WAR OFFICE ARRANGEMENTS. UNITED STATES: REQUIREMENTS TO BE COMPILED BY BASE SECTION IN ITALY (PBS) AND PASSED TO S AND T CMT FOR INCLUSION IN ITS STATE. INFORMATION COPIES OF THESE REQUIREMENTS WILL BE PASSED TO USFET AND ANFB DIRECT.
- (E) ASHALTS AND OTHER SLATED POL ITEMS NOT COVERED ABOVE: BRITISH: ORDNANCE AND RE ITEMS WHICH WILL BE PROCURED AS DIRECTED BY WAR OFFICE. UNITED STATES: TO BE INCLUDED IN POL SLATE RETURN FOR TRANSMISSION TO APPROPRIATE BRITISH SLATING AGENCY.
- (H) PETROLEUM BOARD MEDITERRANEAN WILL ASSIST AS NECESSARY IN THE TRANSFER OF RESPONSIBILITIES DURING TRANSITION PERIOD.

FIVE.

BEGINNING WITH SEPTEMBER ARRIVALS, INCOMING CARGOES WILL BE ALLOCATED TO THE FOLLOWING HOLDING AGENCIES; BRITISH ARMY, CINC MED, ITALIAN NATIONAL PROGRAM WHO WILL BE RESPONSIBLE FOR THE DISCHARGE AND TURN-ROUND OF TANKERS AT THEIR RESPECTIVE HOLDING TERMINALS.

SIX.

SHUTTLE TANKERS NECESSARY TO MAINTAIN STOCKS IN SHALLOW DRAUGHT PORTS SHOULD BE ASSIGNED TO THE INTERESTED AGENCIES. RECOMMENDATIONS WILL BE MADE THE SUBJECT OF A SEPARATE COMMUNICATION.

SEVEN.

THIS CABLE CONCURRED IN BY RESPONSIBLE AGENCIES NAMED ABOVE WITH THE EXCEPTION OF THE ITALIAN GOVERNMENT.

EIGHT.

IN ACCORDANCE WITH TELETYPE CONFERENCE TP 4033 ANFB - PHMET 31 AUGUST, PHMET IS PREPARED TO IMPLEMENT UNTIL DECEMBER ALL RESPONSIBILITIES EXCEPT FINANCIAL OF THE ITALIAN GOVERNMENT AND THE BRITISH AND UNITED STATES EMBASSIES DETAILED ABOVE THROUGH ITS ROME OFFICE UNTIL SUCH TIME AS THE EMBASSIES AND THE ITALIAN GOVERNMENT ARE IN AGREEMENT AND PREPARED TO ASSUME THEM SUGGEST CHANNEL OF COMMUNICATION BE PHMET DIRECT WITH ANFB ON ALL MATTERS APPERTAINING TO ITALIAN NATIONAL PETROLEUM SUPPLY, KEEPING INTERESTED AGENCIES ADVISED IN RESPECTIVE AREAS. FINANCIAL ARRANGEMENTS TO CONTINUE AS AT PRESENT WITH ALCOM AND FEA.

NINE. REQUEST CONFIRMATION PARA 8 AND EARLY APPROVAL OF PROPOSALS.

040010 B.

1763

84

DISTRIBUTION:

Chief Commissioner
Executive Commissioner
Chief Staff Officer - Action Para 8
Brig. Anderson
Col. Walton
Finance S/C
Transportation S/C
Agriculture S/C
Public Works & Util. S/C
Civil Affairs Section
Commerce S/C - POL Section
Industry S/C
Labor S/C
Req. Br.

1753

785017

4407 & 4033.

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUBCOMMISSION

Tel : Rome 478397

Ref. AQ/5083/Commerce/POL 4

23 July 1945

AUG 2 1945

SUBJECT : Plan for control of manufacture and sale of
Industrial Products - N. Italy.

TO : Mr. L.V.R. White
Commerce Subcommittee, Milan Office
Via Appiani, No. 7.

1. Attached is copy of Circular Ref. 1.00/ES dated 9 July 45 and of plan attached thereto.

2. It is part of the function of C.I.P. (Comitato Italiano Petroli) to take care of the screening and allocation of P.O.L. requirements for Industry and instructions to this effect were sent to all Northern Regions by Circular AQ/5083 dated 9 July 45 of which copy is also attached.

3. U.D.L. was an office set up by the Fascist Republican Government to control all POL matters and Comitato Olii Minerali e Carburanti Succedanei was organised under its auspices to take care of screening and allocating Industrial Oil requirements. It is understood that arrangements have already been made for C.I.P. to absorb C.O.M.C.S. technical personnel as from the time when the functions they were performing were handed over to C.I.P.- July 16th.

4. This has been brought to the attention of Economic Section since it is obvious that the continuance of C.O.M.C.S. in its old function must clash with C.I.P.'s activities in the same sphere.

5. The position is not so clear as regards Comitato Olii e Grassi though it is believed that this is a similar organisation to C.O.M.C.S. specialising in Mineral Greases.

6. In order to clear up this doubt please investigate and report on the activities of this Committee so that instructions amending the list of Committees mentioned in the plan may be issued. A prompt reply would be appreciated.

H.A. GENT
Major
Director
Commerce Subcommittee

Attachments - as per paras 2 and 3
Copy to : Exco. Commissioners office.

seen on 4033/EC

PA 48

File

Extract of Minutes of Executive Commissioner's Meeting held on 22 June 1945.

POL.

Ex C said that although petrol was available the Armies had not transported it for us nor had they ever committed themselves to do so. In consequence the movement of the POL had used up a considerable amount of the allocation we had obtained. The situation should improve when Genoa was open which, it was stated, would be quite soon.

1758

1540

NOTES OF MEETING HELD ON 18 JUNE 1945
AT H.Q. ALLIED COMMISSION

Y 30 1945

- CHAIRMAN -- Mr. M. H. Taylor, Director, Tptn. Sub-Com
- PRESENT -- Col. H. B. Eyles, Petroleum Section, A.F.H.
 Lt. Col. J. L. King "
 Col. M. J. Sieff, Tptn. Sub-Commission
 Mr. G. G. Gross "
 Lt. Col. G. Fernyhough, Tptn. Sub-Commission "
 Capt. W. G. Peterson "
 Maj. R. Roger, Industry Sub-Commission
 Capt. J. L. Conlin, Commerce Sub-Commission "
 Lt. G. L. Devine "
 Mr. M. Cusidana, Ministry of Commerce "
 Mr. E. Allegre "
 Mr. G. Cola, C.I.P.
 Ing. M. Costa, ENAC
 Mr. P. Bonnard, "
 Ing. P. Ferraro "

P.C.L.

1. Mr. Taylor explained that the meeting was called at the request of ENAC and the Ministry of Transport to discuss essential requirements of P.O.L., tires and spare parts for ENAC. He stated that during his tour of Northern Italy he found that only 50% of road transport was in operation due to lack of P.O.L. Lombardia had consumed its entire allocation during the first 15 days of June. He was advised also that the harvest emascament in Bari and Foggia areas was being seriously prejudiced by lack of P.O.L. At this date there was insufficient P.O.L. to clear 3,000 tons of goods from Bari depots between 20 and 30 June. The AC truck pools at Campobasso, Ascoli and Macerata would not be able to operate after 20 June for the same reason.

2. Mr. Taylor explained the serious shortage of P.O.L. available for the transport of essential civilian supplies. There were 2 methods of approach, (a) to examine overall P.O.L. allotment to Italian Government, and (b) to investigate the distribution by the Italian Government to the various classes of users.

3. We could not meet our commitments to prevent disease and unrest unless measures were taken without impairing exports from Italy. We must export Italian citrus fruit crop since Italy needs dollars and sterling credit with which to rehabilitate the country. Sulphur must be exported and also hemp which is needed by the Allied Armed Forces. The wheat harvest in Ancona and Macerata must not again be permitted to rot in the fields as last year. Mr. Taylor then requested Petroleum Section, A.F.H.Q. and Commerce Sub-Commission to review the overall allotment of P.O.L. to Italy for civilian use.

4. Mr. Taylor stated that railroads in Italy are not operating at more than 50% of civilian capacity while only one-third of existing space is allotted to civilian supplies. The coastal shipping position had been improved but capacity was still short of pre-war capacities. For these reasons an additional burden of essential traffic had been thrown upon road transport. In all these considera-

P.O.L.

1. Mr. Taylor explained that the meeting was called at the request of ENAC and the Ministry of Transport to discuss essential requirements of P.O.L., tires and spare parts for ENAC. He stated that during his tour of Northern Italy he found that only 50% of road transport was in operation due to lack of P.O.L. Lombardia had consumed its entire allocation during the first 15 days of June. He was advised also that the harvest amassment in Bari and Foggia areas was being seriously prejudiced by lack of P.O.L. At this date there was insufficient P.O.L. to clear 3,000 tons of goods from Bari depots between 20 and 30 June. The AC truck pools at Campobasso, Ascoli and Macerata would not be able to operate after 20 June for the same reason.

2. Mr. Taylor explained the serious shortage of P.O.L. available for the transport of essential civilian supplies. There were 2 methods of approach, (a) to examine overall P.O.L. allotment to Italian Government, and (b) to investigate the distribution by the Italian Government to the various classes of users.

3. We could not meet our commitments to prevent disease and unrest unless measures were taken without impairing exports from Italy. We must export Italian citrus fruit crop since Italy needs dollars and sterling credit with which to rehabilitate the country. Sulphur must be exported and also hemp which is needed by the Allied Armed Forces. The wheat harvest in Ancona and Macerata must not again be permitted to rot in the fields as last year. Mr. Taylor therefore requested Petroleum Section, A.F.H.Q. and Commerce Sub-Commission to review the overall allotment of P.O.L. to Italy for civilian use.

4. Mr. Taylor stated that railroads in Italy are not operating at more than 50% of civilian capacity while only one-third of existing space is allotted to civilian supplies. The coastal shipping position had been improved but capacity was still short of pre-war capacities. For these reasons an additional burden of essential traffic had been thrown upon road transport. In all these considerations the Italian Government should realize that there is a great necessity for tanker capacity and P.O.L. for fighting the war with Japan. It was therefore the duty of the Ministry of Industry, Commerce and Labor to re-examine their assignment of P.O.L. so that supplies should be allotted only for uses essential to Italian economy.

5. During his tours of many thousands of miles in Italy, Mr. Taylor had observed that P.O.L. is being squandered and wasted by the people of Italy. The people are using P.O.L. for personal pleasure to an extent which would not be tolerated either in Great Britain or the U.S.A. If Italy expects the Allies to help her, which it is the desire of the Allies to do, Italy must discipline

Handwritten: OK [unclear] 2/2

Handwritten: (Copy Attached)

Capt. J. L. O'Connell, Commerce Sub-Commission
 Lt. C. L. Devine "
 Mr. M. Cuccidra, Ministry of Commerce
 Mr. M. Allegre "
 Mr. C. Cola, C.I.P.
 Ing. M. Costa, ENAC
 Mr. P. Bonnard, "
 Ing. V. Ferraro "

herself.

6. Mr. Costa stated that ENAC use only petrol which is assigned to them by the Ministry of Commerce. Black market haulage is run on petrol stolen from depots. ENAC does not allot P.O.L. for private cars.

7. Mr. Cusciana stated that the following figures showed the bulk allotment for the month of June of petrol and gasoil made to the Italian Government and the amounts allocated to ENAC:

	Italian Govt.	ENAC
Petrol	34,277 glis	15,569 glis
Gasoil	42,965 "	10,234 "

The above figures are exclusive of Sicily, Sardinia, Umbria, Marche and Toscana. During the same period the allocation for schooners was 4,300 glis of gasoil. The allocation of P.O.L. made to ENAC is an agreed percentage of that allocated for agriculture, fishing, cars and industry.

8. Mr. Taylor stated that the above figures proved that the Italian Government must re-examine allocations of P.O.L. to transport and other users in order to determine whether a larger allotment for road haulage is not justified. There are too many private cars on the roads; there are too many trucks hauling people and too many buses operating in view of the difficult military situation. Every gallon of P.O.L. used in Italy must be brought by ships and the number of ships limits the amount of P.O.L. which can be allotted to the Italian Government by the Allied Governments.

9. Mr. Cusciana stated that they have not requested Petroleum Section to increase the allocation of P.O.L. to ENAC but to increase the total to the Italian Government. If it is not possible to increase the bulk allotment to the Italian Government the Ministry of Commerce would be unable to augment supplies to ENAC since they must have regard to other important factors. The allocation to private cars is made by the Motor Section and distributed by Provincial offices of the Ministry of Commerce. ENAC was allotted 50% of the total allotment while allotment to cars has been reduced to 70%.

10. Col. Sieff drew attention to the considerable black market trading both by trucks and for pleasure riding. He wished to know what was the general policy of the Italian Government regarding (a) how this trading is occurring, and (b) what action is taken to prevent recurrence.

Mr. Cusciana replied that this was a matter for the Ministry of Interior who had been informed many times.

Col. Sieff suggested that the Ministry of Commerce should obtain a statement of policy from the Ministry of the Interior and send a copy to the Transportation Sub-Commission.

11. In Mr. Taylor's view the issue was clear. The Italian Government must take means to control the black market and they must allocate P.O.L. in the best possible manner. There could be no sense in supplying petrol for the growth

15,568 glis
10,234 "
42,965 "
Gasoli

The above figures are exclusive of Sicily, Sardinia, Umbria, Marche and Toscana. During the same period the allocation for schooners was 4,300 glis of gasoil. The allocation of P.O.L. made to ENAC is an agreed percentage of that allocated for agriculture, fishing, cars and industry.

8. Mr. Taylor stated that the above figures proved that the Italian Government must re-examine allocations of P.O.L. to transport and other users in order to determine whether a larger allotment for road haulage is not justified. There are too many private cars on the roads; there are too many trucks hauling people and too many buses operating in view of the difficult military situation. Every gallon of P.O.L. used in Italy must be brought by ships and the number of ships limits the amount of P.O.L. which can be allotted to the Italian Government by the Allied Governments.

9. Mr. Cusciana stated that they have not requested Petroleum Section to increase the allocation of P.O.L. to ENAC but to increase the total to the Italian Government. If it is not possible to increase the bulk allotment to the Italian Government the Ministry of Commerce would be unable to augment supplies to ENAC since they must have regard to other important factors. The allocation to private cars is made by the Motor Section and distributed by Provincial offices of the Ministry of Commerce. ENAC was allotted 50% of the total allotment while allotment to cars has been reduced to 70%.

10. Col. Sieff drew attention to the considerable black market trading both by trucks and for pleasure riding. He wished to know what was the general policy of the Italian Government regarding (a) how this trading is occurring, and (b) what action is taken to prevent recurrence.

Mr. Cusciana replied that this was a matter for the Ministry of Interior who had been informed many times.

Col. Sieff suggested that the Ministry of Commerce should obtain a statement of policy from the Ministry of the Interior and send a copy to the Transportation Sub-Commission.

11. In Mr. Taylor's view the issue was clear. The Italian Government must take means to control the black market and they must allocate P.O.L. in the best possible manner. There could be no sense in supplying petrol for the growth of wheat when the wheat could not be hauled to market. He requested that the Ministry of Commerce would provide an answer to these issues and he proposed to approach the Ministry of Transport for a reply. He suggested that under the chairmanship of the Petroleum Section the overall allotment of P.O.L. to Italy be investigated together with the allocation to ENAC. He believed that the Transportation Sub-Commission could make valuable data available to Petroleum Section and Commerce Sub-Commission and asked for sympathetic consideration by Petroleum Section, A.F.H.Q. ENAC was requested to take immediate action regarding critical shortage of P.O.L. in the Bari area, Campobasso, Macerata and Ascoli truck pools. He also wished to remind Petroleum Section and the Italian Government of the tremendous problem in the movement of refugees which was now

-3-

before Transportation Sub-Commission.

12. Colonel Eyles wished to emphasize the Chairmans remarks. The situation was that the tightness and shortage of P.O.L. is getting worse, not better, owing to the increased number of countries liberated and to the great distances of transport to the Far East. He had already received indications that the allocations made to the Italian Government are considered high in relation to the quantities available for the rest of Europe. He was sure that the Petroleum Section would do everything to assist in essential tasks which need to be performed. It was unlikely that there would be sufficient changes to augment the present bulk allotment.

13. Major Beger stressed the important question of kemp in the North. There was some 6,000 tons to be moved in the next 6 weeks. For this, considerable P.O.L. would be required.

14. There was considerable discussion regarding the supply of petrol for the Northern Regions. It appeared that Regional Transportation Officers were not knowledgeable of the allocations made by Petroleum Section.

Colonel Eyles stated that the demands made by the civil P.O.L. authority in the North had been accepted without any cut whatsoever. Information regarding current distribution channels for P.O.L. in the North had now been made available to those concerned.

TIRES

15. Lt. Colonel Fennynough stated that ENAC had also requested a total of 36,000 tires and 15,000 tubes of various sizes. He would like to know from Commerce Sub-Commission (a) what number of tires had been allotted to ENAC this year and (b) to what extent it would be possible to meet this large demand. Mr. Costa stated that up to now no allocation of tires had been made to ENAC by the Ministry of Commerce. He expected that 1,044 tires would be received by ENAC in June but some of these must be used for bus services. According to Lt. Devina 1,000 tires and tubes had been allotted this month to the Ministry of Commerce who had taken no steps to collect. He required the Ministry to provide him with a list showing distribution of these tires. Colonel Staff considered this to be a most serious situation. Mr. Taylor requested Commerce Sub-Commission to take up the matter energetically with the Ministry of Commerce and report results to the Economic Section who would, if necessary, refer it to the Prime Minister.

SPARE PARTS

16. Lt. Col. Fennynough mentioned the long list of spare parts which were included in ENAC demands. Mr. Taylor requested Commerce Sub-Commission to examine the list with a view to supplying parts to ENAC from stocks in the North and frozen stocks in the South in order that civilian trucks might be kept on the road. Mr. Costa stated that 200 tons of parts had been released to ENAC by Fiat of Turin. Captain Peterson stated that the shipments of civilian spare parts from North Africa were beginning to arrive in this country. Mr. Costa were

1754

to the quantities available for the rest of Europe. He was sure that the Petroleum Section would do everything to assist in essential tasks which need to be performed. It was unlikely that there would be sufficient changes to augment the present bulk allotment.

13. Major Beger stressed the important question of hemp in the North. There was some 6,000 tons to be moved in the next 6 weeks. For this, considerable P.O.L. would be required.

14. There was considerable discussion regarding the supply of petrol for the Northern Regions. It appeared that Regional Transportation Officers were not knowledgeable of the allocations made by Petroleum Section.

Colonel Tyles stated that the demands made by the civil P.O.L. authority in the North had been accepted without any cut whatsoever. Information regarding current distribution channels for P.O.L. in the North had now been made available to those concerned.

TIRES

15. Lt. Colonel Farnyough stated that ENAC had also requested a total of 36,000 tires and 15,000 tubes of various sizes. He would like to know from Commerce Sub-Commission (a) what number of tires had been allotted to ENAC this year and (b) to what extent it would be possible to meet this large demand. Mr. Costa stated that up to now no allocation of tires had been made to ENAC by the Ministry of Commerce. He expected that 1,044 tires would be received by ENAC in June but some of these must be used for bus services. According to Lt. Devine 1,000 tires and tubes had been allotted this month to the Ministry of Commerce who had taken no steps to collect. He required the Ministry to provide him with a list showing distribution of these tires. Colonel Sieff considered this to be a most serious situation. Mr. Taylor requested Commerce Sub-Commission to take up the matter energetically with the Ministry of Commerce and report results to the Economic Section who would, if necessary, refer it to the Prime Minister. 1754

SPARE PARTS

16. Lt. Col. Farnyough mentioned the long list of spare parts which were included in ENAC demands. Mr. Taylor requested Commerce Sub-Commission to examine the list with a view to supplying parts to ENAC from stocks in the North and frozen stocks in the South in order that civilian trucks might be kept on the road. Mr. Costa stated that 200 tons of parts had been released to ENAC by Fiat of Turin. Captain Peterson stated that the shipments of civilian spare parts from North Africa were beginning to arrive in this country. MLI were now prepared to accept requisitions from ENAC on these stocks. He had informed the maintenance engineer of ENAC some time ago that he should now submit such requisitions, but it appeared that no action had been taken. Mr. Taylor said that the maintenance engineer should submit a requisition forthwith and requested that the ENAC representatives see that this also be done without delay. Meanwhile, Commerce Sub-Commission were in possession of the ENAC list of spare parts required which could be put in the hands of MLI immediately.

4407A

Executive Commission

78

Ref. 13.01/ES.

26 June 1945

JUN 27 1945

My dear Prime Minister:

I am in receipt of Signor Bonomi's letter of 14 June 1945, and signal of 17 June 1945, concerning fuel allocations for transport in the Province of Florence.

There has actually been no reduction in the amount of fuel allotted; in fact, there has been a slight increase. There has been a change in the type of fuel allotted in that the allotment of methane for automotive use has been increased while the gasoline allotment has been reduced.

In order to utilize the methane it will be necessary to convert the most suitable vehicles to the use of this type of fuel. This has been done in some cases, but will have to be carried out for many more vehicles.

The responsibility for conversion lies with the individual motorist. It is the duty of the Italian agency, C.I.P., to ensure that gasoline is not issued to the owners of cars which can be converted to the use of methane.

I am sure you realize the necessity of taking every precaution to conserve the supply of liquid fuels and hope that the foregoing information clarifies the situation as it exists in the Province of Florence.

Yours very truly,

1753

Elery W. Stone

ELERY W. STONE
Rear Admiral, USNR
Chief Commissioner

His Excellency Ferruccio Parri
The President of the Council of Ministers
Italian Government
Rome

(PA)

PA

4407A

Executive Commission

78

Ref. 13.01/ES.

26 June 1945

JUN 27 1945

My dear Prime Minister:

I am in receipt of Signor Bonomi's letter of 14 June 1945, and signal of 17 June 1945, concerning fuel allocations for transport in the Province of Florence.

There has actually been no reduction in the amount of fuel allotted; in fact, there has been a slight increase. There has been a change in the type of fuel allotted in that the allotment of methane for automotive use has been increased while the gasoline allotment has been reduced.

In order to utilize the methane it will be necessary to convert the most suitable vehicles to the use of this type of fuel. This has been done in some cases, but will have to be carried out for many more vehicles.

The responsibility for conversion lies with the individual motorist. It is the duty of the Italian agency, C.I.P., to ensure that gasoline is not issued to the owners of cars which can be converted to the use of methane.

I am sure you realize the necessity of taking every precaution to conserve the supply of liquid fuels and hope that the foregoing information clarifies the situation as it exists in the Province of Florence.

Yours very truly,

1753

/s/ Ellery W. Stone

ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner

His Excellency Ferruccio Parri
The President of the Council of Ministers
Italian Government
Rome

PA 27/6

4407
RESTRICTED

(77)

7024
JUN 221646B

E/6325
JUN 290915B
PRIORITY
2 JUN 1945

From: AMO 5 ARMY FOR HUME CITE 582
TO: PET SEC, 60 SUB AREA FOR COLONEL KING RPT HQ, ALCOM CITE ACXC RPT HQ,
LOMBARDIA, PIEMONTE REGIONS RPT SCAO IV CORPS

RESTRICTED.

Subject is POL at ANCONA.

Please send Captain CHADWICH of 14 Petrol Installation a release for 10000 tons and we will start rulling at rate 600 TPD as soon as release arrives. POL will be handled by CIP ANCONA and will be consigned to C IP MILANO/TURIN or anywhere you state in your cable. Please treat as urgent, send copy of your wire to this headquarters, also to 5 ARMY TRANSPORTATION SECTION FOR RICHENT. Also notify consignee CIP to expect and prepare for these products. 68

2. To ALCOM. This takes care of your cable 228 dated 21 June.

3. LOMBARDY and PIEMONTE REGIONS. In view of above, suggest you do not send trucks to ANCONA to have POL.

DIST

Econ Sec (2)

INFO-ACTION Ex Commissioner &
INFO Chief Commissioner
Econ Sec
File 2
Float

RESTRICTED

(CAPT. ARNOLDY)

Handwritten signatures and initials, including a large 'S' and 'JH' and a date '23/6'.

SECRET

4407

76

130/S/1584/2
JUNE 220945B

E/6287
JUNE 222153B
OF PRIORITY

From: HQ AMG 13 CORPS
To: ALCOM AC ATTN ACBXC

23 JUN 1945

SECRET

Send ablest representative Petsec to TRIESTE immediately.

Dist / Econ Sec

Action: - Exec Commr A
Info: - Chief Commissioner
File 2
Float

Telephoned Con
Walter.

1751

23 JUN 1945

SECRET

S 23/6

(PA)

Ref: 4407/EC

22 June 1945.

SUBJECT: POL Shortage in N.ITALY.

TO : Regional Commissioner,
LOMBARDIA Region.
PIEMONTE Region.
LIGURIA Region.

1. I have discussed the question of the POL shortage in N.ITALY with Economic Section and Colonel ELLIS of PETRO, AFHQ. The situation is as follows.
2. It was never the intention that AFHQ should haul POL to PARMA. 5th Army has never attempted to haul for civil supply.
3. PETRO, almost immediately after the liberation of the North, examined the requirements of the North and fixed an allocation for civil supplies of approximately 10,000 tons a month. Owing to failure to open the port of GENOA this had to come initially from ANCONA and LIVORNO.
4. PETRO later discovered that this allocation was not being taken up by AMG owing to the difficulty of haulage. They therefore contracted with 5th Army, IV Corps and 92nd Division to release up to about 6000 tons in all at VERONA, MODENA and GENOA. This has had to be hauled and distributed by civil or AMG transport.
5. Until GENOA opens the basic supply is at ANCONA and LIVORNO and unless the Allies can release further stocks at VERONA and MODENA, the POL must be hauled from ANCONA.
6. The 2500 tons failed to land at GENOA owing to the sinking of the landing craft. I understand that Lombardia Region can haul from ANCONA and there is sufficient POL there to fulfil their allocations and more, and to fill up their tanks for the return journey. If they will inform AG and the local PETRO officer this can be arranged.
7. The same can be arranged for Piemonte Region if they can provide the transport.
8. It is hoped, however, that the port of GENOA will soon be open when the full allocations can be made and distributed by train.

-2-

9. PRISON AFRIC, who have been most helpful, suggested that there was need of coordination between the Supply Officer and the Transportation Officer in the Regions.

10. To sum up - POL is available (there is a shortage of kerosene) but it does require a long haul and we are not entitled to expect it to be hauled except by AAG or civilian transport, although the Armies have done what they can to help on a day to day basis.

M S LUSH

Brigadier,
Executive Commissioner.

MSL/JG.

Copy to: Chief Commissioner
Economic Section (2)
PRISON, AFRIC.

1749

785017

4407
ALLIED [REDACTED] COMMISSION
INTER-OFFICE MEMORANDUM

SUBJECT: POL Shortage in Italy

FILE No. ES/13.01

TO : Executive Commissioner

22 June 1945

22 JUN 1945

1. Reference your 4407/EC, 22 June.
2. It is suggested that para 3 read 20,000 tons. The figure of 18,000 tons mentioned by Colonel Eyles did not include lubricants.
3. The rest of the memorandum is concurred in.

Charles W. Walton
CHARLES W. WALTON
Colonel
Chief, Supply Division
Economic Section

[Signature]
(Not Added)

Amended
17/48

AKO7

Ex. Commissioner

72

SCAO THIRTEEN CORPS

22 JUN 1947

310

21 JUNE 1945

ROUTINE

RESTRICTED PD

PARA ONE PD REFERENCE OUR SIGNAL TWO TWO SEVEN OF TWO ONE JUNE PD
PAREN TO AMG THIRTEEN CORPS FROM ALCOM CITE ACECO PAREN

PARA TWO PD SUBSTITUTE PAREN CFO PAREN FOR PAREN CCAO PAREN IN
PARA TWO PD

DISTRIBUTION:

Executive Commissioner
PETSEC RAAC
Commerce Sub-Commission (POL)
Finance Sub-Commission
Transportation Sub-Commission

ECON. SECT.

XXXX

460

Nicholas Piombino
CWO. USA
ASST. ADJUTANT

1747

4407
Tel. 460

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

(70)
TDM/bd

Ref. ES/13.01

21 June 1945
2 JUN 1945

SUBJECT : POL for North Italy

TO : The Executive Commissioner

- (65)
1. Reference your 4407/EC, 19 June 1945.
 2. It is believed that our recent conference with Colonel Eyles of PETSEC and Cable No. 228, 21 June, dispatched from your office, answer paragraphs 1 and 2 of your letter.
 3. In answer to paragraph 3, further inquiry indicates that a 15,000 tons per month figure for all POL in the North is light. Excluding oil for boiler firing, both AC and PETSEC agree on a figure of approximately 20,000 tons. Although there are slight differences in detail as to the amounts of gasoline and kerosene between AC and PETSEC figures, these differences will be reviewed periodically in the light of actual experience over the first few months operations.
- (68)

Charles W. Walton
CHARLES W. WALTON
Colonel
Chief, Supply Division
Economic Section

1748

See 1141

(Not shown)

4407
62
REGIONAL COMMISSIONERS LOMBARDY CMA PIEMONTE AND LIGURIA REGIONS
RPTD TO SCAO FOUR CORPS CMA AMG FIVE ARMY AND GEORGE DASH FIVE AFHQ

238

21 JUNE 1945

PRIORITY

JUN 21 1945

RESTRICTED PD

PARA ONE PD HAVE DISCUSSED POL SHORTAGE IN NORTH ITALY WITH PETSEC
RAAC PD

PARAN TO FOR ACTION RC LOMBARDY CMA PIEMONTE AND LIGURIA REGIONS
RPTD TO SCAO FIVE ARMY AMG CMA AND AFHQ FOR GEORGE DASH FIVE FROM HQ
ALCOM CITE ACEXC PAREN

PARA TWO PD PETSEC STATE THAT FULL ALLOCATION HAS NEVER BEEN TAKEN
UP BECAUSE OF LOCAL DIFFICULTIES OF LONG HAULAGE FROM ANCONA PD

PARA THREE PD THIS IS AN AMG NOT ARMY RESPONSIBILITY PD THIS
HAS BEEN ALLEVIATED BY FIVE ARMY AND PBS RELEASING FIVE FIVE ZERO ZERO
TONS FROM VERONA CMA MODENA AND OTHER BASES PD

PARA FOUR PD PETSEC STATE THAT THERE IS SUFFICIENT GAS OIL AND
GASOLINE AT ANCONA TO FULFILL ALLOCATION IF REGION CAN TRANSPORT PD

PARA FIVE PD LOMBARDY REGION-STATE THIS CAN BE DONE AND WILL THERE
FORE HAUL FROM ANCONA UNTIL GENOA OPENS WHEN MOVEMENT BY RAIL WILL BE
POSSIBLE PD

(NOTE: Ref folios 66 & 68. Signals actually originated in Supply Div of Econ Sec.)
See H.C. 69

(67)

- 2 -

1A
PARA SIX PD LOMBARDY TO SIGNAL QUANTITIES REQUIRED PD
PARA SEVEN PD LIGURIA HAS BEEN HELPED BY ALLOCATION FROM NINE TWO
DIVISION THROUGH PETSEC PD
PARA EIGHT PD PIEMONTE MUST EITHER HAUL FROM ANCONA OR WAIT FOR
GENOA AND SHOULD REPORT THEIR INTENTIONS PD
PARA NINE PD PETSEC HAVE UNDOUBTEDLY SAVED SITUATION SO FAR AND WILL
CONTINUE TO HELP PD

Distribution:

✓ Executive Commissioner
Colonel Eyles
PETSEC RAAC
Commerce Sub-Commission (POL)
Transportation Sub-Commission
~~Finance Sub-Commission~~

FRONT:

EX. COMM.

#3#

1742

NICHOLAS PIOMBINO
CWO, USA
ASST. ADJUTANT

785017

44070

Ex. Com

(66)

SCAO THIRTEEN CORPS

227

21 JUNE 1945

PRIORITY

JUN 21 1945

RESTRICTED PD

PARA ONE PD PETSEC WITH ALCOM APPROVAL IS PREPARING TO SET UP
SEPARATE CIVIL PETROLEUM ORGANIZATION IN TRIESTE FOR VENEZIA GUILLIA

AMG PD

CFA

PAREN TO AMG THIRTEEN CORPS FROM ALCOM CITE ACEXC PAREN

PARA TWO PD ALCOM PAREN ~~see amendment at 72~~ PAREN WILL FINANCE PD

PARA THREE PD PETSEC WILL SEND REPRESENTATIVES TO SET UP THIS
ORGANIZATION WHEN CALLED FORWARD PD

PARA FOUR PD SIGNAL WHEN YOU WANT THEM PD

DISTRIBUTION:

✓ Executive Commissioner
PETSEC RAAC
Commerce Sub-Commission (POL)
Finance Sub-Commission
Transportation Sub-Commission

1743

EX. COMM.

343

NICHOLAS PIOMBINO
CWO, USA
ASST. ADJUTANT

785017

File

(653)

Ref: 4407/EC.

19 June 1946.

SUBJECT: POL for Northern Italy.

TO : A/Vice President,
Economic Section.

1. I spoke to Lieut. General Robertson about the shortage of POL in N. Italy. I explained that it was due largely to the fact that 5 Army had failed to move food up to forward stockpiles at PARMA, PIACENZA, etc., in accordance with Log Plan 177, and that civilian transport had had to make the haul, thereby using a great deal of POL.

2. The CAO said that he had never heard of the failure of 5 Army to move food. I find that a telegram which I recommended should be sent to AFHQ at the end of May explaining the situation was in fact not sent. I think we always should keep AFHQ posted of any failure to carry out policy.

3. I learned in the North that 15,000 tons a month of POL would satisfy the whole of N. Italy. Will you have this figure checked and if it is correct I will send a personal telegram to General Robertson following up the conversation I had with him.

M. S. LUSH

1742

Brigadier,
Executive Commissioner.

MSL/JO.

su 7/10/46

Translation

4407

18 JUN 1945 (64) (2)

JUNE 16/2130

E/5411

JUNE 17/1200B

ROUTINE

ROMANI

TO REAR ADMIRAL ELLERY W STONE CHIEF OF THE ALLIED COMMISSION ROME

JUN 18 1945

IN CLEAR

15858 21735 CAB PREFECT FLORENCE STATES THAT MONTHLY AMOUNT OF FUEL OF
LITERS 320 THOUSAND HAS BEEN REDUCED TO ABOUT 140 THOUSAND STOP THIS REDUCTION
CONSIDERABLY HAMPERS ALL THE ECONOMIC ACTIVITY OF THE PROVINCE PRINCIPALLY THE
EXCHANGES FOR CIRCULATION PASSES FOR VEHICLES WHOSE NUMBER WAS ALREADY INSUFFICIENT
FOR THE REQUIREMENTS OF ALIMENTATION INDUSTRY AND COMMERCE HAVE BEEN CONSIDERABLY
REDUCED STOP IT SEEMS THEREFORE NECESSARY TO ALLOT THE MONTHLY AMOUNT OF FUEL
ED
THAT WAS FORMERLY GRANT/STOP DRAWING YOUR ATTENTION ON THIS IMPORTANT PROBLEM I
THANK YOU AND AM WAITING FOR YOUR ANSWER STOP

PRESIDENT COUNCIL OF MINISTERS MINISTER INTERIOR BONOMI

DIST

ACTION : SO TO CHIEF COMMISSIONER

INFO : FILE

Ex Comm Dist - 18 June 45

Action Econ Sec 1742

INFO : CHIEF Comm

Exec Comm

o.o.
(Comm. Advisory)

44-07
630
Translation

The President of the Council of Ministers
37710/13.1

Rome, 14 June 1945

JUN 15 1945

Dear Admiral Stone,

the Prefect of Florence informed me about the very serious inconveniences caused by the reduction from 350,000 to 140,000 liters of the amount of fuel allotted during the month of June for the alimentary, industrial and commercial transports of this province, by order of the Allied Military Government.

This unexpected reduction caused serious consequences in every sector of civilian life in the province, particularly for what concerns food, bringing about an immediate rise of prices and a considerable limitation of productive activity, which employs important masses of workers.

This situation is proving most serious from many points of view; I beg you therefore, to ask the Allied Commission to take the necessary action with the said Government, requesting it to examine the possibility of relieving it, by allowing the allotment of the same amount of fuel in the said province for the current month and the following ones.

Thanking you for any communication on this subject, I remain,
my dear Admiral,

Yours very truly,

S. I. Bondini

Admiral Ellery W. Stone
Chief Commissioner
Allied Commission
Rome

EE DATE 15 JUNE 45

ACTION: ECON SEC(2)

INFO CHIEF COMMISSION

EX-1743

section 78

(CAP: ALBRODY)

HEADQUARTERS ALLIED COMMISSION
APO 394
COMBINED SUBCOMMISSION

ASB/ee

Ref. MS/5145/Comberce/POL 9

Tel. Rome 478839

SUBJECT: POL Supplies

11 June 1945

TO: HQ Lombardia Region AND
(Attn. Col. Poletti)

1 JUN 1945

1. Your Signal 1154 of 9 June 1945 refers.

2. We are only too well aware of the difficult POL situation in which all the Northern Regions find themselves and everything possible is being done to ease it. As usual however, after a rapid move, transportation is the bottleneck and, as it also requires POL, the problem is two edged.

3. In order to ensure that the maximum possible supplies subject to the requirements of the Armies are obtained and used to the best advantage, Petasec have opened an advance office in Genoa (c/o 27 Area) under Col. King and have also Maj. Landon at HQ 18 Army Group taking care of the East Coast.

4. Allocations are being made on the spot by them in accordance with the supplies available, as this appeared preferable to attempts to make allocations based on requirements which cannot at the moment be met owing to shortage of supplies.

5. The latter are based on ANCONA and LIVORNO with Rail and Pipeline (Petrol only) heads at BOLOGNA so that POL must be trucked from BOLOGNA to GENOVA at best. Things should ease considerably as soon as the Ports of GENOA/RAVENNA and VENICE are open but the former are not yet working and the latter only just beginning to receive supplies.

6. The reaction of Coal and POL supplies on each other

1733
L. M. 62
1/1

- 2 -

(59)

is only too well appreciated but unfortunately supplies of fuel (burning) oil are very short and likely to remain so owing to the demands of the Navy for the war against Japan so that no immediate or large scale relief of the coal situation is possible.

7. You may rest assured however that what can be done to improve the IOL situation is being done and that the matter is under constant review.

By Command of Rear Admiral STONE :

W. P. Evans
W. P. EVANS
Colonel
Director
Commerce Subcommittee

Copy to : Economic Section
: Pet. Sec. AFHQ, RAAC
: H. Liguria Region AMG
: H. Piemonte Region AMG
: H. Venesia Region AMG

Mr. Brewster
cc Navy of ASHQ Petree

*I am up north now
I will talk to the Center
in a few days.*

1738

785017

4407
Inter-Office Memo

ASD/ee

Ref. AC/5146/1/Commerce/POL 3

11 June 1945

SUBJECT : POL - Northern Regions

JUN 10 1945

TO : Economic Section

1. In the early stages there is bound to be a shortage of POL in newly occupied territory owing to lack of transportation means to get it into the area, quite apart from distributing it to users.

2. This is well known to Regions and to Petseo who have representatives operating from an advance office in Genoa and making the best allocations from the limited supplies available.

3. To date all supplies are based on ANCONA and LIVORNO with a railhead and pipeline (Petrol only) at BOLOGNA and pipeline extension to MODENA. This leaves a gap between BOLOGNA/MODENA and CREMONA, which is the nearest point on the Northern Rail net serving MILAN TURIN etc., over which all POL must be trucked.

4. The situation will be eased when VENICE (Porta Marghera) and GENOA/SAVONA are open and working fully. Shipments are beginning to arrive at VENICE but GENOA is still closed by mines and SAVONA not yet open.

5. Even after the opening of these ports FUEL OIL for burning in Heavy Diesel plants will continue in short supply owing to demands by the Navies for the War in the Far East. So that no extensive conversions from coal to oil will be possible under present conditions.

Copy for Executive Commission's
Office

Maj. A. S. BRETTON

for W. P. EVANS

Colonel
Director

Commerce Subcommittee

1737

E.C. ←
What done?
Gm

4407

1154

JUNE 091000B

E/4303

JUNE 091230B

URGENT

LOMBARDIA REGION FROM POLETTI SIGNED POLETTI
ALCOM ROME

JUN 13 1945

NOT GIVEN

1. Pol situation in Region desperate. If had coal could save Pol but have none.

Dist

Action - Commerce SC
Info - Chief Commissioner
Econ Sec
Coal Div
File 2
Float

see 58 & 759
1738

COPY.

4407

Mr. Antolini
Gen. McKinley
Brig. Upjohn.

Ex. Com. to see, similar Note Verbale being given by
British Embassy.

EWS.
CC

EMBASSY OF THE UNITED
STATES OF AMERICA.
Rome, Italy.
May 7, 1945.

PERSONAL & CONFIDENTIAL.

MAY 16 REC'D

Dear Admiral Stone:

In connection with the Decree recently enacted by
the Italian Government giving legal status to the Comitato
Italiano Petroli, there is enclosed for your information a
copy of a Note Verbale which on instructions from the State
Department I am today submitting to the Italian Government
setting forth certain broad aims which the United States
Government wishes to place on record with respect to the
petroleum policy of the Italian Government.

Sincerely yours,

(Sgd) A. Kirk.

Enclosure:
As stated.

Admiral Ellery W. Stone,
Chief Commissioner,
Allied Commission,
ROME.

1735

(CABT ARNELOR)

(SEEN BY EX COMM
ORIGINAL FILED BY CHIEF COMM)

55

No :

NOTE VERBALE

The Embassy of the United States of America presents its compliments to the Royal Ministry of Foreign Affairs and upon instructions from the Department of State at Washington has the honor to submit the following considerations with reference to the decree recently enacted by the Italian Government giving legal status to the Comitato Italiano Petroli :

In connection with that decree, the Government of the United States of America desires to place on the record certain broad aims with respect to the petroleum policy of the Italian Government.

It will be recognized by the Italian Government that the injuries done in petroleum operations in Italy to nationals of the United States and the United Kingdom constitute a general problem which will ultimately have to be dealt with. Before the war, preferential treatment was received by AGIP and ANIC as compared with that given the petroleum enterprises controlled by Allied nationals, and during the war serious injury has been inflicted on these enterprises. As the settlement of this problem may require a considerable period, it is the desire of the United States Government that in the meantime the conduct of petroleum affairs in Italy should

1735

see 56

54

- 2 -

be such that the interests of American nationals will not be further prejudiced.

The Italian Government must also recognize that American petroleum interests in Italy have suffered great damages, and that at the proper time some satisfactory recompense must be made. Meanwhile, no actions which might tend to complicate further the position of American nationals in the petroleum industry in Italy should be taken or be permitted by the Italian Government.

In particular the petroleum properties and rights formerly belonging to American nationals, or to enterprises in which American nationals were interested, which were confiscated by the Italian Government should not be disposed of to private concerns or individuals. The policies and actions of the Italian Government should be such as to facilitate the return at the earliest possible moment of the properties to the companies from which they were confiscated, including the rights and other intangible assets of the companies and the competitive opportunities which they enjoyed.

In addition it should be a matter of record that in the ultimate settlement the Italian Government may be required to cede or liquidate various state-owned or controlled properties and assets in order to provide compensation to Allied nationals for damages suffered growing out of the war declared by Italy against the United States.

As the petroleum properties and assets which belonged to the Italian Government prior to the confiscation of the American properties may be included among the holdings that will be required for this purpose, no action should be taken by the Italian Government pending the settlement which might result in dissipating these assets or in rendering more difficult their possible mobilization and transfer. This statement is made without prejudice to the claims of American nationals to just

1733

- 3 -

compensation for damage and injury suffered, whether sustained before or after the promulgation of the decree legalizing the Comitato Italiano Petroli.

The point set forth above have little to do with petroleum operations currently conducted in Italy, but in anticipation of the proper time for their consideration it is believed appropriate to place them upon the record now so as to avoid future misunderstandings.

Rome, May 7, 1945

CAL:EH.

1732

COPY

COPY

(52)

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

ES/13.02

3 May 1945

SUBJECT: Accompanying Letter C.I.P. Decree

TO : Chief Commissioner

1. Attached is original of letter N358 from Prime Minister Bonomi dated 28 April 1945 relative to C.I.P. Decree.

2. I have had this letter checked by Mr. Frothingham of Pet. Section AFHQ who informs me that it is in conformity with the statement which it was desired that the Italian Government issue.

3. The statement is considered satisfactory from the standpoint of the Economic Section.

/s/ A. G. ANTOLINI
Acting Vice President
Economic Section

Enc. Letter N358

(CARL ARNOLDY)

COPY

785017

4407-70
RESTRICTED

DCK/ar

ALLIED FORCE HEADQUARTERS
APO 512

ADMINISTRATIVE MEMORANDUM)

NUMBER

27)

25 April 1945

MAY 1 REC'D

HANDLING OF IMPORTS OF SLATED PETROLEUM PRODUCTS
IN ITALY (EXCLUDING FUELS)

1. All petroleum products imported into this theater through the medium of the Mediterranean Oil Slate are common pool items.

2. The term "common pool" means that:

a. The requirements for all using agencies of any grade are consolidated and requisitioned for importation in one quantity.

b. On arrival the product is not divided between using agencies but held in one stockpile by one stockholder and issues are made to:

(1) US and British as requested

(2) Other Nationals as allocated, in accordance with AFHQ Administrative Memorandum Number 49, 1944.

3. Stocks held by the Common Pool Stockholder are available for allocation between the Using Agencies by AFHQ.

4. a. The Common Pool Stockholder will normally be the service which has the greatest offtake of each grade, i.e., the service responsible to the users for the supply of a particular product.

b. Stockholding agencies are listed as follows:

PRODUCTAGENCYItalyBritishUS

Grade 1100 Aviation Oil

S & T

AAFSC/MTO

Grade 1120 Aviation Oil

S & T

AAFSC/MTO

Grade 1065 Aviation Oil

S & T

AAFSC/MTO

Grade 1080 Aviation Oil

S & T

AAFSC/MTO

O E 10 HD

S & T

QH

O E 30 HD

S & T

QH

RESTRICTED

(Mars hoxer) Egypt 70/EL

1730

R E S T R I C T E D

AFHQ Administrative Memo #27 (cont'd)

PRODUCTAGENCYItaly

	<u>British</u>	<u>US</u>
O E 50 HD	S & T	QM
Grade 90 Gear Lube	S & T	QM
Grease GP No 0	S & T	QM
Grease GP No 1	S & T	QM
Grease GP No 2	S & T	QM
Water Pump Grease	S & T	QM
Solvent, Dry Cleaning	ORD	QM
Long Time Burning Oil	TN	MRS
Car and Loco Engine Oil	TN	MRS
Loco Gear Grease	TN	MRS
Driving Journal Grease	TN	MRS
Sat Steam Cyl Oil Grade 1	TN	MRS
Sup Steam Cyl Oil Grade 11	TN	MRS
Turbine Oil	Civil	Civil
Machine Lub Oil Grade 8	Civil	Civil
Machine Lub Oil Grade 30	Civil	Civil
Oil GP Low Temp Lube	Civil	Civil
Cutting Oil Mineral-Lard	Ordnance	Ordnance
Soluble Cutting Oil	Ordnance	Ordnance
Insulating Oil	Ordnance	Engineers
Liquid Petrolatum Heavy	Civil	Civil
Liquid Petrolatum Light	Civil	Civil
Medicinal Vaseline	Civil	Civil
Industrial Vaseline	Civil	Civil
Refined Paraffin Wax	Civil	Civil

785017

RESTRICTED

JHQ Administrative Memo #27 (cont'd)

PRODUCTAGENCYItalyBritishUS

Unrefined Paraffin Wax	Civil	Civil
Agricultural Spray Oil	Civil	Civil
Chain and Wire Rope Lube	Civil	Civil
Acetone	Ord	Ord
Prestone	S & T	Ord
Recoil Oil Light	Ord	Ord
Recoil Oil Heavy)	Ord	Ord
Recoil Oil Special)		
Hydraulic Brake Fluid	Ord	Ord
Grease Graphited Light	Ord	Ord
Solid Asphalt	RE	Eng
Cut-Back Asphalt MC-3	RE	Eng
Cut-back Asphalt RC-3	RE	Eng
Waterproofing Asphalt	Civil	Civil
Fog Oil	CWS	CWS
Stern Tube Grease	RN	RN
SMLO	RN	RN
NS 2075	RN	RN
NS 2110	RN	RN
NS 2135	RN	RN
NS 2190	RN	RN
NS 2190 T	RN	RN
NS 3065	RN	RN
NS 3080	RN	RN
NS 3100	RN	RN

1729

R E S T R I C T E D

AFHQ Administrative Memo #27 (cont'd)

PRODUCT

AGENCY

Italy

British

US

NS 4065

RN

RN

NS 5190

RN

RN

NS 9170

RN

RN

NS 9250

RN

RN

NS 9370

RN

RN

5. Using agencies of the Armed Forces not included on the list of Common Pool Stockholders, will draw up to their slated requirements from Common Pool, by direct application to the stockholding agency concerned. When the stock position requires priority of issue between using agencies, the position will be reported to AFHQ, who will assess such priorities.

6. Records of stock as submitted to AFHQ for slating purposes will include common pool stocks only. Issues made from common pool to using agencies will be regarded as issues to consumption.

7. In the interest of economy, efficient control and fairness to all users, no service will accumulate stocks outside the common pool stocks and sub-stock-piles will not be built up.

8. The Common Pool Stock Holder will be responsible for the dispatch of products under his control direct to the shipside or the consuming agency as directed by AFHQ/HTOUSA.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

C. T. CHRISTENSEN
C. T. CHRISTENSEN
Colonel, AGD
Adjutant General

DISTRIBUTION:

C
20 - Pot Sec (extra)

4407
ALLIED FORCE HEADQUARTERS
APO 512

EXTRACT FROM ADMINISTRATIVE MEMORANDUM
NUMBER 28 DATED 26 APRIL 1945

" I -- Petroleum Accounting.

1. With effect from 21 April 1945, all Services holding Common Pool stocks of Slated Petroleum Products, as defined in AFHQ Administrative Memorandum Number 27, 1945, will record issues by nationalities in French North Africa, Sicily, Sardinia, Corsica and Greece, and report to AFHQ Petroleum Section as set out below.

2. Naval, Fuels & Lubricants- C-in-C, Mediterranean is requested to direct RN, USN, French, Italian and Greek Navies or Civilian Agencies holding Common Pool Stocks in all Mediterranean ports under his control, including Southern France, to segregate and record issues by nationalities as under:

- a. Naval Units - By Flag
- b. Merchant Ships - By Charter and supported by receipts.
- c. Inshore Releases - By nationality of demanding service.

Stocks in Southern French ports are under SHAEP control. Issues will be reported by Southern French Agencies, to Headquarters, COMZONE, ETOUSA, for accounting purposes in lieu of the present monthly formula percentage.

3. Ground Requirements - Holding or controlling Services will segregate issues between nationalities within the area under their control.

4. Aviation Fuels and Lubricants - RAF, AAFSC, ATC and other slating Agencies will record issues into aircraft by nationalities at airfields under their control. RAF records will include issues at Tripoli (Lybia). Issues to Commercial Air Lines not under Government contract and not refuelled through Civilian Organization will be segregated and supported by signed receipts.

5. Issues to Civilians and Indigenous Armed Forces - Such issues will only be made and releases reported as detailed in AFHQ Administrative Memorandum Number 49, 1944.

6. Reports. - Monthly summary of issues as at 20th each month will be forwarded by Slating Services to Petroleum Section, AFHQ, through the same channels as their monthly Petroleum Slate.

7. Losses - Internal operational losses will be pro-rated between participating nationals on the basis of withdrawals. "

785017

Translat

The President of the Council of Ministers
n. 358

Rome, 28 April 1945

Dear Admiral,

referring to the decree instituting the C.I.P. and to the verbal agreements on the same subject, I want to give you the following informations:

- 1) The word 'substitutes', included in a) of art. 2 of the decree means methane gas.

It is understood that, for what concerns methane gas, the C.I.P. will undertake all the operations described in the decree, as long as the gas itself will be used as fuel for vehicles.

Should the Italian Government, in agreement with the competent Allied Authorities, decide to destine the methane gas entirely to other uses, the C.I.P. will no longer have anything to do with its production and distribution.

- 2) Referring to letter b) of art. 2 of the decree, it is understood that C.I.P. will provide to the distribution of the products mentioned in a) of the said article, according to the regulations of the Allied Military Authorities for what concerns military requirements; and according to the plan made by the Italian Government in agreement with the Allied Commission for what concerns civilian uses.
- 3) Referring to art. 3, after the enforcement of the decree, the C.I.P. will inform the Ministry of Industry, Commerce and Labour about the oil concerns in Liberated Italy of which it will have to make use to fulfil its activity, and the said Ministry will take the necessary action for the said concerns to fulfil without delay all the engagements foreseen in the decree.

To use the plants, organizations and equipment of other concerns which C.I.P. may later find necessary for its requirements, special requests will have to be made every time by C.I.P. to the Ministry of Industry, Commerce and Labour.

Admiral Ellery W. Stone
Chief Commissioner
Allied Commission
R o m e

see file 52

*This document was
been received 17275
original - now placed
in files*

- 2 -

- 4) It is understood that the Italian Government will adopt the regulations foreseen in art. 1, para. 4; in art. 3, para 2; in art. 6, para 1; in art. 7, para 2; in art. 10, para 2 and in art 12, after agreeing with the Allied Commission or with the Organization or Organizations which might substitute it.

The Italian Government agrees with what I have just written.

s. I. Bonomi

9.0.

Distribution:

ACTION: Economic Sec.

INFO: Chief Commr.

Exec. Commr.

1726

785017

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

Ref. ES/I3.OI

25 April 1945

APR 28 Rec'd

SUBJECT: C.I.P. Decree .

TO : Chief Commissioner .

1. As a result of the action outlined in my note ES/I3.OI of 16 April 45 the CIP Decree was published on 21 April 45 and came into effect the following day.
2. The Decree itself is considered satisfactory but gives to the Italian Government certain powers which they have agreed not to exercise without prior consultation and agreement with AC. It was accordingly decided that Prime Minister Bonomi would write a letter to the Chief Commissioner covering those points on which it was felt that the Decree itself did not give sufficient protection to the Allies or on which consultation was necessary.
3. A copy of the text agreed in Italian with Minister Gronchi on 17 February 45 (Appendix A) and a translation (Appendix B) are enclosed.
4. We were promised (by Minister Gronchi) that this letter would be sent to us simultaneously with the publication of the Decree but it has not yet been received. In view of para 2 above it is essential that we should have it at once and that there should be no changes in the agreed text.
5. Attached (for reference only) is a copy of a memorandum dated 27 March 45 (Appendix C) giving some details of the past history of this subject.

A. G. ANTOLINI
Acting Vice President
Economic Section

3 Encls. (as paras 3 & 5)

SCHEMA D. LETTERA DELLA PRESIDENZA ALL'CONSIGLIO.

PER IL GOVERNO ITALIANO ALLA COMMISSIONE ALLEATA.

Con riferimento al decreto istitutivo del C.I.P. ed alle intese verbali intercorse in merito, si precisa quanto segue:

- 1) La parola "sucedanei", inclusa nella lettera a) dell'art. 2 del decreto, sta ad indicare il gas metano. E' inteso che, rispetto al gas metano, il C.I.P. provvederà a tutte le operazioni descritte nel decreto fin tanto che il gas stesso verrà usato come carburante per autoveicoli.

Qualora il Governo Italiano, d'accordo con le competenti Autorità Alleate, decidesse di destinare il gas metano (~~è~~ interamente) ad altri usi, il C.I.P. non avrà più alcuna ingerenza nella produzione e distribuzione di

✕ inserted in
original text by
later agreement
AC/Min.Gronchi
17 Feb. 45

- 2) Con riferimento alla lettera b) dell'art. 2 del decreto, è inteso che il C.I.P. provvederà alla distribuzione dei prodotti indicati, ella lettera a) dell'articolo stesso secondo le disposizioni delle Autorità Militari Alleate per quanto riguarda le esigenze belliche; e secondo il piano prestabilito dal Governo Italiano di intesa con la Commissione Alleata per quanto riguarda gli usi civili.

- 3) Con riferimento all'art. 3 il C.I.P. dopo l'entrata in vigore del decreto indicherà al Ministero Industria, Commercio e Lavoro di quali aziende petrolifere dell'Italia liberata esso ha bisogno di valersi per lo svolgimento della sua attività, ed il Ministero predetto adatterà le misure necessarie perchè le aziende stesse adempiano colla maggiore prontezza a tutte le prestazioni previste nel decreto.

La utilizzazione degli impianti, organizzazioni ed attrezzature di altre aziende che il C.I.P. potrà successivamente ritenere necessaria alle sue esigenze, formerà oggetto di apposite richieste da presentarsi di volta in volta dal C.I.P. al Ministero Industria, Commercio e Lavoro.

- 4) E' inteso che il Governo Italiano adotterà ~~il~~ ^{le} provvedimenti

X inserted in
original text by
later agreement
AC/Min. Gronchi
17 Feb. 45

vederà a tutte le operazioni descritte nel decreto fin-
tanto che il gas stesso verrà usato come carburante
per autoveicoli.

Qualora il Governo Italiano, d'accordo con le competenti
Autorità Alleate, decidesse di destinare il gas metano
(X interamente) ad altri usi, il C.I.P. non avrà più
alcuna ingerenza nella produzione e distribuzione di
esso.

2) Con riferimento alla lettera b) dell'art. 2 del decreto,
è inteso che il C.I.P. provvederà alla distribuzione
dei prodotti indicati, ella lettera a) dell'articolo
stesso secondo le disposizioni delle Autorità Militari
Alleate per quanto riguarda le esigenze belliche; e
secondo il piano prestabilito dal Governo Italiano di
intesa con la Commissione Alleata per quanto riguarda
gli usi civili.

3) Con riferimento all'art. 3 il C.I.P. dopo l'entrata in
vigore del decreto indicherà al Ministero Industria,
Commercio e Lavoro di quali aziende petrolifere del-
l'Italia liberata esso ha bisogno di valersi per lo
svolgimento della sua attività, ed il Ministero predet-
to adotterà le misure necessarie perchè le aziende stes-
se adempiano colla maggiore prontezza a tutte le presta-
zioni previste nel decreto.

La utilizzazione degli impianti, organizzazioni ed
attrezzature di altre aziende che il C.I.P. potrà suc-
cessivamente ritenere necessaria alle sue esigenze,
formerà oggetto di apposite richieste da presentarsi
di volta in volta dal C.I.P. al Ministero Industria,
Commercio e Lavoro.

4) E' inteso che il Governo Italiano adotterà ~~il~~ ^{provvedi-}
menti previsti nell'art. 1, comma 4; nell'art. 3, com-
ma 2; nell'art. 6, comma 1; nell'art. 7, comma 2, nel-
l'articolo 10, comma 2 e nell'art. 12, previa intesa
con la Commissione Alleata o con quell'Ente, o con que-
gli Enti, che ad essa eventualmente siano costituiti.

Il Governo Italiano ha l'onore di dichiararsi d'accordo
su quanto precede.

IL PRESIDENTE DEL CONSIGLIO

DRAFT OF LETTER FROM THE PRESIDENT OF THE MINISTERIALCOUNCIL FOR THE ITALIAN GOVERNMENT TO THE ALLIEDCOMMISSION

With reference to the Decree covering the institution of C.I.P. and to the discussions which have taken place in this connection it is desired to clarify the following points:

- 1) The word "substitutes" used in sub-para (a) of Article 2 of the Decree is intended to cover methane gas. It is understood that, with respect to methane gas, C.I.P. will control all operations described in the Decree so long as this Gas is used as fuel for motor-vehicles.

As soon as the Italian Government, by agreement with the competent Allied Authority, shall decide that methane gas be used (~~X~~ entirely) for other purposes, C.I.P. will no longer have charge of either its production or distribution.

~~X~~ inserted in original text by later agreement AC/Min. Gronchi 17 Feb. 45

- 2) Referring to sub-para (b) of Article 2 of the Decree, it is understood that C.I.P. will organize the distribution of products indicated in sub-para (a) of the same Article in accordance with instructions given by Allied Military Authorities for essential military requirements and with the plan prepared by the Italian Government by agreement with A.C. for civilian needs.

- 3) Referring to Article (3), as soon as the Decree is made operative, C.I.P. will communicate to the Ministry of Industry, Commerce and Labour a list of the petroleum organizations in liberated Italy through whom C.I.P. propose to operate and the aforesaid Ministry will take any measures necessary to ensure that such organizations carry out without delay those services covered by the Decree.

C.I.P. will present to the Ministry of Industry, Commerce and Labour an official request for authority to make use of such plant, organizations and equipment as they consider necessary for the purpose of carrying out their functions.

- 4) It is understood that the Italian Government will only take action concerning the questions covered in Article

X inserted in
original text
by later agree-
ment AC/Min.Gron-
chi 17 Feb. 45 2)

It is understood that, with respect to methane gas, C.I.P. will control all operations described in the Decree so long as this gas is used as fuel for motor-vehicles.

As soon as the Italian Government, by agreement with the competent Allied Authority, shall decide that methane gas be used (~~X~~ entirely) for other purposes, C.I.P. will no longer have charge of either its production or distribution.

Referring to sub-para (b) of Article 2 of the Decree, it is understood that C.I.P. will organize the distribution of products indicated in sub-para (a) of the same Article in accordance with instructions given by Allied Military Authorities for essential military requirements and with the plan prepared by the Italian Government by agreement with A.C. for civilian needs.

3) Referring to Article (3), as soon as the Decree is made operative, C.I.P. will communicate to the Ministry of Industry, Commerce and Labour a list of the petroleum organizations in liberated Italy through whom C.I.P. propose to operate and the aforesaid Ministry will take any measures necessary to ensure that such organizations carry out without delay those services covered by the Decree.

C.I.P. will present to the Ministry of Industry, Commerce and Labour an official request for authority to make use of such plant, organizations and equipment as they consider necessary for the purpose of carrying out their functions.

4) It is understood that the Italian Government will only take action concerning the questions envisaged in Article I sub-para 4, Article 3 sub-para 2, Article 6 sub-para I, Article 7 sub-para 2, Article 10 sub-para 2, and Article I2 after consulting with A.C. or such body or bodies as shall take its place at any future date.

The Italian Government declares itself to be in full agreement with the above.

(President of the Ministerial
Council)

APPENDIX C.

MEMORANDUM

SUBJECT: Comitato Italiano Petroli (C.I.P.).

1. The CIP has been formed as a Committee to be responsible for all petroleum activity in liberated Italy, and as such it is responsible for the following:-

- a) All operations of petroleum plants as required by the Supreme Allied Command S.E.C.;
- b) All phases of supply and distribution of petroleum products for both civilian and military use.

2. It soon became apparent that such a Committee must be constituted under Italian law. The matter was therefore taken up by Petroleum Section AFHQ through the Allied Commission with the Italian Government.

3. After lengthy discussions and negotiations which on the side of the Italian Government were continuously delayed, the final form of constitution of CIP was agreed about 4 months ago with Mr. Gronchi, Minister for Industry, Commerce and Labour. The form consisted of:-

(1) A decree to be published by the Italian Government;

(ii) A letter to be written by Mr. Bonomi to the Chief Commissioner of the Allied Commission, confirming that certain actions mentioned in the decree could only be taken after previous accord with the Allied Commission or its successor; for policy reasons, these points were not incorporated in the decree itself.

4. The decree and letter were approved by the Italian Cabinet on the 7th February 1945. It appeared, however, that in the documents which Mr. Bonomi had submitted to the Cabinet he had altered two important points in the draft which had already been agreed with the A.C. These points were corrected, and on the 17th February there was a general agreement both on the decree and on the letter.

5. The decree was signed by the Lieutenant General of the Regia, Prince Umberto, on or about the 8th March, and it is also understood that it has been counter-signed by most of the interested Ministers. Since that time there has been no further development and it is not at all possible that the delay is again

2. It soon became apparent that such a Committee must be constituted under Italian law. The matter was therefore taken up by Petroleum Section AFHQ through the Allied Commission with the Italian Government.

3. After lengthy discussions and negotiations which on the side of the Italian Government were continuously delayed, the final form of constitution of CIP was agreed about 4 months ago with Mr. Gronchi, Minister for Industry, Commerce and Labour. The form consisted of:-

(i) A decree to be published by the Italian Government;

(ii) A letter to be written by Mr. Bonomi to the Chief Commissioner of the Allied Commission, confirming that certain sections mentioned in the decree could only be taken after previous accord with the Allied Commission or its successor; for policy reasons, these points were not incorporated in the decree itself.

4. The decree and letter were approved by the Italian Cabinet on the 7th February 1945. It appeared, however, that in the documents which Mr. Bonchi had submitted to the Cabinet he had altered two important points in the draft which had already been agreed with the A.C. These points were corrected, and on the 17th February there was a general agreement both on the decree and on the letter.

5. The decree was signed by the Lieutenant General of the Realm, Prince Umberto, on or about the 8th March, and it is also understood that it has been counter-signed by most of the interested Ministers. Since that time there has been no further development and it is not at all possible that the delay is again deliberate.

6. During the last few weeks several attempts have been made to find out by personal enquiry from the Minister, the reasons for the prolonged delay in publishing the Decree. Minister Gronchi seems however to be always out of town but his "chef de cabinet" says that the delay is due to last minute objections when it was presented for signature to the Ministers of Finance and Justice (which normally take place after signature by the Lord Lieutenant). The nature of the objections is not known but the matter is being followed.

(38)

7. Both from the military point of view and from the point of view of the protection of Allied interests it is of the utmost importance that the decrees should be published with the least possible delay. The British and American Embassies are awaiting the publication of the CIP decree to present a note to the Italian Government with regard to Allied petroleum interests in Italy in accordance with instructions received from the Foreign Office and the State Department.

27 March 1945 .

BUCK SLIP

TE 21st April, 1945

HEADQUARTERS
ALLIED COMMISSION
 FINANCE SUB-COMMISSION

From

To

	Col. A. P. Graftley-Smith	
	Comdr. J. J. Lawler, USCGR	
	Col. H. G. Crawshaw	
	Lt-Col. J. H. Penick	
	Lt-Col. P. D. Banning	
	Lt-Col. E. P. Waters	
	Lt-Col. A. J. Baxter	
	Major B. E. L. Timmons	
	Major J. Osmon	
	Major E. J. Gits	
	Major W. E. Price	
✓	Major J. R. H. Hall	
	Major M. M. Daugherty	
	Capt. G. H. Tipping	
	Property Control Division	
	SSM Angibault	
	<i>Executive Commissioner</i>	✓
	Economic Section	
	Message Centre	

FOR:

... Recommendations & Remarks ... Necessary Action and return
 ... Information & Retention ... Perusal & Return
 ... Approval or Disapproval ... Filing
 ... Investigation & Report ... Despatch
 ... Necessary Action and retention

REMARKS:

Copy of decree as requested.
Registered & sent for publication - 18th April 1945

A. C. - Gen. 1945

COMMISSION
FINANCE
SUB-COMMISSION
1945
BUDGET OFFICER

Translation

Umberto DI SAVOIA PRINCE OF SALICAMACRA

Lieutenant General of the

Kingdom

APR 23 1941

by virtue of authority invested in us:

Having considered Royal Decree No. 1711 of 2/11/33 regulating the importation, handling, storage and distribution of mineral oils and fuel, converted to law 2/2/34 No. 367;

Considering Royal Decree No. 106, 6/4/34 which lays down regulations for the rationing, allocation and distribution of liquid fuels for civilian use;

Considering Decree of the Lieutenant 2, June, 1941, 30151;

Considering the war requirements which make it necessary to regulate exceptionally and temporarily the arrival, storage, handling, manipulation and distribution of petroleum products and substitutes, for essential military needs and for the nation's civilian requirements;

Considering the deliberation of the Council of Ministers;

On the proposal of the Minister of Industry, Commerce and Works, in agreement with the Minister of Finance and that of Treasury

We hereby decree as follows:

Art. 1

The Comitato Italiano Petroli (CIP) is constituted, with seat in Rome, for the purpose of coordinating and disciplinating, through special and temporary channels, all supplies of petroleum products and substitutes needed by Italian and allied armed forces and for civilian requirements; the management, the functioning and the organization of the oil companies existing in Italy will nevertheless remain autonomous.

CIP has a juridical personality and will not aim at making profits. It is placed under the surveillance of the Minister of Industry, Commerce and Works and of that of the Ministers of Finance and Treasury.

CIP will last one year after the liberation of the Italian territory from German occupation.

According to war requirements, this duration can be shortened or prolonged of not more than one year by a decree of the Minister of Industry, Commerce and Works, in agreement with the Ministers of Finance and Treasury.

to law 8/2/34 No. 367;

Considered Royal Decree No. 106, 6/4/44 which lays down regulations for the rationing, allocation and distribution of liquid fuels for civilian use;

Considered Decree of the Lieutenant 20 June, 1944, 10191;

Considered the war requirements which make it necessary to regulate temporarily and temporarily the arrival, storage, handling, manipulation and distribution of petroleum products and substitutes, for essential military needs and for the nation's civilian requirements;

Considered the deliberation of the Council of Ministers;

On the proposal of the Minister of Industry, Commerce and Works, in agreement with the Minister of Finance and that of Treasury;

We hereby decree as follows:

Art. 1

The Comitato Italiano Petroli (CIP) is constituted, with seat in Rome, for the purpose of coordinating and disciplining, through special and temporary channels, all supplies of petroleum products and substitutes needed by Italian and Allied Armed Forces and for civilian requirements; the management, the functioning and the organization of the oil companies existing in Italy will nevertheless remain autonomous.

CIP has a juridical personality and will not aim at making profits. It is placed under the surveillance of the Minister of Industry, Commerce and Works and of that of the Ministers of Finance and Treasury.

CIP will last one year after the liberation of the Italian territory from German occupation.

According to war requirements, this duration can be shortened or prolonged or not more than one year by a decree of the Minister of Industry, Commerce and Works, in agreement with the Ministers of Finance and Treasury.

Art. 2

CIP is entrusted with:

- 1) The receiving, handling and storage of all petroleum products and their substitutes.
- 2) The distribution of such products for military and civilian uses.
- 3) ^{tion} ~~Antevermanipola~~ / ~~they have to take place for military requirements.~~

cl (RNEY) 9/2/44 (Copy passed for CC files - 23 Apr 45)

- 2 -

Art. 3

Following application made to the Ministry of Industry, Commerce and Work, OIP will be authorized to make use temporarily, according to its requirements and to carry out the functions mentioned in the preceding Article, of the plants, organizations and equipments belonging to the existing national petroleum concerns in the territory of the State.

OIP may further have the right of disposing of stock in trade belonging to the said concerns.

These concerns will be placed under the obligation of putting at OIP's disposal for temporary use either the whole or any part of the plants, organization or equipment.

The machinery and the recoupment for such temporary use will be settled by agreement between the two parties on the basis of the system in force for operations carried out on behalf of third parties. In the same way the parties will settle between themselves the price to be paid in cases of purchase of the stock in trade.

In case of disagreement, and after hearing both sides, the Minister of Industry, Commerce and Work will decide.

While awaiting such settlement, OIP will make whatever payment it deems adequate, such payment being of a temporary nature and subject to final adjustment.

The same procedure is to be followed in cases of transfer of stocks in trade owned by the above mentioned concerns.

Art. 4

Such concerns ^{as} are affected by sub-para 3 of the preceding Article must carry out at OIP's request all operations covered by Art. 2 in connection with military requirements as well as other operations which may be practicable in the plants owned by them. The technical conditions and the recoupment will be settled by agreement between the two parties and failing agreement, by the Ministry of Industry, Commerce and Work, following the procedure outlined in sub-para 4 of Art. 3.

In such cases, sub-para 3 and 6 of Art. 3 apply.

Art. 5

All controversies of any nature whatsoever, which may arise between OIP and the aforecited petroleum concerns will be referred to the Minister of Industry, Commerce and Work, who will give a decision as from Art. 3, sub-para 3.

1720

These concerns will be placed under the obligation of putting at OIR's disposal for temporary use either the whole or any part of their plants, organization or equipment.

The machinery and the recompense for such temporary use will be settled by agreement between the two parties on the basis of the system in force for temporary use carried out on behalf of third parties. In the same way the parties will settle between themselves the price to be paid in cases of purchase of the stock in trade.

In case of disagreement, and after hearing both sides, the Minister of Industry, Commerce and Work will decide.

While settling such settlement, OIR will make whatever payment it deems adequate, such payment being of a temporary nature and subject to final adjustment.

The same procedure is to be followed in cases of transfer of stocks in trade owned by the above mentioned concerns.

Art. 4

Such concerns^{as} are affected by sub-para 3 of the preceding Article must carry out at OIR's request all operations covered by Art. 3 in connection with military requirements as well as other operations which may be practicable in the plant owned by them. The technical conditions and the recompense will be settled by agreement between the two parties and failing agreement, by the Ministry of Industry, Commerce and Work, following the procedure outlined in sub-para 4 of Art. 3.

In such cases, sub-para 5 and 6 of Art. 3 apply.

Art. 5

All controversies of any nature whatsoever, which may arise between OIR and the aforesaid petroleum concerns will be referred to the Minister of Industry, Commerce and Work, who will give a decision as from Art. 3, sub-para 3.

Art. 6

The selling prices for petroleum products and their substitutes destined for civilian use, will be fixed by the Ministry of Industry, Commerce and Work in collaboration with the Ministers of Treasury and Finance, after proposals have been made by OIR.

Such prices will be fixed to cover OIR's administrative and operational expenses, including disbursements to the petroleum concerns mentioned in Art. 3 and 4. An estimate of such costs will be made by OIR to cover the first period of its existence and it can be revised every three months in relation with the expenses which were actually made by the OIR.

Art. 7

The following bodies will be appointed:

- 1) Board of Directors
- 2) An Audit Board

The Board of Directors will administer CIP, and be composed of five members, appointed by a decree of the Minister of Industry, Commerce and Work, in agreement with the Ministers of Treasury and Finance.

The Board will elect one of its members as president.

The Audit Board will be composed of three active members, each of the three Ministries concerned, i.e., the Ministry of Industry, Commerce and Work, Treasury and Finance, will appoint an active member by decree, while the 2 deputy members will be appointed by joint decree of the three Ministries after previous agreement.

The Board of Directors and the Audit Board will both remain in office for 1 year, at the end of which period they may be re-appointed.

Art. 8

The legal representation of CIP is vested in its president or should he be unable to act, in two members of the Board of Directors jointly.

Art. 9

At the end of every operational period, CIP will prepare a statement of income and expenses, which supported by reports from the Board of Directors and Audit Board, will be submitted for approval to the Ministry of Industry, Commerce and Work, the Treasury, and the Ministry of Finance.

Each operational period will be of one year's duration, the first closing on December 31st 1942.

1713

Art. 10

Any profit which may have been realized will have to go to the State, which may leave it in whole or in part to CIP for the purpose of financing schemes submitted to the Ministry of Industry Commerce and Work, and approved by it as being of national interest.

Dispositions relative to the disposal of CIP's assets at the close of its activities will be taken by the Ministry of Industry Commerce and Work, the Treasury and the Ministry of Finance and set out in a decree issued jointly.

The Board will elect one of its members as President.

The Audit Board will be composed of three active members, each of the three Ministries concerned, i.e., the Ministry of Industry, Commerce and Work, Treasury and Finance, will appoint an active member by decree, while the 2 deputy members will be appointed by joint decree of the three Ministries after previous agreement.

The Board of Directors and the Audit Board will both remain in office for 1 year, at the end of which period they may be re-appointed.

Art. 8

The legal representation of CIR is vested in its President or should he be unable to act, in two members of the Board of Directors jointly.

Art. 9

At the end of every operational period, CIR will prepare a statement of income and expenses, which supported by reports from the Board of Directors and Audit Board, will be submitted for approval to the Ministry of Industry, Commerce and Work, the Treasury, and the Ministry of Finance.

Each operational period will be of one year's duration, the first closing on December 31st 1949.

1713

Art. 10

Any profit which may have been realized will have to go to the State, which may leave it in whole or in part to CIR for the purpose of financing schemes submitted to the Ministry of Industry Commerce and Work, and approved by it as being of national interest.

Dispositions relative to the disposal of CIR's assets at the close of its activities will be taken by the Ministry of Industry Commerce and Work, the Treasury and the Ministry of Finance and set out in a decree issued jointly.

Art. 11

Relations between CIR and the personnel it will employ will be regulated by the existing laws concerning conditions of employment, in the absence of special contracts.

Art. 12

CIR's statute is to be approved by Decree of the Ministry of Industry, Commerce and Labour, subject to agreement of the Treasury and of the Ministry of Finance.

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

32

-4-

Art. 13

The present decree will operate as from the day following its publication
in the official Gazette

Rome, 1 March 1945

1718

CAPO DI SAVOIA PRINCIPALE DI PIEMONTE
LUOGOTENENTE GENERALE DEL REGNO

In virtù dell'autorità a Noi delegata;

Visto il R.D.L. 2 novembre 1923 n. 1741, che disciplina l'importazione; la lavorazione, il deposito e la distribuzione degli olii minerali e dei carburanti, convertito nella legge 6 febbraio 1934 n. 367;

Visto il R.D.L. 6 aprile 1944, n. 106 che detta norme per la ripartizione, l'assegnazione e la distribuzione dei combustibili liquidi destinati agli usi civili;

Visto il Decreto Legge Luogotenenziale 25 giugno 1944 n. 151; Considerate le necessità di guerra che impongono di regolare in via straordinaria e temporanea il ricevimento, il deposito, la lavorazione, la manipolazione e la distribuzione dei prodotti petroliferi e succedanei per le superiori esigenze militari, e per quelle civili nella Nazione;

Vista la deliberazione del Consiglio dei Ministri;

Sulla proposta del Ministro per l'Industria, il Commercio ed il Lavoro, di concerto coi Ministri per le Finanze e per il Tesoro;

ABBIAMO SANZIONATO E PROMULGHIAMO QUANTO SEGUE:

Art. I.

E' costituito, con sede in Roma, il Comitato Italiano Petroli (C.I.P.), allo scopo di coordinare e disciplinare, in via straordinaria e temporanea, l'approvvigionamento dei prodotti petroliferi e loro succedanei per le esigenze delle Forze Armate Italiane ed Alleate e per gli usi civili, restando peraltro autonome l'amministrazione, la gestione e l'organizzazione delle società petrolifere esistenti in Italia.

Il Comitato Italiano Petroli ha personalità giuridica e non persegue fini di lucro. Esso è posto sotto la vigilanza del Ministro dell'Industria, del Commercio e del Lavoro, e di quelli delle Finanze e del Tesoro.

La durata del Comitato Italiano Petroli è fissata ad un anno

li e dei carburanti, convertito nella legge 8 febbraio 1934 n. 367;

Visto il R.D.L. 6 aprile 1944, n. 106 che detta norme per la ripartizione, l'assegnazione e la distribuzione dei combustibili liquidi destinati agli usi civili;

Visto il Decreto Legge Luogotenenziale 25 giugno 1944 n. 151;
Considerate le necessità di guerra che impongono di regolare in via straordinaria e temporanea il ricevimento, il deposito, la lavorazione, la manipolazione e la distribuzione dei prodotti petroliferi e succedanei per le superiori esigenze militari, e per quelle civili nella Nazione;

Vista la deliberazione del Consiglio dei Ministri;

Sulla proposta del Ministro per l'Industria, il Commercio ed il Lavoro, di concerto coi Ministri per le Finanze e per il Tesoro;

ABBIAMO SANZIONATO E PRODUCIAMO QUANTO SEGUE :

Art. I.

E' costituito, con sede in Roma, il Comitato Italiano Petroli (C.I.P.), allo scopo di coordinare e disciplinare, in via straordinaria e temporanea, l'approvvigionamento dei prodotti petroliferi e loro succedanei per le esigenze delle Forze Armate Italiane ed Alleate e per gli usi civili, restando peraltro autonoma l'amministrazione, la gestione e l'organizzazione delle società petrolifere esistenti in Italia.

Il Comitato Italiano Petroli ha personalità giuridica e non persegue fini di lucro. Esso è posto sotto la vigilanza del Ministro dell'Industria, del Commercio e del Lavoro, e di quelli delle Finanze e del Tesoro.

La durata del Comitato Italiano Petroli è fissata ad un anno dopo la liberazione del territorio italiano dall'occupazione tedesca.

In relazione alle esigenze belliche tale durata potrà essere

2.

ridotta o prorogata non oltre un anno, con decreto del Ministro dell'Industria, Commercio e Lavoro di concerto con i Ministri delle Finanze e del Tesoro.

Art. 2.

Il Comitato Italiano Petroli provvede :

- 1) al ricevimento, alla manipolazione e al deposito dei prodotti petroliferi e loro succedanei;
- 2) alla distribuzione dei prodotti stessi per usi militari e civili;
- 3) alle eventuali lavorazioni imposte da necessità belliche.

Art. 3.

Il Comitato Italiano Petroli, su domanda al Ministro dell'Industria, del Commercio e del Lavoro, sarà autorizzato ad utilizzare temporaneamente, secondo le proprie esigenze e per il conseguimento degli scopi indicati nell'articolo precedente, gli impianti, l'organizzazione e le attrezzature delle imprese nazionali esistenti nel territorio dello Stato.

Il Comitato Italiano Petroli potrà essere autorizzato anche a disporre delle merci di pertinenza delle imprese predette.

Le imprese stesse saranno obbligate a mettere a disposizione del Comitato Italiano Petroli, in tutto o in parte, in temporaneo uso, i loro impianti, organizzazione, attrezzature.

Le modalità ed il corrispettivo di tale utilizzazione saranno concordati, di regola, fra le parti secondo il sistema della lavorazione per conto terzi. Analogamente sarà concordato fra le parti il corrispettivo per l'acquisto delle merci.

In caso di disaccordo decide il Ministro dell'Industria, del Commercio e del Lavoro, sentito le parti.

1718

Art. 2.

Il Comitato Italiano Petroli provvede :

- 1) al ricevimento, alla manipolazione e al deposito dei prodotti petroliferi e loro succedanei;
- 2) alla distribuzione dei prodotti stessi per usi militari e civili;
- 3) alle eventuali lavorazioni imposte da necessità belliche.

Art. 3.

Il Comitato Italiano Petroli, su domanda al Ministro dell'Industria, del Commercio e del Lavoro, sarà autorizzato ad utilizzare temporaneamente, secondo le proprie esigenze e per il conseguimento degli scopi indicati nell'articolo precedente, gli impianti, l'organizzazione e le attrezzature delle imprese nazionali esistenti nel territorio dello Stato.

Il Comitato Italiano Petroli potrà essere autorizzato anche a disporre delle merci di pertinenza delle imprese predette.

Le imprese stesse saranno obbligate a mettere a disposizione del Comitato Italiano Petroli, in tutto o in parte, in temporaneo uso, i loro impianti, organizzazione, attrezzature.

Le modalità ed il corrispettivo di tale utilizzazione saranno concordati, di regola, fra le parti secondo il sistema della lavorazione per conto terzi. Analogamente sarà concordato fra le parti il corrispettivo per l'acquisto delle merci.

In caso di disaccordo decide il Ministro dell'Industria del Commercio e del Lavoro, sentite le parti.

In attesa della decisione, il Comitato Italiano Petroli, corrisponderà, a titolo provvisorio e salvo conguaglio, il compenso da esso determinato.

Uguale procedimento sarà seguito per la messa a disposizione delle merci possedute dalle imprese suddette.

1713

Art. 4.

Le imprese obbligate a sensi del terzo comma dell'articolo precedente sono tenute a compiere, su richiesta del Comitato Italiano Petroli, tutte le operazioni indicate nell'art. 2 e, per le necessità belliche, anche altre operazioni che siano attuabili negli impianti da esse posseduti.

Le condizioni tecniche ed il corrispettivo saranno stabiliti d'accordo fra le parti e, in mancanza, dal Ministro dell'Industria, Commercio e Lavoro, a norma del comma quarto dell'art. 3.

Si applicano in questo caso i commi 5 e 6 dell'art. 3.

Art. 5.

Tutte le controversie di qualunque natura che possono sorgere fra il Comitato Italiano Petroli e le predette imprese sono deferite al Ministro dell'Industria, del commercio e del lavoro, il quale decide a norma del comma quinto dell'art. 3.

Art. 6.

I prezzi di vendita dei prodotti petroliferi e loro succedanei destinati al consumo civile sono, su proposta del Comitato Italiano Petroli, stabiliti dal Ministro dell'Industria, del commercio e del lavoro, di concerto con i Ministri delle Finanze e del Tesoro.

In tali prezzi è compresa una aliquota per provvedere alle spese di organizzazione e di funzionamento del Comitato Italiano Petroli e ai compensi da corrispondersi alla estende di cui agli art. 3 e 4. La aliquota è determinata in via provvisoria all'inizio dell'esercizio del C.I.P., e può essere riveduta al termine di ogni triestre, in relazione alle spese effettivamente sostenute dal Comitato Italiano Petroli.

Le condizioni tecniche ed il corrispettivo saranno stabiliti d'accordo fra le parti e, in mancanza, dal Ministro dell'Industria, Commercio e Lavoro, a norma del comma quarto dell'art.3.

Si applicano in questo caso i comma 5 e 6 dell'art.3.

Art. 5.

Tutte le controversie di qualunque natura che possono sorgere fra il Comitato Italiano Petroli e le predette imprese sono devolute al Ministro dell'Industria, del commercio e del lavoro, il quale decide a norma del comma quinto dell'art.3.

Art. 6.

I prezzi di vendita dei prodotti petroliferi e loro succedanei destinati al consumo civile sono, su proposte del Comitato Italiano Petroli, stabiliti dal Ministro dell'Industria, del commercio e del lavoro, di concerto con i Ministri delle Finanze e del Tesoro.

In tali prezzi è compresa una aliquota per provvedere alle spese di organizzazione e di funzionamento del Comitato Italiano Petroli e ai compensi da corrispondersi alle aziende di cui agli art. 3 e 4. La aliquota è determinata in via provvisoria all'inizio dell'esercizio del C.I.P., e può essere riveduta al termine di ogni triennio, in relazione alle spese effettivamente sostenute dal Comitato Italiano Petroli.

Art. 7.

Sono organi dell'Ente :

- 1) il Consiglio direttivo;
- 2) il Collegio dei revisori dei conti.

1713

./.

Il Consiglio direttivo amministra il Comitato Italiano Petroli, ed è composto di cinque membri, nominati con decreto del Ministro dell'Industria, del commercio e del lavoro, di concerto coi Ministri delle Finanze e del Tesoro.

Il Consiglio direttivo elegge fra i suoi membri il Presidente.

Il Collegio dei revisori dei conti è composto di tre membri effettivi nominati con decreto rispettivamente del Ministro dell'Industria, del commercio e del lavoro, e dei Ministri del Tesoro e delle Finanze, e di due supplenti nominati con decreto del Ministro dell'Industria, del commercio e del lavoro, di concerto con i Ministri del Tesoro e delle Finanze.

I membri del Consiglio direttivo e del Collegio dei revisori dei conti durano in carica un anno e possono essere confermati.

Art. 8.

La rappresentanza legale dell'Ente spetta al Presidente del Consiglio direttivo, e, in caso di suo impedimento, congiuntamente a due membri del Consiglio.

Art. 9.

Alla fine di ogni esercizio il Comitato Italiano Petroli rende il rendiconto delle entrate e delle spese che, corredate della relazione del Consiglio direttivo e del Collegio dei Revisori dei Conti, deve essere sottoposto all'approvazione del Ministro dell'Industria, del commercio e del lavoro, e dei Ministri delle Finanze e del Tesoro.

Ogni esercizio ha la durata di un anno. Il primo si chiude il 31 dicembre 1945.

Art. 10.

Gli eventuali saldi attivi del conto spese e proventi dovranno

Il Collegio dei revisori dei conti è composto di tre membri effettivi nominati con decreto rispettivamente del Ministro dell'Industria, del commercio e del lavoro, e dei Ministri del Tesoro e delle Finanze, e di due supplenti nominati con decreto del Ministro dell'Industria, del commercio e del lavoro, di concerto con i Ministri del Tesoro e delle Finanze.

I membri del Consiglio Direttivo e del Collegio dei revisori dei conti durano in carica un anno e possono essere confermati.

Art. 8.

La rappresentanza legale dell'Ente spetta al Presidente del Consiglio Direttivo, e, in caso di suo impedimento, congiuntamente a due membri del Consiglio.

Art. 9.

Alla fine di ogni esercizio il Comitato Italiano Petroli redige il rendiconto delle entrate e delle spese che, corredate della relazione del Consiglio direttivo e del Collegio dei Revisori del Conto, deve essere sottoposto all'approvazione del Ministro dell'Industria, del commercio e del lavoro, e dei Ministri delle Finanze e del Tesoro.

Ogni esercizio ha la durata di un anno. Il primo si chiude

il 31 dicembre 1945.

Art. 10.

Gli eventuali saldi attivi del conto spese e ~~prodotto~~^{redditi} dovranno essere devoluti allo Stato, il quale poi potrà destinarli anche in tutto o in parte, al Comitato Italiano Petroli per l'attuazione di provvedimenti da esso proposti al Ministero dell'Industria, del commercio e del lavoro, e da quest'ultimo riconosciuti di pubblico interesse.

5.
Le disposizioni relative alla devoluzione del patrimonio del Comitato Italiano Petroli al termine del suo funzionamento saranno stabilite con decreto del Ministro dell'Industria, del commercio e del Lavoro, di concerto con i Ministri delle Finanze e del Tesoro.

Art. 11.

Il rapporto di impiego fra il Comitato Italiano Petroli e il personale da esso direttamente assunto è regolato, in difetto di speciali patti di lavoro, delle norme di legge vigenti sul contratto di impiego privato.

Art. 12.

Lo statuto del Comitato Italiano Petroli sarà approvato con decreto del Ministro dell'Industria, del commercio e del lavoro, di concerto con i Ministri delle Finanze e del Tesoro.

Art. 13.

Il presente decreto entra in vigore il giorno successivo a quello della sua pubblicazione e nella Gazzetta Ufficiale del Regno.

Ordiniamo, e chiunque spetti di osservare il presente decreto e di farlo osservare come legge dello Stato.

Dato a Roma, addì 1° marzo 1945

F.to UMBERTO DI SAVOIA

IVANOE BONOMI

GIOVANNI GRONCHI

ANTONIO FISENTI

MARCELLO SOLERI

e del Tesoro.

Art. 11.

Il rapporto di impiego fra il Comitato Italiano Petroli e il personale da esso direttamente assunto è regolato, in difetto di speciali patti di lavoro, dalle norme di legge vigenti sul contratto di impiego privato.

Art. 12.

Lo statuto del Comitato Italiano Petroli sarà approvato con decreto del Ministro dell'Industria, del commercio e del lavoro, di concerto con i Ministri delle Finanze e del Tesoro.

Art. 13.

Il presente decreto entra in vigore il giorno successivo a quello della sua pubblicazione e nella Gazzetta Ufficiale del Regno.

Ordiniamo, e chiunque spetti di osservare il presente decreto e di farlo osservare come legge dello Stato.

Dato a Roma, addì 1° marzo 1945

F.to UMBERTO DI SAVOIA

IVANOE DONOMI

GIOVANNI GRONCHI

ANTONIO PRESENTI

MARCELLO SOLERI

1713

per copia conforme

IL CAPO DI CABINETTO

19 April 1945

Major Quayle:

Major Martagh of Economic Section called with reference to the memo of the Economic Section dated 16 April, EC/13.01, in the matter of the CIP decree. The decree has now been registered and sent for publication to the ~~Gazetta~~ Gazzetta Ufficiale.

/s/ Sgt. Polowski

(seen by Admiral Stone)

NOTE BY MAJOR QUAYLE:

I have informed Mr. Macmillan's office and the Political Advisers of the above.

/s/ "Q."
19/IV/45

See M.N. 26.

COPY

PMR J. 23/4

1712

(HAG River) 1712

COPY
O
P
Y

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

ES/13.01

16 April 1945

APR 20 REC'D

SUBJECT: C. I. P. Decree

TO: Chief Commissioner

1. This memorandum is written with reference to your note of this date inquiring as to what the facts are as to the C.I.P. decree.

2. I have talked with Minister Gronchi on the matter three times this morning. He advises me that the decree was signed at noon today by Minister Soleri. The decree is now to be returned to Minister Gronchi who assures me that he will do everything possible to have it cleared with the Ministry of Justice, and Corte dei Conti. He states that the decree will be out by the end of the week.

4. I have requested our representative on Corte dei Conti, Major J. Hall to personally look for the decree, and expedite it upon receipt.

5. I shall follow up the matter daily until the decree is out.

/s/ A.G. Antolini
A. G. ANTOLINI
Acting Vice President
Economic Section

Enc. - 1
copy of letter to Minister Gronchi

APPROVED /s/ John M. Murtagh,
JOHN M. MURTAGH
Major, AC
SA to AVP - Economic Section

Lu (42)

1711

COPY
O
P
Y

HEADQUARTERS ALLIED COMMISSION
Office of the President
APO 394

TO: Chief Commissioner.
FROM: Mr. Macmillan.

C. I. F. DECREE.

In reply to my minute of 27th March, you informed me on April 2nd that there did not appear to be any deliberate delay and that the decree regarding petroleum and oil affairs in Italy was up for final signature by the Minister of Finance. I was informed on the 5th April that Minister Gronchi had given a personal assurance to Mr. Antolini -

- (a) that the decree was in the hands of the printers;
 - (b) that it had been drawn in the terms agreed; and
 - (c) that the covering letter from the President of the Council of Ministers to the Chief Commissioner would be drawn in the terms agreed and sent at the time of the publication of the decree.
2. I am now informed that (a) is not true; the decree has not even been sealed, much less gone to the printers. I am therefore a little suspicious that the Italian Government are trying to go slow on all this in the hope that the war will end before the issue of the decree. I feel that stern action is necessary with the Italian Government on this matter.

H.M.

15th April, 1945.

1713

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

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 11-15-83 BY SP-10

CONFIDENTIAL

20

Tel: 735

9 April 1945.

Ref: 1407/20/MC.

SUBJECT: Petrol Supplies.

TO : Liaison Division.

Please be advised that instructions have been given for
petrol to be issued for the car of Lt. Col. J. de Salis.

Chief Staff Officer,
To Executive Commissioner.

1703

785017

CONFIDENTIAL

19

T.G.P. Wc.33

Tel: 735

9 April 1945.

Ref: 4407/19/EC.

SUBJECT: Petrol Supplies.

TO : Establishment Section.

1. Please inform HQ Commandant that permission is granted for Lt.Col. J. de Salis, AFHQ Liaison Section, to draw petrol for the car he is using.
2. This will be a temporary arrangement as the car is shortly to be withdrawn.

Info/ F.

NORMAN E. FLEKE
Colonel
Acting Executive Commissioner

1707

TO: Acting Executive Commissioner.

1. Yesterday, 6 April, I received a phone call from Major Hopton, AFHQ, requesting that your authority be given for Col. John De Salis, AFHQ Liaison Section, to draw petrol from A.C. sources. Major Hopton said that General Beaumont Nesbitt would appreciate it if favourable consideration could be given to this request. It is hoped that a WE for the Liaison Section AFHQ will shortly be obtained, when administrative difficulties such as this one will be removed.
2. I learn from Col. De Salis that he is using a car which he took over from LAZIO-UMBRIA Region.
3. If you would authorise this I will inform HQ Comdt., AFHQ and Col. De Salis.

Office of Executive Commissioner,
7 Apr 45.

Shorden
Major.

2/4
Approved for petrol. The
car may be continued
in use for the time being
but will be required
in the North in the
near future. 7

See 191703

785017

Rome, 5 April 1945

APR - 6 1945

MEMORANDUM FOR FILE 5146/6

4407

Subject: CIP Decree

1. Arising out of conversations with Pet. Sec., Economic Section, Chief Commissioner's and Mr. Mac Millans Office it is understood that Minister Gronchi has given a personal assurance to Mr. Antolini that:

- (a) The CIP decree is in the hands of the Printers.
- (b) It has been drawn in the terms agreed.
- (c) The covering letter from the President of the Council of Ministers to the Chief Commissioner will be drawn in the terms agreed and sent to us at the same time as the Decree is published.

Copies to: Economic Section
: Chief Commissioner's Office (Maj. Riveley)
: Mr. Mac Millans Office (Capt. Cecil)
: Pet. Sec. ANIC, RIAC

*Major Breerton
478829*

*As. Breerton
R. Lignell*

1705

see M.22

(1145 Riveley)

HEADQUARTERS ALLIED COMMISSION
APO 894
ECONOMIC SECTION

ES/13.01

30 March 1945

SUBJECT: C. I. F.

TO : Chief Commissioner

1. Reference to the attached letter (A) from the President, please find attached (B) a memorandum from Commerce Sub-Commission on CIF and the decree legalizing its constitution.

2. It is understood that the meeting mentioned in the President's letter will not now be held.

3. If however a meeting should be held, Colonel Vogel, head of Petroleum Section, AFAC, and Colonel Eyles, head of Petroleum Section, BAAC have requested that they may attend. It is understood that such a meeting would be called by your office.

Antolini
A. G. ANTOLINI
Acting Vice President
Economic Section

Enc. Memorandum - Attachment B
Letter - Attachment A

1704

c.c. had spoken with Mr. Macmillan. No meeting

*3/4 P/A
see M. 14 to 16*

6/4

785017

HEADQUARTERS ALLIED COMMISSION

APO 394

COMMERCE SUB-COMMISSION

ASB/ha.

Ref. AC/5146/6/Commerce/POL. I7

Tel. Rome 478829

28 March 1945

SUBJECT: CIP Decree

TO : Economic Section .

1. Conversation Chief Commissioner - Col. Densmore - Maj. Brereton refers .
2. Attached is a memorandum on CIP and the Decree legalising its constitution and scope referred to in Mr. Macmillan's letter to the Chief Commissioner which is returned herewith.
3. May we please be informed of the time and place of the meeting if a representative of this Sub-Commission is required to attend the meeting requested by Mr. Macmillan.

W. P. Evans
W. P. EVANS
Colonel
Director
Commerce Sub-Commission

2 Encls. (as para No 2)

1703

MEMORANDUM

SUBJECT: Comitato Italiano Petroli (C.I.P.).

1. The CIP has been formed as a Committee to be responsible for all petroleum activity in Liberated Italy, and as such it is responsible for the following:-

- a) All operations of petroleum plants as required by the Supreme Allied Command M.T.O.;
- b) All phases of supply and distribution of petroleum products for both civilian and military use.

2. It soon became apparent that such a Committee must be constituted under Italian law. The matter was therefore taken up by Petroleum Section AFHQ through the Allied Commission with the Italian Government.

3. After lengthy discussions and negotiations which on the side of the Italian Government were continuously delayed, the final form of constitution of CIP was agreed about 4 months ago with Mr. Gronchi, Minister for Industry, Commerce and Labour. The form consisted of:-

- (i) A decree to be published by the Italian Government;
- (ii) A letter to be written by Mr. Bonomi to the Chief Commissioner of the Allied Commission, confirming that certain actions mentioned in the decree could only be taken after previous accord with the Allied Commission or its successor; for policy reasons, these points were not incorporated in the decree itself.

4. The decree and letter were approved by the Italian Cabinet on the 7th February 1945. It appeared, however, that in the documents which Mr. Gronchi had submitted to the Cabinet he had altered two important points in the draft which had already been agreed with the A.C. These points were corrected, and on the 17th February there was a general agreement both on the decree and on the letter.

5. The decree was signed by the Lieutenant General of the Realm, Prince Umberto, on or about the 8th March, and it is also understood that it has been counter-signed by most of the interested Ministers. Since that time there has been no further development and it is not at all impossible that the delay is again deliberate.

soon became apparent that such a Committee must be constituted under Italian law. The matter was therefore taken up by Petroleum Section AFHQ through the Allied Commission with the Italian Government.

3. After lengthy discussions and negotiations which on the side of the Italian Government were continuously delayed, the final form of constitution of CIP was agreed about 4 months ago with Mr. Gronchi, Minister for Industry, Commerce and Labour. The form consisted of:-

(i) A decree to be published by the Italian Government;

(ii) A letter to be written by Mr. Bonomi to the Chief Commissioner of the Allied Commission, confirming that certain actions mentioned in the decree could only be taken after previous accord with the Allied Commission or its successor; for policy reasons, these points were not incorporated in the decree itself.

4. The decree and letter were approved by the Italian Cabinet on the 7th February 1945. It appeared, however, that in the documents which Mr. Gronchi had submitted to the Cabinet he had altered two important points in the draft which had already been agreed with the A.C. These points were corrected, and on the 17th February there was a general agreement both on the decree and on the letter.

5. The decree was signed by the Lieutenant General of the Realm, Prince Umberto, on or about the 8th March, and it is also understood that it has been counter-signed by most of the interested Ministers. Since that time there has been no further development and it is not at all impossible that the delay is again deliberate.

6. During the last few weeks several attempts have been made to find out by personal enquiry from the Minister, the reasons for the prolonged delay in publishing the Decree. Minister Gronchi seems however to be always out of town but his "chef de cabinet" says that the delay is due to last minute objections when it was presented for signature to the Ministers of Finance and Justice (which normally take place AFTER signature by the Lord Lieutenant). The nature of the objections is not known but the matter is being followed.

./.

10

7. Both from the military point of view and from the point of view of the protection of Allied interests it is of the utmost importance that the decree should be published with the least possible delay. The British and American Embassies are awaiting the publication of the CIP decree to present a note to the Italian Government with regard to Allied petroleum interests in Italy in accordance with instructions received from the Foreign Office and the State Department.

27 March 1945.

At. Bunker King
R. Signals.

1701

4407
HQ QUARTERS ALLIED COMMISSION

Office of the President

APO 394

MAR 27 RECD
CC 796
9
923
1/4

Pres/45001/10/AC

To: Chief Commissioner.

From: Mr. Macmillan.

I am rather worried about the position regarding petroleum and oil affairs in Italy. I understand that a decree legalizing the constitution and scope of C.I.P., together with a vital covering letter, is still held up. Could we have a meeting including yourself, Antolini, the civilian oil advisers and the Commercial Counsellors of the two Embassies to discuss the question?

HM

27th March, 1945.

28th June

1700

4407 Y 70
~~RESTRICTED~~

DCM/ar

ALLIED FORCE HEADQUARTERS
APO 512

ADMINISTRATIVE MEMORANDUM)

NUMBER

12)

25 February 1945

Payments to C. I. P. in Italy MAR 1 - 1945 . . . I
Conditions Under Which Italians Will be Exempted from the Military Service . II

I -- PAYMENTS TO C. I. P. IN ITALY

1. This instruction sets forth the methods to be adopted in the settlement to be made for facilities and services provided by C. I. P. (Comitato Italiano Petroli).

2. In accordance with established policies, payment will not be made to C. I. P. for the use of petroleum plants and facilities which were in existence before the date of liberation from the enemy. Furthermore, payment will not be made to C. I. P. for labor and maintenance materials used in the normal operations of C. I. P., which include receipt, storage and issue of petroleum products, and cleaning and filling containers.

3. Labor employed on the construction and removal of additional petroleum facilities, and in the operation of all new petroleum facilities outside the boundaries of petroleum plants existing at the date of liberation, will be deemed, in cases of work done at the request of the Allied Forces, to be employed direct by the Allied Forces and will be employed and paid in accordance with the current instruction for such payment. Where desired, arrangements may be made for C. I. P. Managers to recruit labor and supervise such operations but in all such cases they will act as representatives of the Allied Forces and not in the name of C. I. P.

4. Payment will be made for services by C. I. P., which cannot be considered as part of the normal maintenance and operation of a petroleum installation or depot. Such services include repairs to plant and equipment not the property of C. I. P., the preparation of containers for the use of products other than petroleum, etc. Such payments will be on a cost basis and will cover only salaries, wages, and any expenses incurred by C. I. P. in the purchase of material and the like.

II - CONDITIONS UNDER WHICH ITALIANS WILL BE EXEMPTED FROM THE MILITARY SERVICE

Appendix "A", AFHQ Administrative Memorandum Number 10, 1945, is amended as follows:

INFO COPY ON FILE YOFEE.

RESTRICTED

1698

R E S T R I C T E D

AFHQ Adm Memo #A2 (cont'd)

Delete so much thereof as reads:

"Exemption Granted In Respect of Serial Nos For Three Months
From Date"

and substitute:

"Exemption Granted In Respect of Serial Nos For Six Months
From Date".

BY COMMAND OF FIELD MARSHAL ALEXANDER:

C. W. Christensen
C. W. CHRISTENSEN
Colonel, AGD
Adjutant General

DISTRIBUTION:

C

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

HEADQUARTERS ARMED COMMISSION
AFO 394

Suspension Admin Memo #12-AFHA-26/2/45

Date 1/3/45

FROM	TO	FROM	TO
Chief Commissioner	✓	Political Section	
Chief of Staff Exec Comm	2	Establishment Section	✓
Liaison Div		Executive Officer (A)	✓
Message Centre		Executive Officer (B)	
Civil Affairs Section	✓	G-2(A)	✓
DP & Rep		G-1(A) Civilian Emp.	✓
Local Govt		G-1(P) for EO (B)	✓
Patriotic Branch		G-4(A)	✓
Public Safety		G-4(P)	✓
Security Division		2675th Regt	✓
Public Health		H.Q. Comdt	✓
Legal	✓	Adjutant	✓
Education		Navy	✓
Monuments & Fine Arts		Land Forces (EMIL)	✓
Economic Section	✓	Air	✓
Requisition Division		Communications	✓
Agriculture		Civil Censorship Group	
Commerce	✓	C.M.D. & P.O.W.	✓
Finance	✓	Public Relations Branch	✓
Property Control Div		Information Division	
Food		Archivist	
Industry		I.G.C.R.	
Mining Division			
Labor			
Public Works & Utilities			
Shipping			
Transportation	✓		

ALL REGIONS 1 AMIC 17 JAN 45 1 EACH

Signature _____
 Remarks & Recommendation _____
 Information _____
 Approval/Disposal _____
 Appropriate Action _____
 Investigation & Report _____
 Dispatch _____ *JAC*

Remarks _____

1693

1819
4407
HEADQUARTERS
ALLIED MILITARY GOVERNMENT
MOTOR TRANSPORTATION DIVISION
PETROLEUM SECTION
APO 394

MEA/546

16 February 1945

SUBJECT: Handing over P.O.L. activities
Italian Authorities.

TO: All Divisions of Lazio-Umbria Region.

1. In line with the Allied Commission's policy to turn all possible activities over to the Italian Authorities, this Division has been instructed to turn over the work of its P.O.L. Section to the Ufficio Provinciale del Commercio e dell'Industria "U.P.C.I." (Camera di Commercio, Industria e Agricoltura "C.C.I.A.").

2. Therefore, from and after March 1st, 1945 all requests for petroleum products, for any and all civilian activities, will be referred to the above named "U.P.C.I." (C.C.I.A.). This in no way affects military projects. They continue to receive their petroleum requirements as heretofore.

3. All requests for circulation permits will also be screened and issued at the direction of the "U.P.C.I." (C.C.I.A.) except for all trucks and three wheelers of more than 3¹/₂ quintals carrying capacity which are registered with E.T.A.C., and operated directly by them, will apply directly to Ispettorato Compartimentale della Motorizzazione Civile's trucks permit office.

4. From and after March 1st, no Allied Military Division will make any requests for petroleum products for civilian persons, companies, societies, etc. but may give, if necessary, certificates to such contractors and other persons certifying the existence of a contract, or detailing the nature of the work they are doing or about to do, its military importance, if any, and such other data as will enable "U.P.C.I." (C.C.I.A.) to intelligently estimate the petroleum needs of the persons or companies concerned (a suggested form for data is enclosed).

5. All designated Italian Authorities may be subjected to change or alteration by future Italian Governmental directives.

6. The Division and Provincial heads are also instructed to have their Italian counterparts, if any, to submit all future bids and estimates of petroleum requirements to the "U.P.C.I." (C.C.I.A.) in exactly the same manner as the Divisions and Provinces have heretofore submitted these bids to Regional Petroleum Section, to wit on form "in lieu of Pet. form 6" (copy enclosed) on or before the 3rd day of the month preceding the month for which requirements are being submitted, e.g.: - for April, bids are due at the Office of "U.P.C.I." (C.C.I.A.) no later than March 3rd, etc.

7. The Petroleum Section of this Division will continue to function solely in its advisory capacity and as liaison between the Allied Military Divisions and the designated Italian authorities.

8. This turn over does not apply to the Provinces still under A.M.G. control, to wit Perugia and Terni.

For the Regional Commissioner:

1000

J. A. N. Giles
J. A. N. GILES
Lt. Colonel KRRC
Regional Transportation O.

DISTRIBUTION:

AFHQ Petroleum Section, R.A.A.C.
All Sub-Commissions AC. HQ.
All Provincial Commissioners Lazio-Umbria Region.
All Division Heads Lazio-Umbria Region HQ.
AD.S.T., R.A.A.C.
P.W.B. (Transportation Section).
Motor Transportation Division Lazio-Umbria Region
(salvage wrecked vehicles Section).

785017

P.O.L. RATION

RAZIONE DI CARBURANTE (1)

(a) PERMANENT USE

(a) Uso permanente

MONTHLY MILEAGE ESTIMATE

Percorrenza mensile preventivata

CONSUMPTION RATE: litres of gasoline $\frac{\%}{\text{Km}}$.
Consumo unitario : litri di benzina $\frac{\%}{\text{Km}}$.

litres of gas oil $\frac{\%}{\text{Km}}$.
litri di gasolio $\frac{\%}{\text{Km}}$.

MONTHLY RATION RECOMMENDED: litres of gasoline
Razione mensile raccomandata : litri di benzina

litres of gas oil
litri di gasolio

UP TO THE END OF THE MONTH OF

Fino alla fine del mese di

Km.

(b) TEMPORARY USE OR SPECIAL TRIPS

(b) Uso temporaneo o viaggi speciali

NUMBER OF TRIPS
Numero di viaggi

MILEAGE
Kilometraggio

Km.

CONSUMPTION RATE: litres of gasoline $\frac{\%}{\text{Km}}$.
Consumo unitario : litri di benzina $\frac{\%}{\text{Km}}$.

litres of gas oil $\frac{\%}{\text{Km}}$.
litri di gasolio $\frac{\%}{\text{Km}}$.

QUANTITY RECOMMENDED: litres of gasoline
Quantità raccomandata : litri di benzina

litres of gas oil
litri di gasolio

REQUESTED VALIDITY OF COUPONS: up to

Validità richiesta per i tagliandi di carburante: fino al (Data)

(Date)

N. B. - Lubricating oil is automatically granted at the rate of 3 $\frac{\%}{\text{Km}}$ of motor fuels granted.

N. B. - L'olio lubrificante viene automaticamente assegnato in ragione del 3 $\frac{\%}{\text{Km}}$ del carburante concesso.

(1) P.O.L. ration is not to be requested when supplies are to be drawn either from Military sources or from bulk allocations.

(1) La razione del carburante non deve essere richiesta quando la fornitura proviene da fonti militari oppure da assegnazioni globali.

APPLICANT'S SIGNATURE, ADDRESS AND TELEPHONE No.

Firma e indirizzo del richiedente - Telefono N.

1693

The undersigned certifies that the above named applicant is working on a project under the supervision

MONTHLY RATION RECOMMENDED: litres of gasoline
Razione mensile raccomandata

litres of gas oil
litri di gasolio

UP TO THE END OF THE MONTH OF
Fino alla fine del mese di

(b) TEMPORARY USE OR SPECIAL TRIPS
(b) Uso temporaneo o viaggi speciali

NUMBER OF TRIPS
Numero di viaggi

MILEAGE
Kilometraggio

CONSUMPTION RATE: litres of gasoline % Km.
Consumo unitario : litri di benzina % Km.

litres of gas oil % Km.
litri di gasolio % Km.

QUANTITY RECOMMENDED: litres of gasoline
Quantità raccomandata : litri di benzina

litres of gas oil
litri di gasolio

REQUESTED VALIDITY OF COUPONS: up to
Validità richiesta per i tagliandi di carburante: fino al (Data)

(Date)

N. B. - Lubricating oil is automatically granted at the rate of 3 % of motor fuels granted.
N. B. - L'olio lubrificante viene automaticamente assegnato in ragione del 3 % del carburante concesso.

(1) P.O.L. ration is not to be requested when supplies are to be drawn either from Military sources or from bulk allocations.
(1) La razione del carburante non deve essere richiesta quando la fornitura proviene da fonte militare oppure da assegnazioni globali.

APPLICANT'S SIGNATURE, ADDRESS AND TELEPHONE No.
Firma e indirizzo del richiedente - Telefono N.

1693

The undersigned certifies that the above named applicant is working on a project under the supervision and with the knowledge and consent of

Il sottoscritto certifica che il richiedente di cui sopra lavora per progetti sotto la sorveglianza e con la cognizione ed il consenso di

Date
Data

per Division or Section of recommending Office
Indicare Divisione o Sezione dell'Ufficio che raccomanda

FORM:
Pol. Sec. A-1.

Application for circulation permit and P.O.L. ration for vehicle recommended by Allied HQ., bodies or offices

Domanda di permesso di circolazione e di razioni di carburanti per veicolo raccomandato da Comandi, Enti o Uffici alleati

NAME OF USER
Nome dell'Utente

NAME OF OWNER (if different than user's)
Nome del proprietario (se diverso da quello dell'Utente)

PLATE No.
Targa N.

PROVINCE
Provincia

DESCRIPTION OF VEHICLE: private car-motorcycle truck - three wheeler of carrying capacity up to 3 1/2 quintals (strike out if not applicable; if another type of vehicle is recommended specify which)
Descrizione del veicolo: vettura - motocicletta - autocarro - motofurgoncino di portata non superiore a 3 1/2 quintali (cancellare ciò che si vuole escludere; se un altro tipo di veicolo viene raccomandato specificare quale)

POWER HP:
Potenza:

PURPOSE FOR WHICH IT IS RECOMMENDED
Uso per il quale viene raccomandato

UNTIL WHAT DATE?
Fino a che data?

(permits expire at the end of April, August and December)
(i permessi di circolazione scadono alla fine di Aprile, Agosto e Dicembre)

TERRITORY: state whether "liberated Italy.. is necessary and recommended or only one or more Provinces and which

Zona di circolazione (indicare se "l'Italia liberata" tutta o necessaria e raccomandata oppure una o più Province e quali)

FOR TRUCKS ONLY: carrying capacity
per i soli autocarri: portata

is a permanent trip ticket requested?
un libretto di viaggio permanente è richiesto?

Q.1s
Q.1i

NAME OF USER

Nome dell'Utente

NAME OF OWNER (if different than user's)

Nome del proprietario (se diverso da quello dell'Utente)

PLATE No.

Targa N.

PROVINCE

Provincia

DESCRIPTION OF VEHICLE: private car-motorcycle truck - three wheeler of carrying capacity up to 3 1/2 quintals (strike out if not applicable; if another type of vehicle is recommended specify which)

Descrizione del veicolo: vettura - motocicletta - autocarro - motofurgoncino di portata non superiore a 3 1/2 quintali (cancellare ciò che si vuole escludere; se un altro tipo di veicolo viene raccomandato specificare quale)

POWER HP:

Potenza:

PURPOSE FOR WHICH IT IS RECOMMENDED

Uso per il quale viene raccomandato

UNTIL WHAT DATE?

Fino a che data?

(permanent permits expire at the end of April, August and December)
(i permessi di circolazione scadono alla fine di Aprile, Agosto e Dicembre)

TERRITORY: state whether "liberated Italy", is necessary and recommended or only one or more Provinces and which

Zona di circolazione (indicare se "l'Italia liberata" tutta o necessaria e raccomandata oppure una o più Province e quali)

FOR TRUCKS ONLY: carrying capacity

per i soli autocarri: portata

is a permanent trip ticket requested?

un libretto di viaggio permanente è richiesto?

what commodities are to be hauled?

quali merci debbono venire trasportate?

what tonnage?

che tonnellaggio?

Kilos

Kg

N.B. - If the vehicle recommended already has a circulation permit state No.

and expiration date

N.B. - Se il veicolo raccomandato è già munito di un permesso di circolazione indicarne il N. e la data di scadenza

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

In lieu of Form Pet-Fuel 6.
(Revised March 1944)

Month of _____

Estimated Monthly Petroleum Req

TYPE OF VEHICLE OR INDUSTRIAL USERS	REGISTRATION		NUMBER UNITS USING		Petrol Litres	Gasoil Litres	Keros Lit.	OILS LITS.			Gear Oil Hyp 90	GREASE	
	Regd. this Month	Estd. next Month	Petrol	Gasoil				Sae 10 Light	Sae 30 Med.	Sae 50 Heavy		Kilos No. 1	N
1 - PRIVATE Motor Cars													
A) Doctors													
B) Public Officials													
C) Others													
2 - MOTOR TRUCKS Civilian Carries and Commercial													
3 - TRUCKS public utilities, fire, Public Health, etc.													
4 - MOTOR BUSES													
5 - TAXIS													
6 - INDUSTRIAL Plant (give number)													
7 - AGRICULTURE													
8 - BOATS, Fishing, etc. (No. of ships)													
Monthly Estimated Consumption No. 1-8													

NOTE: Under heading «OTHER OILS», Grado, Descriptive Number (if known) or exact use to be stated.

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

of

Estimated Monthly Petroleum Requirements

[illegible]

Grado, Descriptive Number (if known) or exact use to be stated.

785017

4407 ~~5808~~ *Office of Chief of Staff*
HQA ~~LETTERS~~ ALLIED COMMISSION
APO 324
OFFICE OF G-4 (B)

DEC/1b

1 November 1944

G-4/101/25

SUBJECT:- P.O.L.

2 NOV Recd

TO :- Distribution below.

This H.Q. has been informed that P.O.L. has been drawn on behalf of vehicles of this Commission from C.I.P.

It is intended that C.I.P. shall supply W.D. vehicles when no W.D. source of supply is available, but this should be avoided whenever possible.

P.O.L. supplies are laid down by C.I.P. at selected points in such quantities as are necessary to meet the known demand, which normally consists of allocations made by Petrol Section A.F.H.Q. for civilian purposes.

It is therefore essential that except in emergency this formation should only draw from C.I.P. stocks when previous warning of the demand has been given in time to allow C.I.P. to make the necessary increase in demand.

All Regions etc. who expect to draw from C.I.P. stocks will give C.I.P. notice of the anticipated demand and will forward copy of such demand to this H.Q.

Any Region etc. which is at present operating such an arrangement with C.I.P. is requested to inform this H.Q. of the amount of the demand or in the case of Sicily Region to confirm that figures given in cable S11325 of 24 June 1944 are unaltered.

By command of Commodore STONE.

S.W. Miller
S.W. MILLER
Lieut. Col.
G-4 (B)

Distribution "A" (Less Serial Nos. 63, 64 and 77 - 87 inclusive).

Copy to:- Petrol Section A.F.H.Q.

PA
encl
3/11
1692

3/11

999-4407
105
C.O.S. 4

A.F.M. 3. P.T.M. IN SECTION.

UNDER ALLIED AREA COMMAND.

Subject: Rehabilitation of Petroleum
Installations in N.W. ITALY.

Tel: N.W. 473876

3 OCT Recd

105/30/4/8

100844

Re: A.C.C. Records Section (3)

1. The feeding and rehabilitation of any part of liberated territory is dependent on the supply of petroleum products which, therefore, necessarily have a very high priority in provision.

2. In those parts of Italy so far liberated, the paramount needs of the Allied Forces have made it essential for military engineers and other units to repair and rehabilitate rapidly petroleum facilities as well as ports, railways, etc. It appears possible that the same military necessity may not arise in North Italy and that therefore, it may fall to the Italian civilian organisations to rehabilitate to the extent necessary the ocean installations in Liguria and important inland installations at such points as Milan, Turin, etc. before any supply of petroleum products to the large civilian population of Regions X and XI can be assured.

3. C.I.F., the organisation which has been set up by the Allies for the co-ordination of petroleum activities in Italy, will have at its disposition sufficient engineers, fitters, and the like to carry out this work, but it will be essential that C.I.F. be given priority in certain directions and effective assistance by the Allied Authorities in control. At the same time, it is important that those authorities should realize that petroleum supplies and everything depending on them, can only be made available if certain facilities are rehabilitated early.

4. The following points are, therefore, brought to your attention with a request that the necessary steps may be taken to bring them to the notice of those who will be responsible on the ground.

- (a) It will be necessary for a central to a suitable wharf to be cleared of mines and wreckage so that tankers can be discharged. From information at present in possession of this office, it seems likely that the only ocean installations unable will be those at Vado Ligure, which port, however, may not be required for other civilian activities.
- (b) In view of the known destruction of petroleum repair plant and tools, C.I.F. will require authority to recruit personnel such as drivers and welders and acquire material and tools such as trucks, welding apparatus, small temporary power plant, motor pumps, etc., from other civil owners in the area.
- (c) Under existing A.F.M. instructions, all petroleum installations and plant are held at the disposition of this Section. In any event of the occupation of Northwest Italy being purely civilian, this

1692

785017

2. In those parts of Italy so far liberated, the paramount needs of the Allied Forces have made it essential for military engineers and other units to repair and rehabilitate rapidly petroleum facilities as well as ports, railways, etc. It appears possible that the same military necessity may not arise in North Italy and that therefore, it may fall to the Italian civilian organizations to rehabilitate to the extent necessary the ocean installations in Liguria and important inland installations at such points as Milan, Turin, etc. before any supply of petroleum products to the large civilian population of Regions X and XI can be assured.

3. C.I.P., the organization which has been set up by the Allies for the co-ordination of petroleum activities in Italy, will have at its disposition sufficient engineers, fitters, and the like to carry out this work, but it will be essential that C.I.P. be given priority in certain directions and effective assistance by the Allied Authorities in control. At the same time, it is important that those authorities should realize that petroleum supplies and everything depending on them, can only be made available if certain facilities are rehabilitated early.

4. The following points are, therefore, brought to your attention with a request that the necessary steps may be taken to bring them to the notice of those who will be responsible on the ground.

(a) It will be necessary for a channel to a suitable wharf to be cleared of mines and wreckage so that tankers can be discharged. From information at present in possession of this office, it seems likely that the only ocean installations usable will be those at Vado Ligure, which port, however, may not be suitable for other civilian activities.

1635

(b) In view of the known destruction of petroleum repair plant and tools, C.I.P. will require authority to recruit personnel such as drivers and welders and acquire material and tools such as trucks, welding apparatus, small temporary power plant, motor pumps, etc., from other civil owners in the area.

(c) Under existing A.S.S.A. instructions, all petroleum installations and plant are held at the disposition of this Section. In the event of the occupation of Northwest Italy being purely civilian, this Section will delegate its powers to C.I.P. and this point should be understood so that petroleum equipment be not requisitioned for other purposes.

5. It is suggested that in order to ensure effective co-operation between officials of C.I.P. and the Allied Military Government, C.I.P. should now be put into touch with the Regional Commissioners designate of the Regions in question and their Staffs. If you agree, will you please intimate with them and where C.I.P. should get into touch.

HEADQUARTERS

2 OCT 1944

A. C. C.

Copy to:

H.Q. A.S.S.A. H.Q. & H.Q. Section.

C.I.P. HQS.

C.I.P. 4/10 1635

Colonel.

Petroleum Section.

| 1 6 3 0 |