0904

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

ACC

10000/109/985
(VOL. I)

MONTHLY REPO
JAN. - SEPT. 1

0905

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(VOL. I)

MONTHLY REPORTS, PUBLIC WORKS & UTILITIES
JAN. - SEPT. 1944

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Ref 504/88/CA 22nd September, 1944

SUBJECT: August Monthly Report - Public Works Sub Commission

TO : Executive Commissioner

1. An extremely long and technical report. The following points are, I think, worth looking at:

a) Folio 86 (reverse). Landslide is the next stage envisaged after the Vesuvius eruption of last March. It does not appear that the Italian Government has done very much about it and ACC has stated that they except no responsibility.

b) Folio 81. The possibilities of destruction by the Germans in the Po Valley is very clearly set out. SOE are doing all they can in their anti scorch campaign.

c) Folio 57. It is interesting to see that out of 60 major hydro electric stations dealt by the enemy only 16 can be repaired within the next 6 months.

G. W. I. SHIPP
Lt. Colonel

Seen by Mac & Co
Col
18

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

SUMMARY OF ACTIVITIES DURING AUGUST 1944

10 Sept. 44

21 SEP Recd

1. General Observation.

(a) Letter No. ES/3 dated 6 Aug.44 from the Economic Section to this Sub-Commission referred to a Conference held on the 23rd July, at which the Vice-President requested Sub-Commissions to consider their "record of achievement", and be prepared to state "why they have not accomplished more". They were to detail, also, "the various obstacles to progress, and what they had done to surmount them". Stated in this way, in the form of short sentences, the instructions were simple. Compliance with them, however, proved to be far from simple. It meant going back over the whole work of the Sub-Commission through a period of nearly a year, and the re-examination of a large proportion of the information given in consecutive series of Monthly Reports, from November 1943 to the present time. Many other records and documents, bearing on obstacles encountered and the way they had been overcome, also had to be examined. The other part of the task, viz. as to why the Sub-Commission has "not accomplished more", was even more difficult, as to both form and substance. The two parts of the task, as set by the Vice-President, in fact have tended to coalesce into one, i.e. difficulties that were not surmounted became, ipso facto, in themselves particular reasons why an even greater measure of success was not achieved.

That Report has been prepared and submitted. It is lenghty and detailed. It could not be otherwise. Apart from its general conclusions about difficulties and their solution, the Sub-Commission took the trouble to get individual reports from Regional Engineers (now 10 in number) ranging from Sicily to Rome, and from Rome to VIIIth and IXth Regions in the North. These were obtained in order that each Regional Engineer could furnish his own first-hand story. Perusal of those separate reports indicates (with numbers of specific instances) and proves the general conclusions reached, to the effect that obstacles and difficulties always turned on a few principal things, such as the complete disorganization of the Genio Civile (Italian Public Works Department) in the matter of its personnel and offices; difficulty of communications (telephonic, telegraphic and postal) in the early months; almost complete lack of vital important structural material, ranging from steel for bridges to bitumen for road surfacing; and, exceeding all these in importance, an utter lack of transport facilities. By the latter is not meant a mere absence of cars and other passenger carrying vehicles for tours of inspection and supervision by our officers, nor the similar absence of them for the use of Italian engineering staff, by and through whom the Sub-Commission has to work. Slowly, and very painfully, the first question can be said to be partly

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

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This is the crux of what is meant by "lack of transport". It has been explained, stressed, and reiterated so many times in the Monthly Reports of this Sub-Commission that it is, at the present stage of things, displeasing to have to mention it again. Of all "obstacles to progress" enumerated it can now be stated that, if the Sub-Commission had entered on its duties, a year ago or less, with anything from 250 to 500 lorries or trucks at its disposal, results achieved would have been far more satisfying.

(b) Reorganization.

Reorganization of the work of the Sub-Commission (referred to in some detail in Para. 1 of the Report for July) has continued to work increasingly satisfactorily. It was inaugurated at a meeting of Regional Engineers held in Naples early last June and came into force on the 15th of that month. Similar meetings held in Rome at the end of July and at the end of August served to indicate smooth working. Above all the reorganization scheme, coupled with the holding of regular Regional Engineers' Conferences here at Headquarters, has contributed to a feeling of solidarity, inculcation of a valuable "team spirit", and interchange of ideas. Last, but not least, whilst the Regional Engineer is the responsible representative of the Sub-Commission "in the field", he is also both a liaison and executive Officer in his relationship with the Armies, from whom he is constantly taking over additional tasks; and with the Italian Genio Civile. A main duty, at all times, is also that of acting as Engineering Adviser to his Regional Commissioner, and to Provincial and other Officers within his Region.

(c) Italian Authorities.

Para. 1 of the July Report made reference to the Minister of Public Works (Signor MANCINI) and also to Signor TIZZANO, the Director General of the Genio Civile. This latter appointment is an extremely important one, and we wish to place on record the great assistance that Signor Tizzano has constantly given to the Sub-Commission during the last 9 months, in spite of one or two rather serious illnesses. He has recently brought to our notice the regrettable fact that in August he was subjected to bitter personal attacks on the part of a news-paper published in Naples. The attacks are phrased in caustic and exaggerated language, and it is Signor Tizzano's intention to sue the writer and publisher for lible. In the meantime, the matter being "sub-judice", his position is not too easy. (The facts of the matter, as known to date, are being communicated to the Administrative Section for information.)

Relations with the Minister continue to be satisfactory. This is used in the strict sense of the term, since anything more might constitute an over-statement. Anything less, on the other hand, might be unfair to him.

(d) Functions.

Since October 1943, when A.C.C. was in North-Africa,

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

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(d) Functions.

Since October 1943, when A.C.C. was in North-Africa, there had been no revision of the functions and responsibilities of this Sub-Commission. Under instructions from the Economic Section (letter No. ES/3, dated 3 Aug. 44) the matter was

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

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

re-examined in August and a clearer and more compre... statement of the ...was made. Twelve months' ...xperience had revealed that, though the original statemen... was on sound lines, the time had come to make some modifications and additions.

86

(c) Discussions.

In meetings with the Minister on the 18th and 31st of August matters such as the following were taken up:-

- Genio Civile (General organization).
- Non-dismissal of Cantonieri gangs.
- Firms of contractors with bad records (lists).
- Sardinia (responsibility).
- Position of A.A.S.S. (dissolved)
- High costs of work in certain areas.
- Increased financial powers in Italian territory.
- Italian Commission on re-housing.
- The Vesuvius eruption (Projects for preventing landslides.)
- Defascism.

(i) As to Sardinia, the Sub-Commission has had for some time only one Engineer Officer in the Island. Due to demands for staff in the Northern Regions that officer is being transferred on the 15th September, so that all responsibility for Public Works and Utilities in the Island will devolve on Italian agency. The Minister expressed his pleasure at the change, and the confidence that it demonstrates. It has been since arranged, therefore, that the Provveditorato of the Genio Civile, stationed at Cagliari, will from the date mentioned take full responsibility and will act as Adviser to the Regional Commissioner in place of the Allied officer who is being withdrawn. It has been made clear that the arrangement is in the nature of an experiment, and a somewhat important one. If it proves successful and if, as promised, certain regular reports are furnished to the Sub-Commission by the Provveditorato, it may be possible later to take the same course in Sicily.

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12.16

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(iii) The Minister welcomed the grant of more financial powers regarding projects in Italian territory, viz. schemes costing up to 500,000 Lire need not, from now onwards, be submitted to Regional Engineers for approval so long as non-critical materials only are involved.

(iv) As to re-housing schemes, urgently required in many of the towns in Region IV and elsewhere, the Italian Government proposed in August to set up by Decree a special

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

Body, in view of the magnitude of the problem. Article 8 of the Draft-decree proposed a first allocation of 1 Milliard Lire as a credit, in the budget for the present financial year of the Ministry of Public Works. This Decree set up a new organization to handle these housing projects which would take many months to get going and it had other unsatisfactory provisions. It has been agreed that all this work should be carried out by the Genio Civile under the Minister of Public Works, if speed were desired, which we do.

In the meantime, a recent report from Region IV shows that there are at least 27 towns in which anything between 25 and 100% of the houses will be uninhabitable in the coming winter. Of these 27, no less than 14 are inhabitable to the extent of more than 60%.

In August the Sub-Commission examined what purported to be a scheme, on a very small scale, for the re-housing of a fraction of the Cassino population. It was found to be both incomplete and unsound in various essentials, such as lay-out of site, water supply, sewerage and other things. It also proposed the use of materials that are held (in very limited stocks) for strictly military requirements. If the Sub-Commission had endorsed the proposals, as they stood, it would indeed have been guilty of "assisting in the planning and construction of a slum". In the result a revised scheme was submitted, based on suggestions made, and there is a prospect of some thing being done promptly.

For the rest, however, it has been tentatively agreed that housing is required in the following places in varying degree to a total number of :-

Velletri	60	San Giorgio	20	Fondi	20)	
Velmontone	50	Pignatero	20	Itri	20)	
Lanuvio	20	Cassino	120	Formia	40)	total
Genzano	20	Piedimonte	40	Elena	20)	670
Frascati	40	Cisterna	50	Minturno	20)	
Tivoli	30	Aprilia	10	Castelforte	20)	
Ausonia	10	Terracina	40			

(v) Concerning the Vesuvius eruption of last March, which was referred to in some detail in the Sub-Commission's March and April Reports, it was then represented to the Sub-Commission that there might be a serious disaster when the autumn rains come, through landslides coming down from the large new cone on the summit. An expenditure of several hundred Million Lire was envisaged, but financial approval was refused in the absence of at any rate an outline scheme of the remedial measures proposed. The Minister's Department was dilatory in preparing a scheme, and in spite of the utmost pressure put on the Genio Civile all through the summer, it was not available for examination until the end of August. A total of over 200 Million Lire has now been approved, subject to the concurrence of the Finance Sub-Commission. It is by no means certain at this late date

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

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

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

85

(vi) Dur. ig August the Minister wa bsent from Rome for some time, and the Director-General was ill for saveral weeks and unable to act for him. Dealings had to be carried out through subordinates; not entirely satisfactorily. Apart from matters already mentioned the following were also covered:-

- Financing of projects.
- Bonifiche (Land-reclamation and Anti-Malaria).
- Appointment of Italian engineers (to a pool, ready to move northwards at short notice).
- Raising of sunken ships in ports.
- Posting of Italian electrical engineers to take over specialised duties in Regions, thus relieving Sub-Commission staffs.

(f) Personnel.

Para. 2 of this Report gives a list of Officer Personnel as at 31st August 1944, together with comments indicating transfers or alterations contemplated. Portion (A) shows the HQ. List, whilst portion (B) gives the Regional lists.

The numbers shown are 19 and 43 respectively, giving a total of 62. On the date mentioned there is a deficiency of 12, since the total establishment should be 74.

As stated in Para. I (b) of the July Report, personnel and staffing questions continue to take up a large amount of time.

The Sub-Commission's letter dated 27th August 44 to Economic Section again stressed difficulties caused by delays in the carrying-out of transfers from one Region to another. Four examples were noted in the July Report, and the letter of 27th August pointed our another and still more glaring case. On the 1st August the transfer of a certain officer was requested from Region IV to Region V. More than a month later the officer concerned was still in Rome, and apparently still attached to Region IV.

It cannot be emphasised too strongly that these "delaying tactics", which is the only way to describe them, militate strongly against efficiency; more particularly in view of the fact that the Sub-Commission still remains below strength to the extent mentioned.

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1245

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

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

84

Region IV.

Lt.Col. G. de C.E. Findlay	(B) Regional Engineer Officer
Lt.Col. C.R. Birchett	(A) Awaiting Assign.to Piedmont R.
Major A.G. Evans	(B) Public Works Officer
Major G.F. Buckley	(A) Public Works Officer
Major A.E. Michel	(A) Public Works Officer
Capt. W.P. Laughton	(A) Public Works Officer
Capt. W.R. Gentry	(A) Highways
Capt. T.F. Spriggs	(A) Highways
Capt. A.J. Greene	(B) Highways
Lieut. E.P. Wade-Brown	(B) Elect.Util.

Region V.

Lt.Col. C.A. Latimer	(A) Regional Engineer Officer
Major L.R. Denning	(B) Public Works Officer
Major J.C. Rively	(A) Public Works Officer
1st Lt. Walsh	(A) Highways
Major J.E. Foden	(B) Elect. Util. Officer
Major J.S. Bennett	(B) Elect. Util. Officer

Region VI.

Capt. E.E. Smith	(A) Regional Engineer Officer

Region VIII.

Major P.S.L. Lee	(B) Regional Engineer Officer
Lieut. L.J. Hodges	(B) Public Works Officer
Capt. T.R. Brownlee	(A) Highways
Capt. P.R.C. Stephens	(B) Elect. Util. Officer
Major G.C. Eberle	(A) Attached Pendg. assign. to Reg. XI.

Region IX.

Major W.M. Spann	(A) Regional Engineer Officer
Major W.H. Gamble	(A) Public Works Officer
Major E.H. Richardson	(A) Attachd.Pendg.ass.to Reg.XI
Capt. R.P. Weeber	(A) Highways
Capt. E.H. Rogers	(A) Elect. Util. Officer

Region XII.

1244

Col. E.J. Edwards	(B) Regional Engineer Officer
Capt. E.B. Feldman	(A) Public Works Officer
Major A.G. Perley	(B) Highways
Capt.J.S.C. Wilson-Heathcote	(B) Highways
Major M.C. Wooster	(A) Elect. Util. Officer

Capt. W.R. Gentry	(A) Highways
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Declassified E.O. 12356 Section 3.3/NND No. 785017

3. Miscellaneous Matters.

(a) Cost of War Damage (Repairs).

This was outlined in Para.4 of the July Report, in the form of an approximate estimate, with a reference to a letter to Economic Section dated 5th August 1944, from this Sub-Commission. The total was 2,704 Millions of Dollars. Information received in August does not tend to modify that figure, or reduce it. On the contrary, further and more detailed examination of facilities destroyed, such as large electrical power generating stations, emphasises that the estimate may have been a conservative one.

(b) Genio Civile.

Reference has frequently been made in these Monthly Reports to the disorganization, lack of experienced personnel, short working hours (Refer to Para 3/a/ of July Report) and other troubles pertaining to the Genio Civile. These things are still causing delays (e.g. the Vesuvius matter mentioned above) and they are also resulting in a poor standard of technical and even arithmetical accuracy in the submission of engineering projects. As an example, a letter from the S.C. dated 14 August to the Regional Engineer, Region IV, was obliged to refer to an important scheme in the following terms:-

> "The shockingly careless manner in which the estimate was prepared by the Genio Civile has caused much trouble, and consequently some delay, in this office".

This referred to proposals concerning the River Rapido and its tributaries, in the Cassino area. There were not only errors in individual items, but even the totals were incorrect. In the result the original figure of 6 ½ Million Lire for the scheme was finally approved, four days later, in the sum of only 3.85 Million Lire. /Complaint was lodged directly with the Minister, and as to similar instances of carelessness./

(c) The Minister was advised, in the middle of August by letter, and it had also been previously discussed, that it was proposed "gradually to turn over more functions in Sardinia, Sicily, and South Italy, depending upon the Ministry's ability to undertake such tasks". Without going into details here, proposals were given as to a proposed withdrawal of our specialised electrical engineers, and their replacement by Italian specialists in specified Regions. Such substitutes to be required to familiarise themselves, through the Regional Engineer and his staff, with the complex problems now existing in Italy's unfortunate electrical situation. These include systems of rationing of power, first-aid repairs at many places, methods of "cannibalising", present methods of obtaining such replacements and spares as may be available, and so on. Italian specialists coming in to take over responsibility may, or may

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

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(b) Genio Civile.

Reference has frequently been made in these Monthly Reports to the disorganization, lack of experienced personnel, short working hours (Refer to Para 3/a/ of July Report) and other troubles pertaining to the Genio Civile. These things are still causing delays (e.g. the Vesuvius matter mentioned above) and they are also resulting in a poor standard of technical and even arithmetical accuracy in the submission of engineering projects. As an example, a letter from the S.C. dated 14 August to the Regional Engineer, Region IV, was obliged to refer to an important scheme in the following terms:-

> "The shockingly careless manner in which the estimate was prepared by the Genio Civile has caused much trouble, and consequently some delay, in this office".

This referred to proposals concerning the River Rapido and its tributaries, in the Cassino area. There were not only errors in individual items, but even the totals were incorrect. In the result the original figure of 6 ½ Million Lire for the scheme was finally approved, four days later, in the sum of only 3,85 Million Lire. /Complaint was lodged directly with the Minister, and as to similar instances of carelessness./

(c) The Minister was advised, in the middle of August by letter, and it had also been previously discussed, that it was proposed "gradually to turn over more functions in Sardinia, Sicily, and South Italy, depending upon the Ministry's ability to undertake such tasks". Without going into details here, proposals were given as to a proposed withdrawal of our specialised electrical engineers, and their replacement by Italian specialists in specified Regions. Such substitutes to be required to familiarise themselves, through the Regional Engineer and his staff, with the complex problems now existing in Italy's unfortunate electrical situation. These include systems of rationing of power, first-aid repairs at many places, methods of "cannibalising", present methods of obtaining such replacements and spares as may be available, and so on. Italian specialists coming in to take over responsibility may, or may not, be competent men under normal peace-time conditions. Present problems are wholly different, however, and the officers we are withdrawing have had months of pratical experience of them.

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

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

83

(d) There were complaints from Regions I and IV that contractors bills were being unaccountably delayed in payment. The same applied to gangs of the Cantonieri (or roads). This has been a recurring difficulty for months. Apart from technical and other mistakes in the submission of schemes and projects, for examination, it indicates a far from satisfactory understanding between the Italian Ministry of Public Works and the Italian Ministry of Finance. (This matter was also referred directly to the Minister.)

(e) The Minister has been asked immediately to increase the fund set up last February of 600 Million Lire (Military Highways and Bridges expenditure) to 1,000 Million.

(f) It was noted in the July Report of the Finance Sub-Commission that in "Liberated Italy" the Italian Governments' estimate of Public Works expenditure for May was 57 Million Lire and in June 78 Million. Actual cash disbursements in April were about 61 Million, and in May the same amount. A further statement showed "accreditamenti" for Public Works as 43 Million Lire in April and 91 Million in May. These figures show the rate at which such expenditure tends to increase, and the increasing momentum of a Public Works program.

(g) The H.Q. Commandant requested a certain bridge to be rebuilt between Rome and the coast, to facilitate rest and recreational activities. A special survey was made and a report rendered.

(h) U.N.R.R.A. (Observation Mission).

Representatives of U.N.R.R.A. (Observation Mission) visited the Sub-Commission several times in August. Every possible assistance was afforded, and various requests for written reports and details were complied with. In this connection a mild protest should be registered:-

It is somewhat disconcerting, after one has given considerable time to answering questions in an interview, to be asked by the interviewer to give the whole thing in writing. In the last few months there have been many of these "Roving Commissions", from Washington, London, Cairo, and elsewhere. They ask the same type of questions and get the same kind of answers. Few of them seem to have acquired the art of taking notes in the course of an interview and they have no hesitation, apparently, in trespassing on the time of people, perhaps busier than themselves, in asking to have everything twice over, viz. in the course of an interview, and again in written form. /The particular matter here referred to was set out in a letter 10th August from Economic Section (Ref.No. ES/35), and a written statement was furnished with this Sub-Commission's letter to Economic Section No. ACC/130/PWU., dated 14th August./

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(i) Ministry of Supply.

Meetings were attended concerning the possible establishment of an Italian Government Ministry of Supply. The views of the Sub-Commission were put forward, but nothing further has yet been heard of the revised "terms of reference", said to be under preparation.

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

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

(j) Statistical Survey.

In connection with the Statistical Survey about to be underteken in Liberated Italy by a special staff, under the orders of the Vice-President Economic Section, a meeting was attended and was followed by a visit to the building where that staff is working, in order to assist in the compilation of appropriate queries.

(k) Salvage.

The question of collection and classification of salvaged materials was mentioned in previous Monthly Reports, and early in June a letter was received from the Deputy Executive Commissioner, A.C.C., stating that after consideration of the relevant factors no action by A.C.C. was contemplated "for the present". Nevertheless, the matter has continues to engage the attention of the Sub-Commission from the standpoint of any possible local and immediate advantage. The Minister of Public Works was told, for example, in August that his Department might make use of timber and other materials found in old or damaged air-raid shelters, for its various re-housing programs. The assumption is that these shelters vest in the Government, and are not private property.

The position under Italian Law as regards disused and semi-derelict materials (steel girders, timber, fittings, etc.) found on bombed and damaged private properties is not exactly known. It is, at any rate, very different from the position in England. There, if a private property is damaged beyond a certain point, and duly certified to that effect, ownership of the available debris and material passes from the individual to the State, and it can immediately be re-used in the public interest where ever it may be most needed.

Here, we understand the position to be that no matter how badly a building may be damaged, ownership of the material still continues to vest in the firm or individual. This is a major handicap to speedy reconstruction and first-aid repairs, even on a limited scale. / It may be that the Economic Section, in conjunction with the Legal Sub-Commission, can clarify the matter, perhaps to the extent of asking the Italian Government to frame a Decree, and so amend the existing Law./

(l) Sunken ships (Ports)

Concerning salvage of sunken ships, noted in our July Report Para. 4 (e), there was further correspondence in August, through the Navy Sub-Commission. All that can be said at the present juncture is that the line of responsibility has not yet been settled, i.e. between the Allied Navies, the Italian Ministry of Marine, and the Allied Control Commission. (The whole position was outlined in a letter from the Flag Officer Liaison Italy, Allied Control Commission, dated 2nd Sept. 44.

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

4. Electric Power (Construction).

Para 4 (b) of the July Report stated that even after such repairs as may be possible, no less than six-sevenths of the generating plant is destroyed. The Electrical Division of the Sub-Commission concentrated its energies in August on the compilation of very complete data and reports. These are of such extreme importance that they are attached hereto in the form of 2 appendices, marked (A), and (B). The more important one is Appendix (A) which furnishes an over-all description of the critical position in Central Italy. Appendix (B) deals with Southern Italy.

No attempt is made here to summarise them, save to the following extent;-

(i) Dissolution of the Central Electricity Board in July has trebled the work of the Electrical Division of this Sub-Commission.

(ii) Out of 60 large hydro-electric stations 30 are totally destroyed and beyond repair; 14 can be partially repaired in 12 months; and 16 in 6 months (possibly).

(iii) The Electrical Reconstruction Committee has just recommended the importation of a 50,000 KW. Generating Plant.

(iv) This might save 90,000 tons of shipping per month, if large factories can be re-started in Italy.

(v) The Italian Government have agreed to pay.

Action has been taken concerning this, which can only be described as an almost desperate situation, by the Vice-President of the Economic Section. Its importance has also been emphasised and re-emphasised at A.F.H.Q. by no less than four special visits to that H.Q., three in August and one early in September, undertaken by the Director of the Sub-Commission and the Chief of the Electrical Division (It.Cols. Jenny and Lapper). Complete additional data was furnished by way of "justification", and all requests of A.F.H.Q. in this connection were complied with.

It is to be recorded at the present juncture, however, that no tangible result has emerged.

Valuable weeks of time have been lost, and from the moment the serious situation indicated was discovered (at the end of July, when the Central Electricity Board was dissolved) the time should have been spent in selecting and having despatched to Italy, from overseas, any and every kind of emergency substitute that could be obtained. It is useless to begin even to think of the industrial rehabilitation of Italy, even on a most limited scale, unless electricity can be furnished. It is the keynote of the economic life of the country.

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

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

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Declassified E.O. 12356 Section 3.3/NND No. 789017

5. Regional Engineers' Conference (Rome, 28 Aug.44)

(a) Regional Engineers or their representatives from all Regions were present, with the exception of Region I. All stressed, as the keynote of their difficulties, the twin problems of getting structural materials, and keeping such very limited truck-transport as they have "on the roads", in order to move materials to where they are required. There were reports that both British and American Units have no compunction about removing (in other words stealing) stacks of stone, chippings, and other things laboriously transported for road and bridge work to remote places. The question of taking over, or controlling in some manner, cement factories and brick or tile work was discussed; in some instances the Armies have ceased to control these in Southern and Central Italy, as the advance has gone on northwards. Regional Engineer VII (now merged in the Southern Region) thought that before long Italian engineers could be left to carry on in Calabria.

(b) Mine clearance remains in very many areas a most serious problem. Casualties tend to be high, even with Units that are well-trained and provided with full detection equipment. In Region IV an Italian Unit for this purpose, and so designated, had arrived early in August. They were under strength and arrived without any training, rations or equipment. Having accomplished nothing at all, at the end of August they were on the point of leaving. Regional Engineers working immediately in the rear of the Armies also report a grave and very natural reluctance on the part of civilian contractors and workmen to undertake quick road and bridge or building rehabilitation, with all these dangers lying about. From a policy point of view it would seem to be right and proper that the Italian Army should, through its engineer units, really get to work. Everybody prefers that this unpleasant work should be done by somebody else, and the Italians (perhaps) would like it all to be done by the Allies. The work lies behind the combat zones, and it is high time that the Italian Army really "set down to it".

(c) If they do not, it will constitute for months, or perhaps for years, a desperate handicap on all works of physical reconstruction and rehabilitation. In areas south of Rome, for example, it is suspected (to the point almost of certainty), that there are still thousands of German mines lying about at the side of roads, near bridges, and in and about demolished buildings in various towns and villages.

(d) There was a suggestion, further, that a recent decision is to place general responsibility under the Public Safety Sub-Commission.

(e) In Region VIII the organization of the Genio Civile

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(e) In Region VIII the organization of the Genio Civile had improved and good work is being done.

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

Declassified E.O. 12356 Section 3.3/NND No. 789017

6. Bonifiche (Land-reclamation Works).

In August about 48 Million Lire was approved by the Finance Sub-Commission, after a delay that had held up the works for several weeks, for a project of rehabilitation on the Pontine Marshes. During the month a Committee was formed representing the Agriculture, Finance, Legal, Public Health and this Sub-Commission, with a view to considering the very large programs to be faced further north, of this kind. At the meeting a University Professor, engaged by the Agricultural Sub-Commission, gave an outline of possibilities in the Po Valley, where problems fifty times bigger than those of the Pontine Marshes may arise if the Germans go on destroying canals, bridges, and pumping stations on the scale they already have done. Not only is the area important from an anti-malarial standpoint, but it also produces enormous quantities of food crops for Italian consumption. Again, apart from these two considerations, some of the streams and canals flow at levels above that of the surrounding country. If the Germans breach the embankments whole towns and villages may be flooded. There are also problems of a similar kind, but fractional in scope compared to those in the Po Valley, in the Province of Grosseto.

In the meantime it is to be noted that Col. Russell (Anti-Malarial Branch, A.C.C.) stated at the meeting that conditions in the Pontine Marshes are now practically "back to what they were in the year 1930".

Information regarding possibilities and probabilities in the Po Valley has been passed, with maps and copies of reports, to the Executive Officers and to the Regional Engineers of Regions IX and XII.

7. Defascism.

This matter was referred to in the July report Para.3 (j). Continuous pressure is being kept up through the Minister of Public Works to expedite the work of the Italian Commission charged with the duty. The commission not only has to cover the very large personnel employed by that Ministry, but also numerous large public utility undertakings. The Minister is not inclined to accept the suggestion that more than one Commission should be appointed, in view of the extent and complexity of the work.

In the meantime, on instructions of the Vice-President of Administrative Section, the Deputy-Director of this Sub-Commission will make personal contact with the Commission, 2241 which sits at the Ministry of Public Works several days a week (merely as an observer), in order to see how the proceedings are conducted, and possibly to instill a little greater activity.

8. Public Utilities (Rates to Consumers)

Applications from Gas, Water, Electricity and other Companies to be allowed to increase their charges to consumers

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In the meantime, on instructions of the Vice-President of Administrative Section, the Deputy-Director of this Sub-Commission will make personal contact with the Commission, 1241 which sits at the Ministry of Public Works several days a week (merely as an observer), in order to see how the proceedings are conducted, and possibly to instill a little greater activity.

8. Public Utilities (Rates to Consumers)

Applications from Gas, Water, Electricity and other Companies to be allowed to increase their charges to consumers are now being channelled through the Ministry of Public Works, so that the primary responsibility will rest on Italian agency, rather than on this Sub-Commission. The duty of the Sub-Commission is thus that of examining the recommendations, and endorsing them in proper cases.

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

During August the Ministry forwarded two applications from Gas Companies and two from Electricity companies. Three were approved. Nine similar applications were sent to the Ministry in August, 8 of these being from Electricity Companies.

Ever since last February these questions have kept cropping up, and by the month of July about 20 applications had already been dealt with. The drop in the value of the Lira as to its internal purchasing power, coupled with reduced revenues and very heavy war damage bills have put most of these companies into a financial position of extreme seriousness.

9. Highways, Bridges, and Public Works.

(a) New Contracts in hand

(A) Roads and Bridges during month	83
(B) Misc. (Buildings, Provincial projects etc.)	33

(b) Funds expended or obligated

(A) Highways during month	127,194,000	Lire
(B) Misc. (Buildings, Provincial projects etc.)	58,674,000	"
(C) Total Highways up to Aug. 31	594,412,312	"
(D) Total Misc. " " " "	70,102,700	"

(c) Personnel

With the activation of new forward areas Regional Engineer personnel was gradually reduced in Italian Gov't. Territory. Additional Italian Civilian Engineers were employed as replacements. Satisfactory results are being obtained. It will be increasingly important that this trend be continued, so as to give all possible officer strength to critical forward Regions.

(d) Transport

No additional transport was obtained during the month. The W.D. (172) vehicles on loan to Genio Civile and in use in the Southern Region were utilized to the fullest extent on projects of Military importance, but with increasing difficulties in maintenance. It was never possible to have more than 50 % available for service at one time, and a total of 20 vehicles were retired during the month as unserviceable.

In Regions IV and V a gratifying number of civilian owned trucks are in operation on construction. It is vitally important, however, that tyres and tubes be made available for these vehicles at an early date. The same applies to motorcars for the use of Italian supervisory Engineers (Genio Civile) and contractors employees.

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

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(e) Labour.

During the month no serious difficulties were encountered in keeping projects manned. Through contractors and Italian Govt. Engineers increasing complaints were received about the inadequacy of wage schedules, but only in the Civitavecchia Area have

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

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

projects actually suffered for lack of workmen. Efforts have continued to increase Cantonieri forces - particularly in the Southern areas.

(f) P.O.L.

A new system was instituted during the month whereby bulk P.O.L. coupons will be made available to Regional Engineers for contractors on Military Projects. It is believed that the confusion of past days will be largely eliminated by this system, since this type of project will rightly have preference over all other work. Several vital projects in forward areas were delayed for lack of P.O.L.

(g) Rations (food)

No difficulties were encountered in this matter of mid-day meals, or extra rations for workmen. Contractors are supplementing rations for mid-day meals, and in general a satisfactory meal is being served. This has been confirmed by visual inspections by H.Q. officer personnel.

(h) Bridges (General)

The bridge program has been expanding rapidly and to date a total of 230 bridges have been completed or are under construction. The problem reaches greater magnitude as our activities increase in forward Areas, but this is partially offset by the availability of better qualified and better equipped contractors. Progress is satisfactory and on all roads officially turned over to A.C.C. direction by Military Authorities; construction is under way on every structure which would constitute a traffic block.

(i) Roads (General)

Throughout the Southern Region, reconstruction and emergency repairs have largely been completed. Route No.90 from Ponte Calore through Ariano toward Foggia, which had become almost impassable due to heavy Military traffic, was concentrated on during August and is now in good condition. This was perhaps the most critical section of road on all the A.A.I. priority lists.

Seal-coating, where needed, of all main routes is now under way in the Southern Region, after which our problem will be strictly one of maintenance. Roads throughout the recently liberated Central Italy Areas have withstood the pounding of heavy traffic surprisingly well. All shell and bomb craters have been repaired and maintenance is well in hand. All main routes have been inspected by H.Q. officers. Our Engineer Officers in Regions are working with Army Engineer representatives on roads in forward Areas, and the actual turning over of these roads to A.C.C. is being effected with no confusion, nor delay

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

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

10. REGION I (Regional Engineer, Major BOYD R.E.)

(a) General

It has become apparent during the past month that there is a diminuition in importance of the Region from a Military point of view. The departures of No1 District and I.B.S. confirm this. Nevertheless there are still the Ports of Palermo, Messina & Auguste, used extensively by the Allied Navies. In fact, a letter has been received from the Naval Officer, Messina, soliciting numerous works of repair in the harbours. Reduction in importance from a Military point of view has been rapidly followed by a withdrawal of A.C.C. engineering officers from Sicily.

(b) Staff & Personnel.

Last month this Region reported the withdrawal of Lieut. Hodges from Sicily. This transfer has been followed by the departure of Lt.Col. Bolick, Major Gumble and Major Crowther, and leaves the writer as the only Engineer officer of A.C.C. on the island. It follows that his work has been increased. In order to ease the burden of work it will be necessary to employ civilian engineers. As the terms of engagement are so indefinite, it is difficult to find suitable men. There are few good engineers willing to take on a job even at 300 lire per day, when there is no guarantee that they will be employed for even one month. It might be possible to find youths leaving University who would be glad of anything, but what is wanted for this job are well-qualified men with drive and energy, who must be strictly honest; not an easy thing to find in Sicily.

(c) Tours of Inspection.

The Public Works Officer made a tour of inspection in the Province of Agrigento, with Comm. Guggino, Ispettore del Genio Civile. Works of particular interest were bridges on the S.S.115. There are four bridges to be reconstructed on the road between Agrigento and Castelvetrano.

1. The bridge over the Canne near Siculiana at Km.166.

There is a good temporary bridge of gabion piers, and abutments and it will be able to withstand the winter floods. The progress of reconstruction of the new bridge is very disappointing. If the work is not pushed on, it will not be finished before the rainy season.

2. Bridge over the torrent S. Calogero Km. 120.

There is a very good temporary bridge constructed by the Army. Contractors are working on the new bridge, which is also behind time.

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

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3. Bridge in the vicinity of Porcospino at Km.131.20

This bridge has been seriously damaged by a landslide, and it will have to be demolished and another built instead.

79

4. Bridge over the Belice.

It was necessary to entrust the work to another contractor as the first one was not moving fast enough. There is a temporary bridge which will serve during the autumn. Three provincial bridges were also inspected, and progress was good.

(d) A very large landslide which occurred in the North East side of Agrigento was inspected. There was a section of very heavy retaining wall completely demolished, and a number of buildings were in grave danger of collapse. / Test work is being carried out to ascertain the exact cause of the landslide./

(e) War damages were inspected in the following towns: Agrigento, Porto Empedocle, Sciacca. The Public Works Officer asked the engineer of the Genio Civile to prepare estimates for all works of demolition, and removal of debris.

(f) A second tour of inspection was made with Major Hyland to the Islands of Ustica, Favignana and Lipari. / The writer does not propose to go into detail, as Major Hyland has covered this tour in his report. The writer would like to put on record the every excellent cooperation of the Italian Navy in putting the means at Major Hyland's and the writer's disposal to visit these places, on the shortest notice. Such assistance is very rarely encountered./ The prisons of Caltanisetta and Augusta were also visited. This programme of prison repairs and additions is being done at the special request of the Public Safety S.C. here at H.Q.A.C.C.

(g) Military Highways.

The Public Works Officer travelled over all the Military Highways in Sicily this month. Their condition is roughly as follows:-

S.S. 113 Trapani, Palermo, Messina. The tract from Trapani to Palermo is in poor condition, needing resurfacing in many parts. Two bridges are under construction and progress is fair.

From Palermo to Messina the road is fair. Where the Highway passes through Termini Imerese it is in a shocking condition and the same applies to the town of Barcellona. The tract from Divieto cross-road to Messina about 14 Km. is also in a very bad state. There are 25 bridges under construction.

Details of progress on each bridge are as under:

Ponte Canizza.

One arch bridge 20 metres span.

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

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Details of progress on each bridge are as under:

Ponte Canizza.

One arch bridge 20 metres span.
Centering is being erected. Should be finished at the end of September.

Ponte Piano.

One arch bridge 16 metres span.
Should be finished end of September.

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

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

0936

Ponte Maccarone.

Centering complete. The work should be finished at the end of September.

Ponte S. Stefano.

5 arch. bridge.
Centering of three arches complete. Work should be finished at the end of September.

Ponte Ortara.

Three arches of 8 metres span.
The centering is ready. Bridge should be completed before the end of September.

Ponte Petruso.

Single arch bridge 11 metres span.
The arch is finished. Should be completed the beginning of September.

Ponte Canneto.

Three arches of 11 metres each. The centering is being erected. Should be finished end of September.

Ponte Caronia.

Seven arches of 11 metres each. The centering of two arches erected and the arches are run. The bridge should be finished at the end of November.

Ponte Buzza.

Three arches. The by-pass is not suitable for the winter. The work proceeding very slowly. A very determined effort will be made to have the work well advanced at the end of September.

Ponte Furiano.

Nine arches of 11 metres each. The work is far behind, and it will not be finished before the end of December.

Ponte Inganno.

Two arches of 21 metres span. Will be finished about the middle of October.

Ponte Rosmarino.

Centering erected. Work should be finished at the end of September.

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Ponte Rosmarino.

Centering erected. Work should be finished at the end of September.

Ponte Platani.

Three arches 11.2 metres span. Centering of one arch erected. Should be finished the end of September.

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

Ponte Zappulla.

Four arches of 12 metres each. The piers and abutments have been constructed. The centering is being erected. Will be finished about the end of October.

Ponte Iannello.

Single arch of 15 metres. The centering is erected. The bridge should be finished before the end September.

Ponte S. Angelo.

Two arches. Centering ready on the ground. Should be finished during September.

Ponte Zappardino.

Bridge finished.

Ponte Provvidenza.

Two arches. The centering is on the ground. Should be finished about the middle of October.

Ponte Mazzara S. Andrea.

Bridge is finished.

Ponte Meri o Mela.

Three-arch bridge. The centering has been erected and the arches are now being run. Should be finished the middle of September.

Ponte Corriolo.

Three-arch bridge. Centering being erected but the work is very far behind. It will be necessary to have the work finished by the first October, and pressure will be put on the contractors. The by-pass is not suitable for the winter.

Ponte Muto.

Tenders have just been invited but as the work would have to be carried out in the wet season, it is proposed not to start the work until the spring of 1945, as there is an excellent temporary bridge which will be capable of carrying all traffic during the winter.

4238

Ponte Spadafora.

The work has just been given out. There is a good provisional by-pass.

Ponte Boncorda.

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

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

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

S.S. 114 Two bridges under construction.

Ponte S. Filippo.

Three arches. Work is proceeding steadily. There is a good by-pass which could be used, if necessary, during the winter.

Ponte Minissale.

Two arches are complete, and the work should be finished about the middle of September.

All bridges on S.S. 121 have been completed.

(h) Other Highways.

Estimates for repairs to State Roads other than Military Highways have been forwarded to the Ministry of Public Works for approval, and provision of funds.

(i) Public Works.

A list of work approved locally is forwarded as appendix "A" to this report. Expenditure incurred on Public Works for the months of May June & July is attached as Appendix "B".

(j) Electricity.

It is understood that Major Crowther delivered his report for the month directly to the Sub-Commission.

Since taking over responsibility for electricity the writer has had a number of conversations with key-engineers of the Società Generale Elettrica, and he hopes to make a tour of all the plants during next month so that he may be "au fait" with the present position.

(k) Materials.

Sufficient materials are available to carry on the present program of work.

(l) Transport.

This has always been difficult, and continue so.

(m) Special Remarks.

The most important function of this Department is now to see that the bridge reconstruction program is carried through before the rainy season. All efforts will be made to this end.

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

(n)

TYPE OF WORK	EXPENDITURE FOR THE MONTHS OF		
	May 1944	June 1944	July 1944
Bridges. Road Resurf. Road Maintenance.	44,618,993	40,074,204	31,878,851
Acqueducts and Water Supply.	1,702,335	1,103,373	1,228,894
Malaria Control.	1,815,709	1,388,954	1,395,080
Sewers	4,454,176	946,929	714,525
Demolitions and Removal of Debris	6,993,225	4,923,297	5,571,375
Schools	2,865,296	3,700,671	1,921,914
Hospitals	1,705,396	2,451,464	1,841,499
Prison and Courts	843,500	372,728	787,932
Buildings	15,819,289	7,134,513	5,228,484
Bldgs Occupied by Allies	997,379	469,011	139,085
Marittime and Light Houses	351,273	328,227	299,651
Arts and Monuments	2,080,222	1,010,978	1,411,407
State Owned Houses	5,132,181	8,548,218	6,705,498
Gas Plant Palermo	350,000	350,000	50,000
Electric Company	1,100,000	1,200,000	1,100,000
TOTAL	90,828,974	74,002,567	60,274,195

4237

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

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Gas Plant Palermo	350,000	350,000	50,000
Electric Company	1,100,000	1,200,000	1,100,000
			1237
TOTAL	90,828,974	74,002,567	60,274,195

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

09486

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

11. REGION II (Regional Engineer, Major KNIGHT)

(a) Changes

Work on Highways in Foggia and Campobasso Provinces now comes under direction of Region 2.

Major G. Boucher ceased to control Highways in Foggia Province, and reported back to Rome, for duties elsewhere.
Capt. Lambie remains as Roads Officer working in Foggia Province, and retains his office in Foggia.
Lieut. Butcher, Electric Officer, was recalled for another assignment.

(b) Roads.

In connection with the taking over of Military Highways in Foggia and Campobasso Provinces, there was a conference with Major Newby (S.O. Roads 2 District), Major Boucher, Capt.Lambie and the Genio Civile Eng. Foggia, to decide on the needs in plant & transport for necessary main road work in Foggia Province, in the light of the new reduced programme. (It was decided that additional crushers were required to provide sufficient chippings for the Roads Bovino - District Bdy - Ariano. To do this it was decided to close the Canne Quarry, nr. Canosa & transport the two granulators to a river bed on the Bovino-Ariano road. Contractors SICELP would be instructed to carry this into effect. It was also decided that A.C.C. would take over the work being done by the 334 Wks. Sec. RE. from 15 Km. North of Foggia to Saccione river, and their plant would operate under Gen. Civ. organisation. / The plant includes road plant & crushers in the quarry nr. S.Severo, operated by 334 Wks. Sect. Capt. Lambie to see O.C. 334 Wks. Sect. & arrange a date for taking over./

(c) In order to increase the output of chippings for the Foggia-S.Severo & Foggia-Lucera roads, it was decided to bring two W.D. crushers provided by the Army, from Bari to a quarry situated at Montegranata, which had been used by the American Air Force Engineers, who were closing down.

After finishing the Cerignola-Canosa road, which should be the end of August, chippings required for the section of the Foggia-R.Ofanto Rd. from Cerignola-R.Cervaro would be transported from the S.Ferdinando Quarry owned by SICELP in preparation for Seal-Coaring.

(d) It was also agreed that the Genio Civile be instructed to take river-bed stone from either the R. Carapelle or Cervaro, & put on to the verges of the Cerignola-Foggia road which were in a bad state, & in view of shortage of lorries to use horse drawn vehicles.

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

(e) Cotanova-Ravino

This road is no longer required by the Armies. All work has been stopped & contracts cancelled. General maintenance only being carried out.

Route 90 Bdy-Ariano. Patching practically completed. The contract given to the firm of CIAPPARELLI was cancelled on account of prices. The firm SICELP to do the whole section. They have started seal-coating from Ariano, and have completed 5 Km.

(f) Bridges.

Following arrangements were made respecting Bailey and other Bridges in Foggia Province:-

R. Carapelle. It was proposed to erect a Flambo Steel Bridge before the rainy season. The Genio Civile to build a temporary pier in the center, to support the Flambo Bridge.

R. Tortore - MRJ. 0155. Major Newby (S.O. Roads, 2 District) reported that the Bailey Bridge would in all probability have to remain until next summer owing to site difficulties. Genio Civile instructed to prepare a design of a new single-span bridge on new alignment just above present bridge, and if possible to get new abutments built this year.

R.S.J. Bridge S of Tortore. MRJ 0254. The Genio Civile instructed to have this replaced by brick-arch before next winter. Also similarly, a timber bridge over R. Serracapriola. MRJ 0561.

(g) Military Highways. (General Progress)

Cerignola-Canosa Resurfacing will be finished on 31 August. This would have finished sooner, but for trouble the contractor had with bitumen. An inspection was made on 10 August to look into the trouble; it was found to be due to incorrect handling by his workmen. On instructions from C.E. 2 District the final sealcoat is to be left till Oct/Nov.

Route 16. Bari-R.Ofanto. Seal-coating of this road from R.Ofanto-Molfetta was completed. C.E. 2 District expressed his satisfaction at the way the work was executed.

Route 98. R.Ofanto-Terlizzi. Work of seal-coating this road has gone satisfactorily, the firm SABBA having completed 12 Km.

Bitonto-S.Palo-Bitetto Provincial Road. This road 11 Km. was seal-coated this month, and first section Bitonto-S.Palo treated with emulsion. The first 1 ½ Km. using an experimental emulsion (broken down by Olive oil, this at request of C.E.2 District.) It was not a success.

Bitetto-S.Nicandro-Adelfia-Route 100. To be resurfaced water-bound Macadam. The firm S.A.B.B.A started from Bitetto on 9 August, and completed about 3 Km. The firm SASSINELLI started

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

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

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Bitetto-S.Nicandro-Adelfia-Route 100. To be resurfaced water-bound Macadam. The firm S.A.B.B.A started from Bitetto on 9 August, and completed about 3 Km. The firm SASSINELLI started from the Route 100 road towards Adelfia on August 15th, and did 2 Km.

4235

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

Gravina-Talne. Chippings now being produced at Altamura are being conveyed along this road & also bitumen. The firm ROTUNDI are moving to Gravina to start immediately on seal-coating. This road has been taken off the priority list, but C.E. 2 District is allowing work to proceed.
General maintenance being carried out satisfactorily on remaining roads.

(h) Provincial Roads.

The Provincial engineers are carrying out various works requested by the Military, to Hospitals & Camps, the following being most important:-

(Molfetta road to Military Hospital
(Mellito - Qusani to " "
(Andria roads to " "
(Bari Airport Road.
(Monopoli internal Roads.
(Barletta internal Roads.

(i) Bridges.

The progress on the two Bridges over the river Ofanto on Route 16 W. Barletta and Route 98 W. Canosa is proceeding satisfactorily, the rate of progress being up to schedule.

R. Cervaro. Demolition of piers is making good progress.

Santerno Road Bridge. Route Altamura-Gioia del Colle. Work was started on reconstruction of this bridge, demolition complete, foundations being put in.

Bridges at Gravina, on route 96. Cement has been released this month, and work which was held up for cement has recommenced.

Bridge at Gravina, on Road Gravina-Spinazzola. Opened to traffic this month.

Minervino Bridge. Bridge is now complete except for finishing of parapets; not open to traffic yet.

Bridges in Potenza. Cement has been released this month for these bridges, and work is about to commence on reconstruction.

(j) Quarries.

The Quarry opened up at Altamura at end of last month, & worked by Genio Civile is now working satisfactorily and producing about 60 tons daily. There has been no need to requisition the quarry, the Genio Civile having come to an amicable agreement with the owner to work his quarry on a rental basis.

Two Army crushers were transported from Bari to Foggia Province and installed in a quarry at Montegranata. These are

(h) Provincial Roads.

The Provincial engineers are carrying out various works requested by the Military, to Hospitals & Camps, the following being most important:-

(Molfetta road to Military Hospital
(Mellito - Qusani to " "
(Andria roads to " "
(Bari Airport Road.
(Monopoli internal Roads.
(Barletta internal Roads.

(i) Bridges.

The progress on the two Bridges over the river Ofanto on Route 16 W. Barletta and Route 98 W. Canosa is proceeding satisfactorily, the rate of progress being up to schedule.

R. Cervaro. Demolition of piers is making good progress.

Santerno Road Bridge. Route Altamura-Gioia del Colle. Work was started on reconstruction of this bridge, demolition complete, foundations being put in.

Bridges at Gravina, on route 96. Cement has been released this month, and work which was held up for cement has recommenced.

Bridge at Gravina, on Road Gravina-Spinazzola. Opened to traffic this month.

Minervino Bridge. Bridge is now complete except for finishing of parapets; not open to traffic yet.

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Two Army crushers were transported from Bari to Foggia Province and installed in a quarry at Montegranata. These are producing about 60 tons daily; the chippings to be transported on to the Foggia - S. Severo Road for seal-coating.

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

(k) Public Works.

No projects were approved this month. Several were submitted, but they were not approved after investigation. Several the Genio Civile were told to resubmit, cutting out certain controlled materials.

(l) Electricity (Rationing)

The peak loads through the month remained steady. The Provincial Commissions are now co-operating better & seem to be screening the application received in a more satisfactory way.

(m) Contracts.

A meeting was arranged at Ariano on 8 August with the firm CIAFFARELLI of Naples to discuss the prices they were asking to do the work on Route 90 from Ariano-the Dist.Bdy. This firm had been brought over from Naples & had already done a certain amount of work.

The prices they asked were considerably higher than those asked by contractors in Bari and Foggia provinces. They were asked to bring an analysis of their prices to the meeting; this they failed to do. They were told their prices were high, in comparison with other contractors. They stated they were not prepared to reduce them, and that they had been given those prices in the Naples area by Region 3.

An analysis, on the spot, did not satisfy the meeting.

In view of the attitude they adopted and the high prices they were asking, and the bad effect it would have on other contractors if their prices were agreed to, it was decided that their contract be cancelled. They were informed, and told to cease work next day. They were informed that their prices would not be accepted for work already executed, and that they would be paid on a figure worked out by the Genio Civile which was considered fair and reasonable. If they decided not accept, then they would have to take the matter up with the Italian Government and ask for an arbitration.

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

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1284

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

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

12. REGION III (Regional Engineer, Lt. Col. HENSLEY)

(a) General Remarks.

It has been reported that the State highway department was unable to pay some of their cantonieri working on jobs ordered by A.C.C. 8th Army, because of lack of funds. This was the result of the closing of accounts by the Finance Officer, 8th Army, leaving work already started, with no funds to back it up.

The state highway department was advised to pay the Cantonieri at once, so that ordinary maintenance would not be held up in any way. In addition to this, the Regional Engineer has discussed with A.C.C. Headquarters the possibility of getting these unfinished jobs properly financed, so that everything can be cleaned up leaving no "loose-ends" dangling.

Procedure for future works has been clearly outlined to the Genio Civile, State highway department and Provincial engineers, emphasizing the fact that no work will be started without full approval of higher headquarters, which will be obtained through channels submitted through this office.

(b) Staff and Personnel.

Military personnel status in this Section has been unchanged for this month. Our civilian personnel, however, has been augmented in both the Section and the Field officer's setup, in order to facilitate the tremendous amount of work required.

(c) Inspection Tours.

Inspection tours were made in both the Salerno and Caserta areas in order to ascertain the condition of the roads and bridges. Bridge work is coming along very well. The road work has been more or less reduced to work of ordinary maintenance. Road gangs have been provided for, cantonieri have been instructed and depending upon the steady flow of materials, this maintenance will be kept up.

Maintenance work has been stressed, emphasized, and pounded into the heads of the Genio Civile and the State Highway department as a necessity, without which any work done, no matter how well executed is a positive waste of time and money.

Maintenance must be constantly carried out; and it must be done when the road is just showing signs of wear and not after it has broken up, beyond ordinary small repairs.

We attach a list of bridges in Salerno & Caserta areas and their percentage of completion.

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

0957

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

(d)

ACC/ BRIDGE CONTRACTS - PROGRESS REPORT

ACC Salerno
Bridges on Military Hy's

August 1944

N.	S.S.P. N.	Name and/or Location	N.R.	Contractor	Date Comm.	Est Date compl.	%	Remarks
1	88 I	Fratte River	658338	S.Coreggio	17/4	15/6	100	
2	88 I	Culvert at Km.3+585	658448					Plans submitted 6/6/4
3	88 I	" " " 4+012	656495					DO
4	88 I	" " " 4+180 "	656515					DO
5	88 I	2,1 mi N Faronissi Ra 11+180	650413					Plans submitted 9/6
6	88 I	Bridge over R/R Km 11+983	652413					DO
7	88 I	0,7 mi N Irofiro Km.20+276	646486	Lau'ati	3/7	30/9	35	
8	88 I	Avellino Iridge Km.33+700	668569	Calasso	3/7	15/9	25	
9	18 I	Ponte Sele Km.87+390	861111	Ferrobeton	1/4	15/9	100	PES Job.
10	19 2	Culvert of Eboli Km.9+150	910240	Giantonio	3/7	30/8	70	
11	19 2	" " " " 11+500	931232	DO	15/5	15/7	100	
12	19 2	Ponte Sele Km.13+350	947222	G. Braca	0	15/0	3	
13	19 2	Ponte Auletta Km. 47+200	208175	Cavaliere	10/4	15/8	100	
14	19 2	Campostrino	240161	DO	1/3	15/9	100	
15	19 2	Polla Culvert km.56 + 230	275138	G. Braca	2/6	15/9	30	
16	19 2	Casalnuovo Km. 99+330	450785	Masella	17/7	15/10	15	
17	94 3	Repair Rollag Wall at Sulotta, Km.0+150	208181	Coraggio	2/6	15/9	15	
18	18 I	Ponte Cava Km. 47 + 100	602326	Campanella & Caputo	1/5	15/0	25	

0953

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

ACC/ BRIDGE CONTRACTS - PROGRESS REPORT

CS

litary Hy's — August 1944

and/or Location	N.R.	Contractor	Date Comm.	Est Date compl.	%	Remarks
River	658338	S.Coreggio	17/4	15/6	100	
t at Km.3+585	658448					Plans submitted 6/6/44 to CE for app.
" " 4+012	656495					DO
" " 4+180	656515					DO
N Faronissi Ra 11+180	650413					Plans submitted 9/6 to CE III for app.
over R/R Km 11+983	652413					DO
N Irofiro Km.20+276	646486	Lau'ati	3/7	30/9	35	
no Bridge Km.33+700	668569	Calasso	3/7	15/9	25	
Sele Km.87+390	861111	Ferrobeton	1/4	15/9	100	PES Job.
t of Eboli Km.9+150	910240	Giantonio	3/7	30/8	70	
" " " 11+500	931232	DO	15/5	15/7	100	
Sele Km.13+350	947222	G. Braca	0	15/0	3	
Auletta Km. 47+200	208175	Cavaliere	10/4	15/8	100	
trino	240161	DO	1/3	15/9	100	
Culvert km.56 + 230	275138	G. Braca	2/6	15/9	30	
uovo Km. 99+330	450785	Masella	17/7	15/10	15	
Rollag Wall at n, Km.0+150	208181	Coraggio	2/6	15/9	15	
Cava Km. 47 + 100	602326	Campanella & Caputo	1/5	15/0	25	

0959

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

PROGRESS REPORT N. 28

Bridges

(d)

August

Sub	R.	Location	Map. ref.	Contractor	Cost	Start	%	Men	Finish	Remarks.
1	713	Skew-arch-Quagliano	138570	Campanella	1.090.000	15/4	99.9	0		Needs completion of r to traffic.
2	714	Burlon	122566	Campanella	2.720.000	29/4	90	47	21.8	Filling over arch an
3	7	Schigo 237 + 850	485715	Annino	In prepa.	-	-	0		Not approved.New pro
4	7	S.Martino 247 + 850	585726	Cerracchio	1.430.000	15/6	75	34	5.9	Arch complete workin
5	7	Cerretella 275 + 100	588725	Cerracchio	2.836.000	27/4	58	10	28.9	Ready to open, parap completion.
6	7	Casa Cant. 250 + 250	598732	Tucci	3.461.000	25/4	50	60	1.10	Arch. finished,2 nea
7	7	Serratella 251 + 750	599747	Tucci	2.826.000	1/4	98	40	5/9	Filling over arch, C Roman Wall.
8	7	Tufariella 252 + 850	605760	Tucci	998.000	1/4	99	0	Fin.	Open to traffic, som complete.
9	7	Corvo 257 + 500	625985	Annino	3.008.000	25/4	90	51	5/9	Filling over arch an
10	7	Sabato 260 + 500	650808	Campanella	5.350.000	26/6	52	-	1/10	3 arches finished, s
11	Pro	Calore-Benevento	618315	Campanella	6.200.000	25/4	98/5	15	-	Open,working on para
12	7	Tavole 264 + 600	676798	Melchionna	1.640.000	26/4	55	35	1/10	1 arch complete, 2 h
13	7	Mele 278 + 180	169748	Melchionna	2.740.000	1/4	98.5	16	21/8	Working on parapets.
14	7	Sesa 295 + 500	720660	Bid being taken		-	-	-	-	Not approved,alterna
15	7	Maretta 297 + 700	716659	Campanella	5.186.000	26/4	65	78	1/10	Piers complete,cente
16	7	Tremolissi 300 + 100	711641	Campanella	3.200.000	26/6	15	36	30/10	Piers and both abutm
17		Sabato 301 + 180	705635	Pulese A.	7.540.000	26/6	15	35	15/11	Erecting centering.
18	90	Calore 0 + 00	795928	Vinciguerra	4.000.000	21/7	7	10	1/12	Preparing stone and Bailey Bridge ?
25	90	Declito 14 + 320	880770	Mascolini	4.500.000	26/6	12	60	1/12	Starting on firts ar
26	76	Schiava 56 + 850	585726	Attena	1.290.000	1/7	45	15	1/10	Half complete, ready
27	76	Masucci	566570	Bids being taken						Waiting estimate
28	76	Monteforte	600550	Bids being taken						
29	7	Clean of Volturno bed	780780							Contract not yet all

0960

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

PROGRESS REPORT N. 28

Bridges

August 1944

	Map. ref.	Contractor	Cost	Start	%	Men	Finish	Remarks.
iano	138570	Campanella	1.090.000	15/4	99.9	0		Needs completion of parapets open to traffic.
	122566	Campanella	2.720.000	29/4	90	47	21.8	Filling over arch and parapets.
0	485715	Annino	In prepa.	-	-	0		Not approved.New proposals coming.
850	585726	Cerracchio	1.430.000	15/6	75	34	5.9	Arch complete working on sidewalk.
+ 100	588725	Cerracchio	2.836.000	27/4	58	10	28.9	Ready to open, parapets nearing completion.
+ 250	598732	Tucci	3.461.000	25/4	50	60	1.10	Arch. finished,2 nearly complete.
+ 750	599747	Tucci	2.826.000	1/4	98	40	5/9	Filling over arch, Cantaliver over Roman Wall.
+ 850	605760	Tucci	998.000	1/4	99	0	Fin.	Open to traffic, some parapet to complete.
+ 500	625985	Annino	3.008.000	25/4	90	51	5/9	Filling over arch and sidewalk
+ 500	650808	Campanella	5.350.000	26/6	52	-	1/10	3 arches finished, staging up for 2
o	648315	Campanella	6.200.000	25/4	98/5	15	-	Open,working on parapets and decor
+ 600	676798	Melchionna	1.640.000	26/4	55	35	1/10	1 arch complete, 2 half complete
+ 180	169748	Melchionna	2.740.000	1/4	98.5	16	21/8	Working on parapets.
+ 500	720660	Bid being taken		-	-	-	-	Not approved,alternative proposals
+ 700	716659	Campanella	5.186.000	26/4	65	78	1/10	Piers complete,centering in place
+ 100	711641	Campanella	3.200.000	26/6	15	36	30/10	Piers and both abutments complete
+ 180	705635	Pulese A.	7.540.000	26/6	15	35	15/11	Erecting centering.
+ 00	795928	Vinciguerra	4.000.000	21/7	7	10	1/12	Preparing stone and centering Bailey Bridge ?
+ 320	880770	Nascolini	4.500.000	26/6	12	60	1/12	Starting on firts arch.
+ 850	585726	Attena	1.290.000	1/7	45	15	1/10	Half complete, ready to open.
	566570	Bids being taken						Waiting estimate
	600550	Bids being taken						
no bed	780780							Contract not yet allotted.

(e) Water

The following work has been finished during the month of August.

Repairs of an urgent nature to the Canal bridge at the Torrente di Pannarano. Completed the walls at the Chiaiano pumping station.

Equipment for the hydraulic engines at the Chiaiano station all repaired.

Bolla reservoir repairs are completed.

Started work on the Bolla Aqueduct in the zone outside of Naples.

Set up a new pipeline of 100 mm. at Fuorigrotta to improve water conditions in Rione Scarpati area.

Stone masonry for the pipeline at Piedigrotta, Fuorigrotta for a 300 mm. pipe has been finished.

Various other work done throughout Naples such as bombing repairs and maintenance.

(f) Gas.

There were no mishaps in the gas restoration to that section described in the July monthly report. As soon as the main pipelines are properly repaired with their satellite connection feeding lesser important streets, there will be another extra zone included in the distribution, comprising Via Stella Polare.

The coal situation is normal at the present time. We have just enough in reserve to insure production for 3 months, but we expect new shipments in at any time.

Regular repairs are continuing to the plant itself, in order to get the plant in efficient running condition as far as possible.

(g) Electricity. 4232

Applications	received	476
"	deferred	25
"	approved	279
"	rejected	172

The allocations for the month of August were as follows:

Naples District	14,000,000 KWH
Pomigliano	2,000,000 KWH
S.Maria	1,500,000 KWH
Salerno Torre Castell	8,600,000 KWH

According to the consumptions to date we may presume as follows:

For Naples District: a consumption of about 300,000 KWH over the allocated amount.

For Pomigliano : a consumption of about 70,000 KWH below the allocated amount.

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

Equipment for the hydraulic engines at the Chiaiano station all repaired.

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According to the consumptions to date we may presume as follows:

For Naples District: a consumption of about 300,000 KWH over the allocated amount.

For Pomigliano : a consumption of about 70,000 KWH below the allocated amount.

For S.Maria : a consumption of about 170,000 KWH below the allocated amount

For Salerno Torre Castell. : a consumption of about 650,000 KWH below the allocated amount.

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

The 5,000 KWH transformer in Torre Annunziata Sub-Station was tested in the first week of August after a few hours of operation it failed. According to the latest reports from Ing. Masturzo the transformer will be ready for testing on or about the last Sunday in August.

(h) Tram

In the City of Naples have been stopped during our peak hours (9 a.m. to 3 p.m.).

(i) City of Naples.

The general condition of the principal streets in the City is good. However, the fact that maintenance during the last four years was completely lacking coupled with the present difficulty in obtaining workmen and materials are the direct cause of imperfections found today. Since the advent of A.C.C. all main roads plus any roads of military value are being kept up in excellent condition. All repairs are executed as to not disturb the flow of traffic. The following work was completed during the month of August, the repairing of:

Large Section in the main road Miano-Agnano.
Complete repair of Via Ponti Rossi and other roads running North and East of Naples.
Repairs to Via Scudillo, Via Manzoni, Via Leopardi and Villa Comunale.
About 72,700 square metres of road-work was done for in about 28 differents streets; in addition to the regular war-damage repairs which are constantly going on.

Rubbish and debris removal from streets and locations of bombed buildings is going on still. This work will be carried out until all streets are made free of incumbrances. Road repairs are being carried out with a particular regard for those going toward Rome.

Sewer work can now be brought to a finish as we have been able to get cement to complete this work. It is to be noted that the deplorable condition of the sewers in Naples were not principally caused by war damage, but by negligence of the Napolitan officials for over a period of ten years.

Hospital repairs are being carried out. The "Cardinale Ascalesi" Hospital is practically done.

Repairs to 8 workshops in the "Arsenale di Artiglieria" were done, plus the buildings which now houses the AMG Courts.

(j) Summary

Labor problems have arisen, with the result that shortlived strikes have cropped up among the personnel of the Naples Public Utilities. Aside from the fact that these strikes have their nuisance value, this section is constantly awaiting the day when, because of these strikes,

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

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(j) Summary

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

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

It is to be pointed out that these agitations and strikes are no new thing, but have been occurring periodically from the first of the year when labor groups were granted the right to organize.

No amount of arbitration, in our opinion answers the direct problem on hand, i.e. the jeopardy of public utilities services. It is needless to point out the serious consequences to property and human lives which can be the direct result of a prolonged strike. In the opinion of this Section this matter should be cleared once and for all, eliminating future danger. At the present writing the Gas Company has just finished striking, the local Power Company employees struck last week, using as an excuse the lack of shoes.

Labor groups should not be allowed to remain in a position where they can coerce the A.C.C. into giving head to their demands by this method.

With regard to tires, tubes, and trucks for the utilities this section would like to point out that they have not received any at all. The situation with regard to these two items is not getting better, it is worse. We have submitted requests for this material time and again through every available channel; with absolutely no results. This Section has arrived at the conclusion that without assistance from H.Q. A.C.C. there will be no tires forthcoming. We cannot emphasize the need for this material strongly enough.

This Section would like to point out that the truck service rendered by the "Consorzio Autotrasporti" is inadequate, in that the trucks yhemselves are in deplorable condition; they are unreliable for any extended trip whatsoever.

In many cases the trucks break down before the work has started.

Gasoline has been requested through local channels, long detailed, and minute data has been submitted as to each vehicle requirement, whether it be a ten ton truck or a motor-cycle; these same data have been submitted by region, by section, by province, by utility and by contractor, and still gasoline allotments are inadequate. Records are confused with the result that our civilian agencies do not get sufficient gasoline to operate for the month.

We have exhausted our channels of supplies, limited as they were; and this section now indicates that materials requested through the form MAT 10 are very slow in arriving. After a careful check of our records of MAT tens submitted we find that at least a month goes by before we get a written answer as to whether the material will be available in the future, or not.

It is pointed out that delays in completion of work in progress invariably result. It is our opinion that an allocation of construction materials could be made on a month to month basis, from which local priorities could be made.

to property and human lives which can be the direct result of a prolonged strike. In the opinion of this Section this matter should be cleared once and for all, eliminating future danger. At the present writing the Gas Company has just finished striking, the local Power Company employees struck last week, using as an excuse the lack of shoes.

Labor groups should not be allowed to remain in a position where they can coerce the A.C.C. into giving heed to their demands by this method.

With regard to tires, tubes, and trucks for the utilities this section would like to point out that they have not received any at all. The situation with regard to these two items is not getting better, it is worse. We have submitted requests for this material time and again through every available channel; with absolutely no results. This Section has arrived at the conclusion that without assistance from H.Q. A.C.C. there will be no tires forthcoming. We cannot emphasize the need for this material strongly enough.

This Section would like to point out that the truck service rendered by the "Consorzio Autotrasporti" is inadequate, in that the trucks themselves are in deplorable condition; they are unreliable for any extended trip whatsoever. 1231

In many cases the trucks break down before the work has started.

Gasoline has been requested through local channels, long detailed, and minute data has been submitted as to each vehicle requirement, whether it be a ten ton truck or a motor-cycle; these same data have been submitted by region, by section, by province, by utility and by contractor, and still gasoline allotments are inadequate. Records are confused with the result that our civilian agencies do not get sufficient gasoline to operate for the month.

We have exhausted our channels of supplies, limited as they were; and this section now indicates that materials requested through the form MAT 10 are very slow in arriving. After a careful check of our records of MAT tens submitted we find that at least a month goes by before we get a written answer as to whether the material will be available in the future, or not.

It is pointed out that delays in completion of work in progress invariably result. It is our opinion that an allocation of construction materials could be made on a month to month basis, from which local priorities could be made.

This Section is also interested in knowing what definite plans are outlined for the rehabilitation of key-industries, for which a heavy demand is being made for construction materials.

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

It is further requested that an operating program be established to rehabilitate plants to produce items now under control of the Armies.

The question of transportation is an ever increasing "bottle neck" and it is the opinion of this section that this condition can be readily remoded by reconstructing equipment now lying idle, if a program of coordinated effort could be received from the numerous parties involved in the operation of the Italian railroad system.

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

0968

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

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

71

13. ROME REGION (Lt.Col. BIRCHETT, Engineer Officer).

(a) During the month the Rome Region was consolidated with old Region IV, Lt.Col. Findlay of Region IV was appointed Regional Engineer, and the Rome staff continued to operate under the direction of Lt.Col. Birchett, pending consolidation of the two offices. This consolidation is expected in the near future. In the meantime close coordination of effort is being maintained with the RAAC Engineer group. To avoid confusion until the Rome Region and Region IV offices are consolidated, the section is called TCU Section, Region IV, Engineering Division.

As of 15 August the Region was turned over to the Italian Government. This has made very little change in operation.

(b) Personnel of the former Rome Region is as follows:-

Lt.Col. Birchett	- Director	TCU Section, Engineering Div.
Major Buckley	- Water Supply,	TCU Sec. " "
Major Hawker	- Telecommunications,	TCU Sec. Engr.Div.
Major Michel	- Public Works Sec.	" " " "
Capt. Robb	- Administrative Off.	" " " "
Capt. Rosson	- Electrical & Mech.	" " " "
Lt. Wade-Brown	- Electrical Section	" " " "

4230

(c) Inspection Tours.

Inspection trips have been made on all projects. Those in the city are inspected daily; those in the vicinity weekly.

(d) Military Highways.

Work on all military highways is being prosecuted, using the same contractors reported in August. Contracts have been let thru the Genio Civile and necessary reports and forms forwarded to ACC.

(e) Secondary Highways.

Secondary highways are being given more consideration and work will be prosecuted now that the main routes are in good condition. Streets in Rome City demand attention. Several small bridges are being built in the vicinity of Rome. The values of the road work cannot be stated since it is all heavy maintenance (by cost plus contracts).

(f) Public Works.

Fiumicino Harbour Project.

Good progress has been made on assemblying the equipment

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Fiumicino Harbour Project.

Good progress has been made on assemblying the equipment for raising the boats, considering the set-backs and obstacles met that were beyond the jurisdiction and control of the operating Company doing the work, such as transport, gasoline, requisitioning the cars used by their engineers, etc. The Company doing the work has associated with it four other Companies, all of whom have had experience in this type of work. They now

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

have in operation 3 units for raising boats, in addition to a steam crane and a Diesel power plant mounted on separate barges. 12 barges and boats have been raised to date and 3 more are in process of being raised. They have assured us of an average of one boat every three days from Sept.1 onwards.

Another firm has practically completed removing rubble from the street along the right quay. They have also completed the closing of the largest opening blown in the right quay near the outlet of the canal, with rubble removed from the streets and have placed 450 mc. of concrete blocks as a protection to this fill.

(g) Projects for buildings damaged by bombing.

Activity in this has mainly been confined to repair of hospital buildings and University of Rome buildings. Forty-two projects totalling 72,175,000 Lire have been presented by the Genio Civile's Office. Forty of these projects, totalling 41,175,000 have gone forward from this office approved. Thirty-one of these projects have been started, due to urgent nature of the work.

The S.S.T.T. for Comune of Rome has presented a general program covering 31 bridges totalling 24,300,000 Lire. These are bridges blown by the Germans and replacement is urgently needed on most of them. The S.S.T.T. for the Comune is now preparing projects for the above.

The Genio Civile for the Tevere and Agro Romano has presented 7 projects totalling 6,360,000 Lire for work on main outfall sewers of Rome, the levees along the Tevere below Rome and sewers of the Ostiense area. Work is being done on all these projects because it is necessary to have them under control before fall rains set in.

(h) Some improvement since last month has been made by Nettezza Urbana (street sweeping and garbage removal). However, the services are handicapped by a shortage of petroleum products and tires for the equipment they have in operation; also need for repair parts and tires for equipment now immobilized. The service has provided for special cleaning of several areas of historical-artistic interest. A large number of horse carts and workers have been assigned and kept busy on such special work and cleaning up nuisance, dumping of refuse, most of the latter being done by Army units or different units of our occupational group.

(i) Several of the lesser paving and sewer repairs have been completed. The major paving job, the Via Ostiense area, does not show much progress. Underground work, consisting of several sanitary and storm sewers utilities consisting of gas

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

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

(j) Repairs of damages to road paving caused by war action.

There are 7 schemes of special road and street works in hand, from 20,000 to 100,000 Lire in value.

Other projects regarding similar works in the Nomentana and Monteverde areas (Delegazioni XI and IX) have been submitted to the Genio Civile for approval.

(k) Bridges.

- Bridge across the Almone stream as per No.30 of list: works are under execution (10 workmen).
- Tito Tazio Bridge - Wks are proceeding (12 workmen).
- Magliana Bridge (n.1 of list) - the offers presented by several contractors are under examination.
- For Bracciano Bridge - the lack of floating craft and other equipments does not enable us to receive offers, while works at Magliana Bridge are under execution.
- Lutazio Catulo concrete bridge (No.10 of the list). The clearance of the river mouth has been effected.

Plans have been completed and submitted for approval relative to bridge access to Castel Fusano park X and bridge over the Arrone stream.

(l) Materials and labor.

4229

Contractor Marchetti & Mambrini are awaiting consignments of lime. No alteration in the supply of sand, which is being exhausted. During the week we have had the following work days 1284; carts 170; trucks 36; water tank carts 16; tractors 18.

(m) Electrical services.

- Power production.

Total energy produced by hydro, steam and Diesel installations together with peak power demands are tabulated in exhibit 1. For the month of September the allocation of hydro power to Rome was reduced from 15,500 KW to 8,200 KW by the Local Resources Board. A new peak was reached on August 28 of 43,000 KW, with an energy output of 814,000 KW hrs.

- Fuel.

Coal received by rail at a satisfactory rate, and for the month deliveries exceeded consumption with a resulting increase in the stock pile.
Diesel oil deliveries from Naples have not been satisfactory and the POL Section AAI has been asked to

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

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Diesel oil deliveries from Naples have not been satisfactory and the POL Section AAI has been asked to arrange for shipments to Rome from Naples by rail. Bids were also submitted to POL Section AAI for boiler fuel oil, to be shipped by rail from Naples.
Additional power will have to be generated in the thermal station, to offset the reduced hydro allocation.

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

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

Electricity Rationing.

The rationing plan for non-preferential consumers which became effective on 23 July has been successfully maintained during the month of August. It is not believed possible that this program can be continued during September, unless further restrictions are placed on the use of electricity.

(n) Gas Service.

Distribution of gas was resumed on Tuesday 29 August. Present fuel allocations for gas production amount to 160 tons of gas coal per day and 30 tons of lignite. The Societa Italiana per il Gas estimates that a coal consumption of 150 tons per day will permit daily distribution for 1½ hours at reduced pressure to the entire City.

It is not believed that this limited service will prove satisfactory and it is recommended that beginning on 1st October service be based on a 7 hour schedule of daily distribution. Estimated monthly coal requirement for such operation are 14,400 tons of gas coal and 1,600 tons of Sardinian coal. Bids for this amount have been submitted to the Coal Section - Transportation Division, ACC.

(o) Street Car Service.

The hours of street car operation adopted on August 4 were continued until the end of the month, when a new plan was inaugurated which provides for a reduction of the number of street cars during periods of the day when power demands are greatest, and additional cars during other hours. This plan will result in a slight reduction in the maximum power requirements of the Tram Company with approximately the same consumption of energy.

(p) Industries and factories.

Power is furnished to essential services. Coal is being loaned in small quantities to essential users by this section (from Gas Co.stocks) pending the receiving of coal by the Economics & Supply Division.

(q) Water Works.

Water is still a major problem although it is believed that the main trouble is over. During the month a change-over in the main aqueduct system, the Marcia, was undertaken from the temporary wooden ducts to masonry ducts.

The flow of the Marcia aqueduct continued at 3900 litres per second, until 2000 hours 24th August when it fell to 2.700/

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The flow of the Marcia aqueduct continued at 3900 litres per second, until 2000 hours 24th August when it fell to 2.700/ lps owing to the shutting down of one aqueduct to remove the temporary diversion and bring back into operation the main aqueduct which had been damaged by the boobhs and was now repaired.

This work was carried out by the C.R.E. supplying the compressors, lighting plant, supervision etc. Acqua Marcia

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

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

supplying the specialists and men, the work was completed at approximately 0400 hours 25th; washout commenced at 0600 hours and the aqueduct commenced to fill at 10.00 hours 25th; instant pressure began to rise in the late afternoon of 25th.

The arrangements made were as follows: temporary drinking fountains were installed in the district where water would be short; A.G.E.A. Coy arranged to pump into the Marcia system as much water as possible; A.G.E.A. undertook to look after the district where there was not any water at all, i.e. Monte Mario, Madonna del Riposo, by means of mobile water-tanks obtained from the "Autoparco" of the Comune and reserved from special water-points established; the Fire Service were detailed to supply the five or six hospitals that were expected to be short of water.

So far, this added water has had little effect in the city and it is expected that pressures will not build up until probably the end of the month, when the quantity at Tivoli should be 5.000 lps, as against 3.900 lps. on the 24th August.

This will not put an end to water troubles, as most of the high apartments, even in working class quarters, are fitted with electric pumps, and as these function only every fourth day and the cistern capacity is small, we will still have to run the street corner fountains. From public health point of view it would be better to give the same amount of current but for shorter periods, and more often.

(r) A.G.E.A. System continued normally at 2.160 lps. Their 4228 pumping stations ran to capacity and supplied to Marcia during the "change over" period an additional quantity of 120 lps.

The OSTIA LIDO branch is still giving trouble. At times there is no water at Ostia.

CIAMPINO - Works on this supply to airports and camps should be completed by the end of the month, as far as the needs of the Army are concerned. The Genio Civile has been requested to prepare a project for civil needs.

GENERAL HOSPITALS and some other additional installations still continue to be supplied by the Fire Service. This will be the case until sufficient quantity and pressure can be obtained in the Marcia system.

The quantity of water, and therefore pressure, is being reduced due to a drying up of springs at the source.

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Declassified E.O. 12356 Section 3.3/NND No. 789017

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

13 A. REGION IV. (Regional Engineer, Lt.Col. FINDLAY V.C.,M.C.,R.E.)

(a) Organisation.

On 1st August Region IV and ROME Region were combined as Region IV.- The Regional Commissioner agreed that in future the "Engineering Division" would be so entitled. Office accomodation questions have been difficult and continue so. The Division is still located away from Region IV Hdqrs.

The Electrical and Mechanical Sections were difficult to organise. Two senior officers were transferred. Their work now devolves on one junior officer.

Public Works (Provinces) continued unchanged except for the addition of roads and bridges, in order to let another officer take over all Military and State Roads.

Highways were taken over by 2 officers, and there were other re-arrangements of duties.

(b) Very close cooperation with Rome Area Allied Command Engineers, almost amounting to a triumvirate at each level, was difficult to change, but with reduction of officers ahead this had to be faced.

It is hoped that it may be possible to continue the friendly relations that have existed, as the willing help offered by Col. Medding and Lt. Col. Cockerton has been most valuable.

A separate report by Lt. Col. Birchett was submitted dated 4th September, as a handing over report, prior to his departure.

(c) Inspection Tours were limited severely by having only one car.

(d) Highways (Military and State).

In Italian Government Territory

		Lire	
Bridges started	No.19 approx.value	142,000,000)	
Estimates being prepared	No.20	35,000,000) =	
Other works started	No.15	33,000,000)	230,000,000
Under preparation	No. 4	20,000,000)	

In AMG Territory

Bridges started	No. 3	10,000,000)	
Under preparation	No.15	30,000,000) =	
Other works,repairs,etc.	No. 4	8,000,000)	68,000,000
Under preparation	No.10		

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Other works,repairs,etc.	No. 4	8,000,000)	68,000,000
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Steps have been taken to regularise emergency work previously started, and this has progressed satisfactorily.

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

Declassified E.O. 12356 Section 3.3/NND No. 780017

68

(e) Close liaison has been maintained with CRE on Routes 6 and 2.

Owing to many changes of RBS on Route 7 liaison has been more difficult, and the Lt.Col. in charge has his HQ near Naples.

Liaison on Route 1 is also difficult as the Engineer in charge has moved far North (out of the Region).

(f) Mines.

The Italian Mine Clearance Company before leaving on 29th August is now reported to have lifted 1 mine. (The previous report was NIL).

Prior to 1st September there were talks, conferences, and approaches with view to getting civil contracts (and getting civilians trained) but no results achieved as yet.

(g) Bonifica.

Financial objection to the 50,000,000 Lire project for Bonifica in Littoria was waived, and work which had had to be closed down was restarted; but 3 valuable weeks of fine weather had been lost.

(h) Electrical.

During month in Region IV 4 additional generating units were started yielding 4,720 KVA, offset by low water in rivers to drive those already running. 1227

The total energy in the Region (including Rome) is 43,700 KVA which is 6,6% of former total capacity installed. During August 295 km of Distribution lines were repaired.

(i) Transport.

Cars for inspection continue to be most unsatisfactory until tyres can be supplied, and trucks are similarly handicapped.

(j) The Genio Civile are now functioning reasonably well in the Provinces of Region IV with the exception of Perugia, which is still not under the Region, and of which little is known at the moment. Provisional budgets for the period July to September were approved as follows, and the Finance Officer was asked to make available the funds:-

Roma	105	Million	Lire
Frosinone	334	"	"
Littoria	130	"	"
Perugia	54	"	" (interim only)
Rieti	not [illegible]		

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Rieti	not	yet	submitted	
Viterbo-Terni	"	"	"	

From 15th August Rome, Littoria, and Frosinone Provinces passed to the Italian Government, whereupon the Regional

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

Engineers' function was reduced in many cases to giving only "approval in principle" to projected works in these areas.

(k) Re-housing.

The Regional Engineer views with apprehension, in view of the approaching winter, the slow progress made. He was given to understand that only Government-owned properties might be repaired. Pontecorvo and Cisterna are typical cases of badly damaged, but not totally destroyed towns. He asked the Genio Civile in August to present, as test cases, a scheme covering easily repairable houses in private ownership in each of these towns. The Prefect of the Province would then have power to requisition the repaired houses and would be able to allot accomodation to the best advantage.

(l) Provinces.

In Rieti the principal damage was confined to roads. In Viterbo conditions are not disastrous generally, but the town of that name was extensively damaged. In Terni one bridge scheme has been approved, of local materials, and other bridge projects are held over pending receipt of a priority list. A number of schemes for demolition and debris clearance have been approved. The same applies to Rome Province where works are proceeding satisfactorily. In Littoria the main scheme is the Bonifica. In this Province there are very large numbers of uncleared mines. In Frosinone Province the same mine clearance problem exists, and a scheme to cost nearly 4 Million Lire for Bonifica works cannot be started till the mines are cleared.

(m) Finances of Projects.

In the Italian Government portion (of Region IV) 18 schemes of water supply reconstruction have been approved; value 21 Million Lire. There are also 23 water schemes under preparation to cost 47 Million Lire.

Eight schemes were approved for bridges (of non-Military importance), value 13 Million Lire; and 9 schemes to cost 25 Million Lire are under preparation.

Miscellaneous works approved were 52 at the end of August, with a value of 117 Million Lire; and 9 schemes approved in principle costing over 10 Million Lire.

In A.M.G. Territory similar lists, but on a very much smaller scale, with a gross total of about 28 Million Lire, either approved already or under preparation.

Declassified E.O. 12356 Section 3.3/NND No. 780017
09 83

might be repaired. Pontecorvo and Cisterna are typical cases of badly damaged, but not totally destroyed towns. He asked the Genio Civile in August to present, as test cases, a scheme covering easily repairable houses in private ownership in each of these towns. The Prefect of the Province would then have power to requisition the repaired houses and would be able to allot accomodation to the best advantage.

(l) Provinces.

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

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

67

14. REGION V (Regional Engineer)(Lt. Col. Latimer)

(a) Areas controlled by Region V are as reported last month. Pesaro - Urbino has not yet been occupied. Ancona and Macerata are under the control of 8th Army, and Campobasso altho returned to the administration of the Italian Government is still under the administrative control and technical supervision of Region 5.

The area of Region 5 at the present time lies within the 1st and 2nd District Army areas. Recent orders have put 1st Dist. under 8th Army.

(b) Organization.

The following officers are at the present time working with the Public Works and Utilities Divisions of the Regional Engineer Section, Region V.

Lt.Col. C.A. Latimer	(A)	Regional Engineer
Major J.E. Foden	(B)	Public Works Officer
Major John Bennett	(A)	Public Utilities Officers
Lieut. John Walsh	(A)	Public Works Officer

Contemplated personnel changes will necessitate [illegible] organizational changes during next month.

(c) The Provincial Engineer at Teramo has been dismissed by the Prefect and another engineer appointed in his place. Engr Asioli has suspended the Prov. Engr. (Turchio) pending investigation and has appointed the senior member of the Teramo Provincial Engineer Staff in his place. I intend to investigate this personally at the earliest possible date, in company with Eng'r Asioli and possibly Eng. Valerio /If the engineer is at fault I shall approve the dismissal but the new appointment must be from name or names submitted by the Dep't of Public Works/

1226

There have been no other changes in the Italian organization.

(d) Inspection Tours.

The Regional Engineer visited Teramo, Ascoli Piceno, Macerata, Ancona, Pescara, Aquila and Campobasso on inspection trips, besides attending a Provincial Commissioners conference, and discussing engineering problems with them.

(e) Military Roads.(Ref. HQ.AAI.CMF 2078/12 of 17.7.44).

We note 4-5 Appendix A and will be guided by these instructions, and by Par. I of the reference.

There is an activity along route 16, due primarily to an effort to get this very important highway ready for winter use. Bridges are being repaired, or high level diversions

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

of Region 5 at the present time lies within the 1st and 2nd District Army areas. Recent orders have put 1st Dist. under 8th Army.

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Major John Bennett	(A)	Public Utilities Officers
Lieut. John Walsh	(A)	Public Works Officer

Contemplated personnel changes will necessitate [illegible] organizational changes during next month.

(c) The Provincial Engineer at Teramo has been dismissed by the Prefect and another engineer appointed in his place. Engr Ascoli has suspended the Prov. Engr. (Turchio) pending investigation and has appointed the senior member of the Teramo Provincial Engineer Staff in his place. I intend to investigate this personally at the earliest possible date, in company with Eng'r Ascoli and possibly Eng. Valerio /If the engineer is at fault I shall approve the dismissal but the new appointment must be from name or names submitted by the Dep't of Public Works/

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(e) Military Roads.(Ref. HQ.AAI.CMF 2078/12 of 17.7.44).

We note 4-5 Appendix A and will be guided by these instructions, and by Par. 1 of the reference.

There is an activity along route 16, due primarily to an effort to get this very important highway ready for winter use. Bridges are being repaired, or high level diversions constructed (in many cases using Baileys.. This work has been ordered by, and designs approved by Army Engineers. We are watching to see that debris from old bridges are promptly cleared from water-ways.

Route 5-17 from Pescara to Antrodoco is being maintained and improved. Two bridges under reconstruction.

The remainder of this road is being maintained by Cantonieri.

(f) Other Roads.

The Armies removed various Bailey bridges prior to completion of masonry bridges in hand, and their going has reduced available transportation to a point where public works must pratically come to a standstill unless other arrangements are made. Five bridges were approved for construction and contract. Three others have been approved for forwarding thru Italian channels.

In some Provinces emphasis for construction and repair of roads (other than Military) have been on those leading in from Coastal supply points, and those connecting Aquila (Regional Hdqtrs), with the various Provincial capitals and Rome. The roads to Macerata and Ascoli Piceno from Aquila (Via Nos 48 78) with connecting Provincial roads at the lower and are open. The road to Teramo (No 80) is passable for a jeep, but will require about three weeks more for a standard car.

Road No. 17 (Aquila to Isernia) is passable but extremely rough, and is being worked on. Much of this road is being worked on cost-plus contracts, originally let by the CREs. Other parts are being improved by local gangs, under the Cantonieri.

Considerable trouble has been caused by contractors on R'd 82 (working under contracts signed in Rome) coming into Aquila Province and paying higher wages than are authorized in this province, and purchasing materials at higher than ordinary prices. It was understood that these contracts were to have been turned over to Region V, but nothing has yet been done about it.

Road work particularly high-level, all weather diversions is proceeding in the forward areas. Our contacts with District I (Armies) have been most amicable.

(g) Public Works.

Water-supply still heads the list. Plans for reservoirs at Chieti have gone forward for approval, and release of controlled material. Work is proceeding on various other water supplies. In many cases the supply depends upon electricity to operate pumps. This problem is particularly serious in Aquila, where many villages and towns are without water due to the low and fluctuating voltage of our exceedingly scant supply of power. In most cases, where the problem is one of

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

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Sewers in Pescara are opened and finally operating.

Small expenditures have been approved for the repair of the "Castle" in Aquila, for use of Italian military authorities.

Declassified E.O. 12356 Section 3.3/NND No. 789017

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

(h) Electricity.

The power situation in the advance areas of region V is most unsatisfactory, but very little can be done at the present time. The important stations are destroyed or badly damaged and transmission lines are disrupted. Ancona and forward military centres are increasing the demand faster than other sources can be repaired.

700 KW has been alloted Aquila from Ascoli Piceno plants. The province has been subdivided and a study made of essential plants and services. This power has been distributed equably. The U.N.R.R.A. engineer in Aquila is now making a detailed survey of all plants in this Province, with a view to repairing or salvaging equipment or parts.

Work is proceeding on the repairs of a 1000 K.V.A. electric plant at Lama dei Peligni for use in Chieti. The main power line from Lanciano to Pescara is being rebuilt and should be finished in about five weeks. When complete this should ease conditions considerably in this entire area. The transmission line from Chieti to Aquila is being repaired and should be ready by the time Lanciano Pescara line is finished.

(i) Industries.

Several cement plants have been surveyed and requests sent forward for critical materials (mostly belting) in order to get these plants back into production.

An inspection was made of a natural gas plant in the Fucino Lake area near Avezzano, which has escaped damage and arrangements were made for it to have some power in order to operate. Work has started on a transmission line to Scafa San Valentino, to reactivate a large asphalt plant at that place.

(j) Materials.

Instructions for distribution of P.O.L. have been received and studied. It is hoped that this new operation will remove one of the more serious difficulties that we have experienced. Additional transport is urgently needed for Public Works operation, particularly in Campobasso.

/It is requested that every effort be made to provide required belts for the cement plant at Bomba/.

Cement requested for bridge construction and construction of reservoirs at Chieti must be made available immediately, if work is to be done this season, as both these jobs are urgently needed before this winter.

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Cement requested for bridge construction and construction of reservoirs at Chieti must be made available immediately, if work is to be done this season, as both these jobs are urgently needed before this winter.

(k) Miscellaneous.

Two small jobs not requiring critical material have been approved for the Ancient Monuments Comm.

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

15. REGION VI (Regional Engineer, Capt. SMITH S.R.)

(a) General Remarks

No developments have occurred during August. Complaints are being made of lack of progress in reconstruction of buildings in Cagliari, and failure to begin new road, and water supply projects. With the progress of the war, and its increasing distance or appreciation as more Italian soldiers leave Sardinia, more clamor for advantages, personal and public, is rising. The Allied Control Commission is naively expected to cure all ills without regard to war, shipping space, or critical materials.

(b) Staff Changes

Effective 26 Aug, all connection between Transportation and Public Works and Utilities was severed. The present staff of Region VI Public Works and Utilities is:

1. Edward E. SMITH Captain S.R.(A) Regional Engineer
2. Wojg. H. DISCOE, AUS (A) P.O.L. Supervision
3. V.L. MEUCCI, Capt. Art.(I) Interpreter, Translator
4. C. ABIS, Captain Ftr. (I) P.O.L. Liaison
5. E. MUCELLI, Signorina (I) Typist.

Recent orders which will return Italian officers to their units will, unless suitable civilian interpreter translators may be procured (exceedingly difficult in Sardinia) remove Captains MEUCCI and ABIS. Such result would seriously restrict the activities of the office.

(c) Inspection Trips

Due to the limited staff, no trips of inspection were found possible outside Cagliari.

(d) Military Highways

No changes are noted from the general observations of the July report. Within the City of Cagliari the streets are pratically completed.

(e) Secondary and Inter - Communal Highways.

No change from previously reported situation.

(f) Public Works.

Progress is reported on reconstruction of school buildings in Cagliari and the Cagliari Municipio. It seems doubtful that the present rate of progress will permit use of schools under repair at the beginning of the next school session. Principal difficulties seem to be lack of reinforcing steel, transportation and skilled labor. A brief list of miscellaneous activities of the Regional Engineer is attached.

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

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

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

65

(g) Electricity

From 24 July to 24 August the power plants of the Soc. Elet. Sarda produced:

Coghinas	5,356,400	KWH
Tirso	2,007,400	"
S.Caterina	4,015,800	"
Total	11,379,600	"

On 24 August the water elevations of storage reservoirs:

Coghinas	- metres above sea-level	155,43
Tirso	- metres above sea-level	93,60

The S. Caterina plant resumed operation 29 July.

(h) Industry

Difficulties developing at the two ice-plants in Cagliari on account of restriction of water service are being overcome by the use of ground water supplies for compressor cooling, and by providing storage for potable process water.

A comprehensive report of the August activities of the Office in connection with automotive circulation and P.O.L. rationing has been prepared by Mr. Discoe for transmission to the Economic Section Industry and Commerce Sub-Commission.

(i) Public Utilities other than Electric power.

(1) Water. The water shortage of Cagliari is under control. Continuous liaison between the Regional Engineer, the Allied Garrison Engineer and the Capo Ingegnere of Cagliari has produced results. Further conservation is contemplated as soon as arrangements for expedients are completed, by further reduction in the daily hours of service (since 4/8/44 between 0500 and 2100 hours only). 4224

The Provincial Commissioner of Sassari reports restriction of hours of water service at the City of Sassari. The usual drying up of springs is reported from villages during the period of high temperature and peak consumption. Plans are made to correct several deficient supplies whenever material becomes available.

(j) Drainage

No construction although plans and estimates are made.

Gas. It is understood that some gas has been manufactured at the Sassari Plant. An allotment of imported coal to both Sassari and Cagliari plants has been requested. The Gas situation in Cagliari is negative.

Tram service. No change from July situation but early completion of street repairs in Cagliari will permit use of off-street terminal and transfer-point south of Via Roma, and

on 21 August the water elevations of storage reservoirs:

Coghinas - metres above sea-level 155,43
Tirso - metres above sea-level 93,60

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No construction although plans and estimates are made.

Gas. It is understood that some gas has been manufactured at the Sassari Plant. An allotment of imported coal to both Sassari and Cagliari plants has been requested. The Gas situation in Cagliari is negative.

Tram service. No change from July situation but early completion of street repairs in Cagliari will permit use of off-street terminal and transfer-point south of Via Roma, and remove pedestrian congestion in Piazza Garibaldi.

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

Clearance of Cagliari. 70% done.

Flumendosa Dam. No change.

Materials. No change.

Transport. No change.

(k) Fuel Rationing.

Considerable improvement in allocations control by Italian personnel, and general tightening of the present system has been effected.

(l) Estimates and P.W. Contracts.

No use has been yet made of forms ACC/1 and ACC/2, apparently because no new work is at present being prepared or transferred from previously used forms. Proper instructions have been given to the Provveditore Opere Pubbliche.

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

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

64

16. REGION VII (Regional Engineer - Major CHAMBERLAIN)

(a) Remarks.

In Calabria there has been a major change in the operations of A.C.C. during this month. The entire staff has been reduced to a bare minimum necessary to observe the work of the people. This has called for all officers being recalled, leaving one regional team of some ten officers, which is contemplated to be changed into a provincial team. The Military mission to the XXXI Army Corps was recalled from Catanzaro.

Calabria was changed from control of No.2 district to No. 3 district (Armies).

Engineer C. Nisini has taken over the position as Chief Engineer of Cosenza Province for the Genio Civile. He speaks some English. The Minister of Public Works visited Calabria this month but was ill during his visit and did not confer with our Headquarters. He has ordered the suspension of all national aid to the reconstruction of war-damage to private houses.

(b) Staff and Personnel.

There has been no change in staff and personnel in this Department during this month.

(c) Inspection Tours.

Inspection trips were made to Reggio, Crotone, Cosenza, and Sila this month. These trips were all for the purpose of inspecting roads, public works projects, and for conferences on electrical rationing.

223

(d) Military Highways and Bridges.

There has been no change in priorities in Military highways in Calabria. Progress on maintenance of roads is not satisfactory, due to lack of transportation and materials. Heavy repairs are being made on 61.5 kilometers of road and ordinary maintenance on 434 kilometers.

The Virtu Bridge will be finished by the end of this month. Five bridges are under construction, the Angitola, Messina, Amato, Petrace and the Bisirico.

Contract was let for the completion of the small bridge and (re) a landslide on the mountain north of Morano Calabria. This is the last contract to be let on bridges of major importance on Military Highways, with the exception of the Busento river bridge in the city of Cosenza. The Petrace, the Messina and the Angitola bridges are being delayed due to lack of cement.

At the end of August the total value of all work on Military highways amounted to L.31.634.000 of which an

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

[illegible] to be changed into a provincial team. The military mission to the XXXI Army Corps was recalled from Catanzaro.

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At the end of August the total value of all work on Military highways amounted to L.31.634.000 of which an expenditure of over 10,000,000 has been made.

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

(e) Other Highways.

Approval has been recommended for L. 975.915 worth of work this month including one bridge, one landslide, and three maintenance and war damage repairs. Bids were taken on two sustaining wall projects. Approval has now been recommended for L.3.030.975 worth of work on non-military highways and roads.

(f) Public Works.

Twenty five projects were recommended for approval in August amounting to L. 3.674.200 including three demolition jobs, two barracks, three prisons, two hospitals, four schools, one sustaining wall, four stream control projects, eight public buildings, and one community slaughter house. This brings the total amount of public works projects recommended for approval to L. 7.076.200.

Work has started on the Gallura prison. The first projects for the placing of the ceilings in the barracks was received on the 24th of August. Bids were taken for five public works projects during this month. No report has been received on the malaria control campaign. Shoes were received for the workers and forty cans of Paris green were distributed to each province.

(g) Public Utilities.

Six projects amounting to L. 1.320.812.50 were recommended for approval. These included four projects on the repair of sewers and two on the repair of aqueducts. Contract was let for the sewers in Catanzaro Marina: cement for this job has been released but has not arrived (at present writing).

(h) Electricity.

The electricity situation in Calabria has been somewhat tense during this month. While putting into force the Decree the rationing of electricity was supplemented by cutting off lines for periods of approximately four hours during the day-time, for various groups of towns at interspersed intervals. Such action resulted in a saving of about 20,000 KWH/day and aided greatly in staying within the Local Resorces Board allotment. On 5th of August this was suspended.

The Decree was applied only, and during the course of the month some 400 industrial consumers, 220 electrical appliance users and around 2,600 private light consumers were ordered out off. All industrial applications were reviewed for the Province of Cosenza and Catanzaro and about 40% of those in Reggio Calabria. A survey of private lighting showed about 82% of the customers using over 50% of the amount consumed in 1942. In as much as the cutting off this great number of consumers was not feasible, it was decided to punish the worst

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

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(h) Electricity.

The electricity situation in Calabria has been somewhat tense during this month. While putting into force the Decree the rationing of electricity was supplemented by cutting off lines for periods of approximately four hours during the day-time, for various groups of towns at interspersed intervals. Such action resulted in a saving of about 20,000 KWH/day and aided greatly in staying within the Local Resorces Board allotment. On 5th of August this was suspended.

The Decree was applied only, and during the course of the month some 400 industrial consumers, 220 electrical appliance users and around 2,600 private light consumers were ordered cut off. All industrial applications were reviewed for the Province of Cosenza and Catanzaro and about 40% of those in Reggio Calabria. A survey of private lighting showed about 82% of the customers using over 50% of the amount consumed in 1942. In as much as the cutting off this great number of consumers was not feasible, it was decided to punish the worst violators during the first month, and the examination was made on the following basis:

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

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

63

(a) Customers using less than 5 KWH were not examined.

(b) Customers using in 1944 5 KWH to 9 KWH were allowed 150% of their consumption in 1942.

(c) Customers using in 1944 from 10 to 15 KWH were allowed 100% of their consumption in 1942.

(d) Customers using over 15 KWH were allowed 75% of their consumption in 1944.

Under this basis the number of people affected amounted to about 10% of the customers. By the 21st of the month some 26,300 people had been examined, with 2,600 ordered to be cut off. The cut offs were started and complaints began coming in in great number. The system is slow and cannot be applied all at once.

The consumption of electricity by the "Societa Elettrica della Calabria" for the month of July from the Sila plant was 1,900,000 KWH and 1,540,000 KWH. from its own "Centrale". Its consumption for the first 23 days in August from the SME. was 1,980,000 KWH.

The Montecatini plant plans to increase its load about the second week in September. They are now receiving projects from Marcellinara, which allows the production of superphosphate.

(i) Materials.

Cement ordered in June has been released but has not arrived in Calabria. There are three Military highways bridges being held up due to the lack of cement. No bitumen emulsion was received for the Province of Cosenza for highways. 4222

(j) Transport.

The seven Italian Army trucks now working on Military highways are being recalled on the first of September. This leaves no trucks for the Calabrian highways. The situation is very bad, i as much as this affects not only the metalling of the roads, but also the two projects on resurfacing. As yet no arrangements have been made with No. 3 District for other transportation. The Genio Civile at Cosenza has no transport for their engineers and are unable to get out on the job. No tyres have been received for civilians. This lack of transportation is seriously affecting the Public Works program in Calabria.-

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

17. REGION VIII (Regional Engineer, Major LEE, R.E.)

(a) General Remarks.

In consequence of the forward movement of Army boundaries a very considerable extention of activities has taken place during August. This is particularly so in the case of bridge reconstruction and road maintenance, details of which are given below. Work is now being undertaken in Livorno, Pisa, Siena and Arezzo Provinces in addition to the many projects in the Province of Grosseto already reported. The former consists of work allocated by the 5th Army A.M.G., and the British Military units operating in Corps areas, also in No.1 District (Br.) and P.B.S.

(b) Staff and Personnel.

Owing to the fact that Regional H.Q. are not yet at their final location, it has not been possible fully to organise the work of this office, which will have to be done with Italian staff, and as a result considerable pressure of work on the technical officers and skeleton Italian staff has resulted. It is hoped to overcome this shortly, and every endeavour is being made to find suitable candidates for the vacancies by advance inquiries at the final location.

Major Richardson (A) reported for duty 11 Aug.44, and is temporarily detached for duty in Florence.

(c) Highways and Bridges.

After considerable delay due to non-availability of materials etc., work on the bridges over the River ALBINIA on Route 1, and at MANCIANO and PITIGLIANO on Route 74 is now proceeding.

An urgent demand for the reconstruction of the BRUNA road bridge leading to the RIBOLLA coal mine, to take both rail and road traffic was received from A.C.C. H.Q. The work was put in hand with all speed, working day and night shifts, and was completed 26 Aug 44, by the Genio Civile in conjunction with some military labour supplied through 73 CRE. Work was prolonged one day over schedule, owing to the sudden withdrawal of military labour before the completion of the work.

During the latter half of August a large area in rear of the new Army boundary was taken over by C's R.E. working with P.B.S., and No.1 District. Prior to this Chief Engineer (Wks) Rear 8th Army had refused to allow A.M.G. to co-operate on roads, or in fact in any of the usual functions of the Public Works and Utilities Sub-Commission, and therefore when the Army boundary was moved, no information of the position was available. Eventually it was found that 8th Army had used the defunct AASS organisation at Perugia and Rome for the provision of maintenance parties, and for placing contracts for bridg

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

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

The position on Route 73 is not yet clear, but it would appear that certain civilian contractors have been given contracts to build bridges and retaining-walls by 8th Army, and that now the units have moved forward, they and the Genio Civile have been told that it is no longer an Army responsibility and that the Genio Civile must take over immediate responsibility for the work. Steps are being taken to obtain a ruling on the matter, and it is presumed that it will become an A.M.G. responsibility, as naturally unless finance is arranged the Genio Civile will not have the necessary funds. It is expected that all will be put in order shortly, but the matter is reported as an indication of the chaos caused by the refusal of 8th Army to accept co-operation.

(d) Public Works.

Works on the rehabilitation of essential services in towns and villages and essential repairs to land drainage, canals etc. is increasing and is now being undertaken in Grosseto, Livorno, Pisa and Siena Provinces.

Works approved to date are as follows: -

Type of work:	No.of contracts:	Estimated cost:
Removal of debris etc.	16	3,995,890
Removal of dangerous walls	13	968,970
Repairs to aqueducts	14	2,685,000
Sewer Repairs	12	2,639,500
Benifica repairs	3	2,380,000
Canal works	2	913,000
Misc. works	1	698,000
Totals	61	L. 13,968,910

4221

All work is being carried out under the Genio Civile, and the Public Works Officer visits sites as often as possible.

(e) Electricity.

Distribution in Grosseto Province is now under control, and all essential mills etc. are in operation. An additional 500 KW is now being fed from Larderella into the SME northern circuit which has been repaired down to Grosseto, and which serves the coal mine at Ribolla and three essential flour mills.

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

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

An officer from H.Q. (Major Bell) is now in charge of the rehabilitation of the generating station at Larderello. One 3000 KW set is in operation in accordance with the arrangements made by this office (see July report) and a second set of like capacity will be ready shortly.

The transmission line Larderello-Volterra has been repaired and an allocation of 150 KW. was made by P.B.S. through 5th Army AMG which will enable essential services to be put into action. The group of small hydro-plants at COLLE d'ELSA are in operation at reduced output owing to shortage of water. They serve a restricted supply to Siena (mill, hospital etc.) and also for pumping water and running a mill and small industries at Colle. A rationing scheme is being worked out both for Siena and Colle in conjunction with AAI and the PC Siena Province.

(f) Florence.

At the request of 5th Army AMG we are assisting the SCAO Florence by dealing with Public Works matters in the City, and by maintaining contact with the different military units engaged on repairs to essential services. It has also been agreed that this office will arrange to have a survey of the electric consumption and distribution in the city, so that if necessary a rationing scheme can be put into operation when electric power is supplied from the South.

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

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

61

18. REGION IX (Regional Engineer, Major SPANN)

(a) Remarks

Routine activities consisted of general planning in anticipation of the occupation of Region IX. All information that may be of use is being collected and data is compiled in our files. A book on sewers and water installations in Italy was secured from the A.C.C. library in Rome and the chapter on Emilia has been copied for our use.

All maps of the area have been turned over to this division for record and distribution to personnel and provincial officials.

Information is being sought and collated on the locality and productive possibilities of all engineering works, quarries, cement works, etc. capable of being used. A particular study had been made concerning electrical generating and distribution systems.

Studies are being made toward possibilities of the flooding of large areas of lowlyng lands by the enemy, and as much information as possible is being sought covering system and pumping stations in operation. Directives will be prepared for the early location of damaged sluices or blown banks, in order to ascertain the points of ingress of flood waters and to localize their effects. Possibilities and methods of proceedure will be studied so that plans can be made for repairs as occasions arise.

Plans are being made for the listing of Contractors and Engineers in the various categories, as rapidly as information is available.

Formes are being studied for the purpose of standardizing data on public works and utilities for record and use. A model form of report has been prepared for use in communes and provinces by officials to be submitted to this office.

(b) Staff and Personnel.

The personnel of this division at this time is as follows:-

Major W.M. Spann (A)

Major W.H. Gamble (B)

Capt. E.H. Rogers (A)

Pfc. Anthony Campanelli (A)

Capt. Rogers is temporarily attached to A.M.G. 8th Army and is making a study of hydro-electric installation in that area.

(c) Inspection Tours.

Contacts were made with 8th Army A.M.G., group Captain

Declassified E.O. 12356 Section 3.3/NND No. 780177

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Capt. Rogers is temporarily attached to A.M.G. 8th Army and is making a study of hydro-electric installation in that area.

(c) Inspection Tours.

Contacts were made with 8th Army A.M.G., group Captain Benson, and the Chief Engineer of District 1, Brigadier Lindsay, in order to become familiar with proceedure of operations and to maintain connection for cooperation in activities.

(d) Military Highways.

Designation has been made of Highways No. 16 and 9 from Ancona to Bologna for first priority.

(e) Public Works and Utilities.

Plans are in progress to make condition studies on all public works and utilities as soon as possible after we enter the region.

All work will be done in connection with 5th and 8th Army A.M.G. personnel and through liaison personnel connected with District 1 and P.B.S.

(f) General.

Technical personnel from available Italians have been requested for use in securing and compiling data.

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

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(f) General.

Technical personnel from available Italians have been requested for use in securing and compiling data.

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

19. REGION XII (Regional Engineer, Col. EDWARDS).

The Region moved into Chianciano as Region "Z" on August 7, 1944.

Capt. E.E. Feldman reported during the month.

Public Works.	Material was collected and studied on conditions and installations in the new area.
Public Utilities.	
Highways.	
Communications.	

L.A. JENNY,
Lt-Colonel, C.E.,
Director.

4213

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

1013

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

Material was collected and studied on conditions and installations in the new area.

L.A. JENNY,
Lt-Colonel, C.E.,
Director.

Public Utilities.
Highways.
Communications.

59

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

CENTRAL ITALY

Report on the availability of electrical energy in Central Italy progressively for the six months ending Feb. 28th 1945.

Also estimated requirements of electrical energy for Military, essential Civilian and factory rehabilitation in Central Italy for the same period.

Prepared by the Electrical Division
Public Works and Utilities Sub-Commission
ALLIED CONTROL COMMISSION
26th August 1944

4218

L.A. JENNY,
Lt.Colonel, C.E.,
Director.

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

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4218

L.A. JENNY,
Lt.Colonel, C.E.,
Director.

W.M. LAPPER,
Lt.Colonel,
Chief Electrical Divn.

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

58

TABLE " A "

Summary of Electrical plant and requirements

(1) Showing the demand for electrical energy in Central Italy which will be required for the Months of Sept. to Feb. inclusive for Military and essential civilian needs.

(2) Showing the effective output capacity of the available generating plant in Central Italy for the Months of Sept. 1944 to Feb. 1945 inclusive. This capacity is made up as follows:-

(a) Capacity of plant at present in operation

(b) Additional Capacity from repaired plant

(c) Additional Capacity from Transfer of plant

(d) Additional winter output due to rainfall

(3) The final Line "deficit" indicates the amount of shortage in Kilowatts of output capacity if the factories Listed on Table "G" are put into operation.

TABLE " A "

	1944				1945	
	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.
	KW	KW	KW	KW	KW	KW
(1) Estimated Demand	136,950	147,900	166,800	184,750	186,250	186,750
(2) Generating Plant Effective Output Capacity	58,000	76,000	88,000	114,000	155,000	154,000
(3) Deficit	78,950	71,900	78,800	70,750	31,250	32,750

NOTE. Under the output capacity weight has been given to increased availability of water due to rainfall which [illegible] spring in March (see Table "E", page 6)

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

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(2) Showing the effective output capacity of the available generating plant in Central Italy for the Months of Sept. 1944 to Feb. 1945 inclusive. This capacity is made up as follows:-

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(2) Generating Plant Effective Output Capacity	58,000	76,000	88,000	114,000	155,000	154,000
(3) Deficit	78,950	71,900	78,800	70,750	31,250	32,750

NOTE. Under the output capacity weight has been given to increased availability of water due to rainfall which will fall away beginning in March (see Table "E", page 6)

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

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

57

Report on the availability of Electric energy in Central Italy and reduction in generating capacity due to the destruction of plants by the enemy.

(1) The retreating enemy systematically destroyed by mining the Hydro Electric Generating Units, switchgear transformers and auxiliary equipment. This effectively destroyed many of the plants and as care was taken to destroy similar parts in each plant the rehabilitation work is necessarily slowed down. Considerable damage was also done to Transmission Lines and Sub Stations, much copper conductor was taken away and about 60% of the high voltage towers were brought down by mining.

(2) Many castings, forgings and machined parts will have to be made to carry out the repairs. These are in hand and good progress is being made but lack of electric energy for the steelworks and the many Machine Shops which it is desired to operate is causing the repair programme to be delayed.

(3) Out of the sixty important hydro Electric Stations damaged by the enemy it is only possible to effect repairs to sixteen within the next six months. Of the other forty-four generating Stations thirty are totally destroyed and beyond repair and fourteen can be repaired during the next twelve months.

11
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(4) At the present time there is available only 57,030 KW of output capacity, and this includes about 30,000 KW of steam plant in Rome which was undamaged by the enemy. The summer season output capacity in Central Italy, prior to the damage, was 862,000 KW so that with the present capacity standing at 57,030 KW there is 93% of the plant out of use due to enemy action at the present time.

(5) Briefly, therefore, the present position is as follows.

(a)	Original Summer Output Capacity	862,000	KW
(b)	Present Output Capacity	57,030	KW
(c)	Loss due to enemy action	804,970	KW
(d)	Percentage loss	93	%

(6) With regard to the rehabilitation programme everything possible is being done to obtain additional output capacity by repairs to damaged plant and by transfer of plants, and the following Tables will show the details of the present [illegible] which may be expected

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(6) With regard to the rehabilitation programme everything possible is being done to obtain additional output capacity by repairs to damaged plant and by transfer of plants, and the following Tables will show the details of the present generating capacity and the additions which may be expected during the next six months.

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

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

56

TABLE " B "

7. Showing the output capacity of the Generating Stations operating in connection with the Grid System in Central Italy at 26th August 1944.

Name of Station (1)	Location of Station (2)	Output Capacity at 26th Aug. 44 KW (3)
Terni (Steel)	Terni	550
Terni (old)	Terni	200
Farindola	Pescara	450
Bolognola	Macerata	700
Carassai	Ascoli P.	450
Pedaso	Ascoli P.	1,100
Altolina	Perugia	600
9 Small Stat. Steam (Viscosa)	Unes	730
Steam & Diesel	Rieti	650
Vulci	Rome	30,000
Traponzo	Rome	1,100
S.Savino	Viterbo	550
Fioritella	do	750
Nera Montoro	do	750
Vesta	Terni	7,850
Arci	Rome	2,000
Subiaco	do	1,300
Scalelle	do	2,500
Comunacqua	Frosinone	2,100
Cardinale	do	2,500
Forche	Viterbo	40
	do	160
TOTAL Output Capacity		57,030

4215

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Bolognola	Macerata	700
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Pedaso	Ascoli P.	1,100
Altolina	Perugia	600
9 Small Stat. Steam (Viscosa)	Unes	730
Steam & Diesel	Rieti	650
Vulci	Rome	30,000
Trapenzo	Rome	1,100
S.Savino	Viterbo	550
Fioritella	do	750
Nera Montoro	do	750
Vesta	Terni	7,850
Arci	Rome	2,000
Subiaco	do	1,300
Scalelle	do	2,500
Comunacqua	Frosinone	2,100
Cardinale	do	2,500
Forche	Viterbo	40
	do	160
TOTAL Output Capacity		57,030

4215

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

55

TABLE " C "

8. Showing the output capacity of the Generating Plant connected to the Grid System which is now under repair and the anticipated date of completion.

Name of Station (1)	Location of Station (2)	Output Capacity KW (3)	Anticipated date of Completion (4)
Cervara	Terni	1,600	Aug. 31
Larderello	Pisa	3,000	Aug. 31
Tarquinia Paper Mill	Rome	200	Aug. 31
Terni Plate Mill	Terni	2,000	Aug. 31
Larderello	Pisa	3,000	Sep. 30
Cervara	Terni	1,600	do
Jutificio Terni	Terni	1,100	do
Ceprano	Frosinone	9,000	Oct. 31
Cervara	Terni	1,600	do
Farfa II	Rome	4,200	Nov. 15
Cervara	Terni	1,600	Nov. 30
Ponte Fiume	Frosinone	3,200	Nov. 30
Canterno	Rome	10,000	Dec. 15
Cervara	Terni	1,600	Dec. 31
Galleto	Terni	35,000	Jan. 10
Castel Madama	Rome	4,000	Jan. 31
Mandela	Rome	4,000	do
Cervara	Terni	1,600	Jan. 31
TOTAL Output Capacity		88,300	

4214

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

1022

Name of Station (1)	Location of Station (2)	Output Capacity KW (3)	Anticipated date of Completion (4)
Cervara	Terni	1,600	Aug. 31
Larderello	Pisa	3,000	Aug. 31
Tarquinia Paper Mill	Rome	200	Aug. 31
Terni Plate Mill	Terni	2,000	Aug. 31
Larderello	Pisa	3,000	Sep. 30
Cervara	Terni	1,600	do
Jutificio Terni	Terni	1,100	do
Ceprano	Frosinone	9,000	Oct. 31
Cervara	Terni	1,600	do
Farfa II	Rome	4,200	Nov. 15
Cervara	Terni	1,600	Nov. 30
Ponte Fiume	Frosinone	3,200	Nov. 30
Canterno	Rome	10,000	Dec. 15
Cervara	Terni	1,600	Dec. 31
Galleto	Terni	35,000	Jan. 10
Castel Madama	Rome	4,000	Jan. 31
Mandela	Rome	4,000	do
Cervara	Terni	1,600	Jan. 31
TOTAL Output Capacity		88,300	

4214

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

1023

54

TABLE " D "

9. Showing the output capacity of the generating plant which is being moved to assist in the rehabilitation programme.

Name of Station receiving plant (1)	Location of Station (2)	Output Capacity KW (3)	Anticipated date of Completion (4)
Acquoria Vescovali set from Ceprano	Rome	3,500	Dec. 15
Pettorano 2 sets from Carassai	L'Aquila	320	Jan. 10
Molina set from Guglionesi	L'Aquila	250	Jan. 10
Castellano set from Pedaso	Ascoli P.	2,250	Jan. 15
TOTAL Output Capacity		6,320	

In addition to the above programme of plant movement the following arrangements have been made.

4213

CALORE

A 8,000 KW set now being dismantled and repaired will be packed ready for shipment to destination unknown.

MATESE II

The 3,000 KW set brought over from Sicily by A.C.C. will not now be installed. This is being packed ready for shipment to destination unknown.

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

Name of Station receiving plant (1)	Location of Station (2)	Output Capacity KW (3)	Anticipated date of Completion (4)
Acquoria Vescovali set from Ceprano	Rome	3,500	Dec. 15
Pettorano 2 sets from Carassai	L'Aquila	320	Jan. 10
Molina set from Guglionesi	L'Aquila	250	Jan. 10
Castellano set from Pedaso	Ascoli P.	2,250	Jan. 15
TOTAL Output Capacity		6,320	

In addition to the above programme of plant movement the following arrangements have been made.

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

53

TABLE " E "

10. Showing the output Capacity at present, from repaired plants, by transfer of plants and the additional output to be expected during the winter months due to rainfall.

	Sept. KW	Oct. KW	Nov. KW	Dec. KW	Jan. KW	Feb. KW
Present output Capacity	57,030	57,030	57,030	57,030	57,030	57,030
Output capacity from repaired plants	6,800	18,500	23,100	41,500	78,700	88,300
Output capacity from transfer of plants	--	--	--	3,500	6,320	6,320
Output capacity from increase in water	--	9,000	18,000	25,000	30,000	20,000
TOTAL	63,830	84,530	98,130	127,030	172,050	171,650 4212
Est minimum outage for breakdown and Repairs 10%	6,383	8,453	9,813	12,703	17,205	17,165
Effective output capacity	57,447	76,077	88,317	114,327	154,845	154,485

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

	Sept. KW	Oct. KW	Nov. KW	Dec. KW	Jan. KW	Feb. KW
Present output Capacity	57,030	57,030	57,030	57,030	57,030	57,030
Output capacity from repaired plants	6,800	18,500	23,100	41,500	78,700	88,300
Output capacity from transfer of plants	--	--	--	3,500	6,320	6,320
Output capacity from increase in water	--	9,000	18,000	25,000	30,000	20,000
TOTAL	63,830	84,530	98,130	127,030	172,050	171,650
Est minimum outage for breakdown and Repairs 10%	6,383	8,453	9,813	12,703	17,205	17,165
Effective output capacity	57,447	76,077	88,317	114,327	154,845	154,485
SAY	58,000	76,000	88,000	114,000	155,000	154,000

4212

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

52

1.1. Electricity requir ents in Central Italy for ilitary and essential Civilian Need.

The total electricity available in Central Italy at the present time is 57,030 KW and this is divided between the various districts as follows.

Rome	Thermal	30,000	KW
	Hydro	8,200	KW
Terni		10,500	KW
Ancona		5,330	KW
Civitavecchia		3,000	KW
		57,030	KW

Dealing with each of these supplies separately and analysing the users of the electricity it is found that:

Rome: The situation in Rome is that the military needs are practically all being met, but that the essential civilian supply is still below requirements.
About 80% of the available energy is used for military and essential civilian services.
Many of the high Buildings depend on electrically driven pumps to lift water to the top flats. These and many small factories, essential to the life of the city, are still without Electricity. It is estimated that a minimum of 10,000 KW of additional energy is required to meet this need.
In addition to this the civilian requirements for lighting of homes and for domestic use are only supplied to the extent of 20% of actual needs and if this is to be ameliorated it is estimated that a further 20,000 KW of energy is required. 4211

Summary for Rome

(a) Military use	30%	of	Total	11,460	KW
(b) Essential Civilian	40%	"	"	15,280	KW
(c) Tramways classed as Military and essential Civilian	10%	"	"	3,820	KW
(d) Civilian use	20%	"	"	7,640	KW

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

1028

	Hydro	8,200	KW
Terni		10,500	KW
Ancona		5,330	KW
Civitavecchia		3,000	KW
		57,030	KW

Dealing with each of these supplies separately and analysing the users of the electricity it is found that:

Rome: The situation in Rome is that the military needs are practically all being met, but that the essential civilian supply is still below requirements.
About 80% of the available energy is used for military and essential civilian services.
Many of the high Buildings depend on electrically driven pumps to lift water to the top flats. These and many small factories, essential to the life of the city, are still without Electricity. It is estimated that a minimum of 10,000 KW of additional energy is required to meet this need.
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(b) Essential Civilian	40%	"	"	15,280	KW
(c) Tramways classed as Military and essential Civilian	10%	"	"	3,820	KW
(d) Civilian use	20%	"	"	7,640	KW
	100%			38,200	KW

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

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

Estimated additional Requirements for ROME

(a) Military use	Nil	
(b) Essential Civilian	10,000	KW
(c) Tramways	3,000	KW
(d) Civilian use	20,000	KW
Total Estimated additional requirements for Rome	33,000	KW

(If this supply were made available the total Electricity Demand for Rome would be 71,200 KW or approx 70% of the normal requirements at this season. This would fulfil the essential requirements. However, electricity would still have to be strictly rationed)

Terni: Investigation shows 95% of the available energy allocated to this area is taken by the military and essential civilian services. The Military use is for Steelworks, Factories, Hospitals and Billets directly under their control and the essential Civilian needs consist mainly of Water, Sewage, Hospitals, Flour Mills, Bakeries small essential workshops, and limited service of Electric Trams for taking workers to and from factories.

Summary for Terni

(a) Military use	75%	of	Total	7,875	KW
(b) Essential Civilian	15%	"	"	1,575	KW
(c) Tramways classed as Military and essential Civilian	5%	"	"	525	KW
(d) Civilian use	5%	"	"	525	KW
	100%			10,500	KW

1210

Ancona and Civitavecchia:

The Military and essential civilian use of Electricity at these places is similar to Terni and less than 5% is available for civilian use.

12. The following summary shows at a glance the division of the available electricity which is allocated by the Allied Force Local (Italian) Board, Electrical Committee, to the various districts.

(If this supply were made available the total Electricity Demand for Rome would be 71,200 KW or approx 70% of the normal requirements at this season. This would fulfil the essential requirements. However, electricity would still have to be strictly rationed)

Terni: Investigation shows 95% of the available energy allocated to this area is taken by the military and essential civilian services. The Military use is for Steelworks, Factories, Hospitals and Billets directly under their control and the essential Civilian needs consist mainly of Water, Sewage, Hospitals, Flour Mills, Bakeries small essential workshops, and limited service of Electric Trams for taking workers to and from factories.

Summary for Terni

(a) Military use	75%	of	Total	7,875 KW
(b) Essential Civilian	15%	"	"	1,575 KW
(c) Tramways classed as Military and essential Civilian	5%	"	"	525 KW
(d) Civilian use	5%	"	"	525 KW
	100%			10,500 KW

Ancona and Civitavecchia:

The Military and essential civilian use of Electricity at these places is similar to Terni and less than 5% is available for civilian use.

12. The following summary shows at a glance the division of the available electricity which is allocated by the Allied Force Local (Italian) Board, Electrical Committee, to the various districts.

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

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

50

TABLE " F "

13. Showing the division of the available electricity in Central Italy. The allocation of this energy for the Military and essential civilian services is decided by the Local Resources Italian Board, Electrical Committee, which is composed of representatives of all the military agencies concerned. Strict rationing of the civilian supply is done by A.C.C. in order that Military demands may be met.

District to which the allotment is made	Military use KW	Essential Civilian KW	Civilian KW	Total for District KW
ROME	13,370 (35%)	17,190 (45%)	7,640 (20%)	38,200 (100%)
TERNI	8,090 (77%)	1,890 (18%)	520 (5%)	10,500 (100%)
ANCONA	4,270 (80%)	850 (16%)	210 (4%)	5,330 (100%)
CIVITAVECCHIA	2,400 (80%)	480 (16%)	120 (4%)	3,000 (100%)
TOTAL	28,130 (50%)	20,410 (35%)	8,490 (15%)	57,030 (100%)

4209

Tramway Demand has been divided between Military and essential civilian.

representatives of all the military agencies concerned. Strict rationing of the civilian supply is done by A.C.C. in order that Military demands may be met.

District to which the allotment is made	Military use KW	Essential Civilian KW	Civilian KW	Total for District KW
ROME	13,370 (35%)	17,190 (45%)	7,640 (20%)	38,200 (100%)
TERNI	8,090 (77%)	1,890 (18%)	520 (5%)	10,500 (100%)
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CIVITAVECCHIA	2,400 (80%)	480 (16%)	120 (4%)	3,000 (100%)
				4209
TOTAL	28,130 (50%)	20,410 (35%)	8,490 (15%)	57,030 (100%)

Tramway Demand has been divided between Military and essential civilian.

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

14. Anticipated additional Military Requirements.

The military have already asked for an additional 4,000 KW of demand as soon as this can be made available. Furthermore, they will require further supplies for additional factories and workshops which will be operated under their direction. It is estimated therefore that the military will require an additional 15,000 KW in Central Italy.

15. Anticipated Factory Requirements.

This deals only with the rehabilitation of those specific factories which will assist the war effort and which will in most instances reduce the amount of shipping to this theater of operation.

	Tonnage Produced per Month	Import Tonnage Saved per Month	Kilowatts Required
a) Terni-Nera Montoro Ammonia Works			
Ammonia is urgently needed for 1) Refrigeration 2) 30 tons per month for Solvay Soda Works at Rosignano 3) Fertilizers	180	560	8,000
b) Aniene Caustic Soda and Chlorine Works			
At each plant: 1) Rome 2) Rosignano — 400 tons caustic soda plus 350 tons chlorine	1,500	1,300	6,500
c) Solvay Soda Works - Rosignano Area			
1) San Vincenzo — 100 Tons/day Caustic Soda; 2) Ponte Ginori — 100 Tons/day Soda Ash	6,000	4,200	500
d) Cisa Viscosa			
1) Rieti 2) Rome — Fabric for clothing	200	—	1,200

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

1208

15. Anticipated Factory Requirements.

This deals only with the rehabilitation of those specific factories which will assist the war effort and which will in most instances reduce the amount of shipping to this theater of operation.

	Tonnage Produced per Month	Import Tonnage Saved per Month	Kilowatts Required
a) Terni-Nera Montoro Ammonia Works Ammonia is urgently needed for 1) Refrigeration 2) 30 tons per month for Solvay Soda Works at Rosignano 3) Fertilizers	180	560	8,000
b) Aniene Caustic Soda and Chlorine Works At each plant: 1) Rome 2) Rosignano 400 tons caustic soda plus 350 tons chlorine	1,500	1,300	6,500
c) Solvay Soda Works - Rosignano Area 1) San Vincenzo 2) Ponte Ginori 100 Tons/day Caustic Soda 100 Tons/day Soda Ash	6,000	4,200	500
d) Cisa Viscosa 1) Rieti 2) Rome Fabric for clothing	200	--	1,200
e) Cisa Viscosa Colle Statte Carbon Bisulfide	500	500	3,000

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

1208

	Tonnage Produced per Month	Impo Tonnage Saved per Month	Kilowatts Required
f) Terni Steel Works			
1) Steel	9,000	9,000	4,000
2) Bosco Terni	500	500	500
g) Folonica			
1) Cast Iron	600	600	400
h) Cement Mills			
1) Colle Ferro	10,000	7,500	2,500
2) Spoleto	8,000	8,000	2,000
3) Civitavecchia	8,000	6,000	2,000
i) Paper Mills			
1) Isola di Liri			3,000
2) Ceprano			800
3) Tivoli	350	350	500
4) Rome			700
j) Mining			
Spoleto Lignite Mines	20,000	20,000	1,200
k) Flour Mills			
	30,000	30,000	4,000
TOTAL	94,830	88,510	40,800

16. From the above analysis of the requirements of a few of the most important factories it will be seen that nearly ninety thousand tons of material can be produced in Italy from local resources and thus save an equivalent amount of shipping now being brought into this theater of operations.

207

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

1) Cast Iron	600	600	400
h) Cement Mills			
1) Colle Ferro)	10,000	7,500	2,500
2) Spoleto)	8,000	8,000	2,000
3) Civitavecchia)	8,000	6,000	2,000
i) Paper Mills			
1) Isola di Liri)			3,000
2) Ceprano)			800
3) Tivoli)	350	350	500
4) Rome)			700
j) Mining			
Spoleto Lignite Mines	20,000	20,000	1,200
k) Flour Mills			
	30,000	30,000	4,000
TOTAL	94,830	88,510	40,800

16. From the above analysis of the requirements of a few of the most important factories it will be seen that nearly ninety thousand tons of material can be produced in Italy from local resources and thus save an equivalent amount of shipping now being brought into this theater of operations.

Declassified E.O. 12356 Section 3.3/NND No. 778017

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

47

TABLE " G "

17. Summary of future anticipated demand for electric energy for the period 1 September 1944 to 28 February 1945.

Nature of Consumers	Kilowatt Demand	Need
Agriculture	3,600	(a) Essential civilian
Cast Iron Foundry	400	(a) Essential civilian (b) Saves shipping space
Cement Mills	6,500	(a) Military (b) Civilian rehabilitation (c) Saves shipping space
Ceramics and Glass	1,000	(a) Essential civilian
Chemicals	18,000	(a) Essential civilian (b) Saves shipping space
Clothing	200	(a) Essential civilian
Fabric	1,200	(a) Essential civilian
Flour Mills	4,000	(a) Essential civilian
Food (excluding Flour mills)	6,900	(a) Essential civilian
Hemp and Jute	650	(a) Essential civilian
Lumber	4,000	(a) Military (b) Essential civilian
Machinery Manufacturing	3,000	(a) Essential civilian
Military	15,000	(a) Workshops and factories
Mining	1,200	(a) Military (b) Essential civilian (c) Saves shipping space

4206

Nature of Consumers	Kilowatt Demand	Need
Agriculture	3,600	(a) Essential civilian
Cast Iron Foundry	400	(a) Essential civilian (b) Saves shipping space
Cement Mills	6,500	(a) Military (b) Civilian rehabilitation (c) Saves shipping space
Ceramics and Glass	1,000	(a) Essential civilian
Chemicals	18,000	(a) Essential civilian (b) Saves shipping space
Clothing	200	(a) Essential civilian
Fabric	1,200	(a) Essential civilian
Flour Mills	4,000	(a) Essential civilian
Food (excluding Flour mills)	6,900	(a) Essential civilian
Hemp and Jute	650	(a) Essential civilian
Lumber	4,000	(a) Military (b) Essential civilian
Machinery Manufacturing	3,000	(a) Essential civilian
Military	15,000	(a) Workshops and factories
Mining	1,200	(a) Military (b) Essential civilian (c) Saves shipping space

4266

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

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

TABLE " G " (Contd.)

Nature of Consumers	Kilowatt Demand	Need
Paper Mills	5,000	(a) Essential civilian (b) Saves shipping
Printing	500	(a) Essential civilian
Public Institutions	6,000	(a) Essential civilian
Railways	15,000	(a) Military (b) Essential civilian
Rome	13,000	(a) Essential civilian
Rome	20,000	(a) Civilian
Steel Plant	4,000	(a) Military (b) Essential civilian (c) Saves shipping space
Steel Fabricators	500	(a) Military (b) Essential civilian
TOTAL	129,650	

	Demand	
Paper Mills	5,000	(a) Essential civilian (b) Saves shipping
Printing	500	(a) Essential civilian
Public Institutions	6,000	(a) Essential civilian
Railways	15,000	(a) Military (b) Essential civilian
Rome	13,000	(a) Essential civilian
Rome	20,000	(a) Civilian
Steel Plant	4,000	(a) Military (b) Essential civilian (c) Saves shipping space
Steel Fabricators	500	(a) Military (b) Essential civilian
TOTAL	129,650	

4265

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

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

18. Details are given below on specific plants which would be capable of operating if electricity were available.

TERNI = NERA MONTORO AMMONIA WORKS

Plant Condition:

Good. Capable of limited output.

Product:

Ammonia and compounds. 90 Tons during September - November. 180 Tons during December - February.

Uses:

Essential civilian for

(a) Refrigeration

(b) Solvay Soda plant at Rosignano where caustic soda, soda ash and sodium bicarbonate are produced (Sisposition of products of Rosignano plant given later).

(c) Fertilizer. (Four tons of fertilizer can be made from each ton of ammonium sulphate.

Necessary Raw Materials and their Sources:

(a) Coal, either imported or Sardinian.

(b) Pyrites (available in Toscany)

(c) Limestone (available locally)

ANIENE CAUSTIC SODA and CHLORINE WORKS

4204

Rome Plant

Plant Condition:

Good.

Products:

400 Tons/month Caustic Soda, plus
350 Tons/month of chlorine.

Plant Condition:

Good. Capable of limited output.

Product:

Ammonia and compounds. 90 Tons during September - November. 180 Tons during December - February.

Uses:

Essential civilian for

(a) Refrigeration

(b) Solvay Soda plant at Rosignano where caustic soda, soda ash and sodium bicarbonate are produced (Sisposition of products of Rosignano plant given later).

(c) Fertilizer. (Four tons of fertilizer can be made from each ton of ammonium sulphate.

Necessary Raw Materials and their Sources:

(a) Coal, either imported or Sardinian.

(b) Pyrites (available in Toscany)

(c) Limestone (available locally)

ANIENE CAUSTIC SODA and CHLORINE WORKS

1204

Rome Plant

Plant Condition:

Good.

Products:

400 Tons/month Caustic Soda, plus
350 Tons/month of chlorine.

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

1045

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

Uses.

Caustic Soda needed for essential civilian use for

(a) Manufacture of soap

(b) Refining of olive oil

(c) Manufacture of rayon

Chlorine and chlorine products needed for

(a) Water purification

(b) Textile bleaching

Necessary Raw Materials and their Sources:

(a) 200 Tons/Month imported sodium chloride.

(b) Limestone (available locally)

Rosignano Plant.

Plant Condition:

Partially damaged but capable of limited operation.

Products:

450 Tons/Month of Caustic Soda plus
350 Tons/Month of chlorine.

Uses:

Same as products of Rome plant

Necessary Raw Materials and their Sources:

(a) Sodium Chloride (available locally)

(b) Limestone (available locally)

4263

SOLVAY SODA WORKS - ROSIGNANO AREA

Products:

Essential civilian

(a) Caustic Soda) 3000 Tons/Month of each
) during October and November.
(b) Soda Ash) 6000 Tons/Month during
) December-February.

Uses:

Caustic Soda is used for

(a) Soap manufacture

(b) Olive oil refining

Chlorine and chlorine products needed for

(a) Water purification

(b) Textile bleaching

Necessary Raw Materials and their Sources:

(a) 200 Tons/Month imported sodium chloride.

(b) Limestone (available locally)

Rosignano Plant.

Plant Condition:

Partially damaged but capable of limited operation.

Products:

450 Tons/Month of Caustic Soda plus
350 Tons/Month of chlorine.

Uses:

Same as products of Rome plant

Necessary Raw Materials and their Sources:

(a) Sodium Chloride (available locally)

(b) Limestone (available locally)

4263

SOLVAY SODA WORKS - ROSIGNANO AREA

Products:

Essential civilian

(a) Caustic Soda) 3000 Tons/Month of each
) during October and November.
) 6000 Tons/Month during
(b) Soda Ash) December-February.

Uses:

Caustic Soda is used for

(a) Soap manufacture

(b) Olive oil refining

(c) Synthetic Fibers

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

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

10 46

Uses:

Soda Ash is used for

(a) Glass and Ceramics

(b) Textiles

(c) Paper

(d) Caustic Soda and other chemicals

Necessary Raw Materials and their Sources:

(a) Sodium chloride (available locally)

(b) Limestone (available locally)

(c) Ammonia (available locally)

(d) Coke (from imported coal)
about 1500 Tons of coal per month.

Plant Condition:

Good.

CISA VISCOSA PLANTS AT ROME AND RIETI

Condition of Plants:

Good.

Products:

Rayon (continuous)

Fiocco (staple fiber)

Total production - 200 Tons/Month
beginning 1 November.

Uses:

4202

Essential civilian-clothing

Necessary Raw Materials and their Sources:

(a) Caustic Soda (available locally)

(b) Carbon bisulfide (from Colle Statte plant)

(c) Sulphuric acid (available locally)

(d) Cellulose (must be imported, but some
available for initial operation)
Will have to import one ton of
cellulose per ton of finished product.

(d) Caustic Soda and other chemicals

Necessary Raw Materials and their Sources:

(a) Sodium chloride (available locally)

(b) Limestone (available locally)

(c) Ammonia (available locally)

(d) Coke (from imported coal)
about 1500 Tons of coal per month.

Plant Condition:

Good.

CISA VISCOSA PLANTS AT ROME AND RIETI

Condition of Plants:

Good.

Products:

Rayon (continuous)

Fiocco (staple fiber)

Total production - 200 Tons/Month
beginning 1 November.

Uses:

4202

Essential civilian-clothing

Necessary Raw Materials and their Sources:

(a) Caustic Soda (available locally)

(b) Carbon bisulfide (from Colle Statte plant)

(c) Sulphuric acid (available locally)

(d) Cellulose (must be imported, but some
available for initial operation)
Will have to import one ton of
cellulose per ton of finished product.

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

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

CISA VISCOSA - COLLE STATTE

Condition of Plant:

Good.

Product:

Carbon bisulfide, 500 Tons/Month, beginning 1 September.

Uses:

Essential civilian for

(a) Preservation of grain

(b) Extraction of olive oil

(c) Manufacture of synthetic fiber

Necessary Raw Materials and their Sources:

(a) Sulphur (available locally)

(b) Charcoal (available locally)

TERNI STEEL WORKS

Condition of Plant:

Good

Products:

Steel and Iron ingots, steel castings, used in turn to make: Sheets, plate, sections, forgings , locomotive tires, in accordance with the following:

Month	Weight of ingots and castings in tons
Sept.	3,500
Oct.	3,500
Nov.	5,500
Dec.	5,500
Jan.	8,700
Feb.	8,700

4201

Uses:

Military for construction and repairs Essential civilian for rehabilitation of heavy industries, and Electric Power Plants.

beginning 1 September.

Uses:

Essential civilian for

(a) Preservation of grain

(b) Extraction of olive oil

(c) Manufacture of synthetic fiber

Necessary Raw Materials and their Sources:

(a) Sulphur (available locally)

(b) Charcoal (available locally)

TERNI STEEL WORKS

Condition of Plant:

Good

Products:

Steel and Iron ingots, steel castings, used in turn to make: Sheets, plate, sections, forgings , locomotive tires, in accordance with the following:

Month	Weight of ingots and castings in tons
Sept.	3,500
Oct.	3,500
Nov.	5,500
Dec.	5,500
Jan.	8,700
Feb.	8,700

4201

Uses:

Military for construction and repairs
Essential civilian for rehabilitation of heavy industries, and Electric Power Plants.

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

Necessary Raw Materials and their Sources:

A large number of locally available raw materials are required. The imported materials necessary are:

(a) Coal 1900 Tons/Month

(b) Chromite 29 Tons/Month

(c) Magnesite 27 Tons/Month

(d) Chamotte 40 Tons/Month

CEMENT MILLS

Condition of Plants:

Generally good.

Uses:

Building material for military purposes, and for essential Civilian rehabilitation.

Product:

Cement in accordance with following:

Month	Weight of Cement in Tons
Sept.	12,000
Oct.	14,000
Nov.	20,000
Dec.	22,000
Jan.	24,000
Feb.	26,000

Necessary Raw Materials and their Sources:

(a) Shale (available locally)

(b) Limestone (available locally)

(c) Refractories (available locally)

(d) Coal (imported for Colle Ferro and Civitavecchia
(1) British or American Coal 3,600 Tons/Month
(2) Sardinian Coal 4,500 Tons/Month

(e) Coal-Lignite at Spoleto and available.

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

(c) Magnesite 27 Tons/Month

(d) Chamotte 40 Tons/Month

CEMENT MILLS

Condition of Plants:

Generally good.

Uses:

Building material for military purposes, and for essential Civilian rehabilitation.

Product:

Cement in accordance with following:

Month	Weight of Cement in Tons
Sept.	12,000
Oct.	14,000
Nov.	20,000
Dec.	22,000
Jan.	24,000
Feb.	26,000

Necessary Raw Materials and their Sources:

(a) Shale (available locally)

(b) Limestone (available locally)

(c) Refractories (available locally)

(d) Coal (imported for Colle Ferro and Civitavecchia
  (1) British or American Coal 3,600 Tons/Month
  (2) Sardinian Coal 4,500 Tons/Month

(e) Coal-Lignite at Spoleto and available.

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

PAPER MILLS

Condition of Plants:

Good.

Products:

350 Tons/Month Newsprint,
beginning 1 September.

Uses:

Publishing

Necessary Raw Materials and their Sources:

(a) Cellulose (produced locally at plants)

(b) Straw (available locally)

(c) Sodium chloride (available locally)

SPOLETO LIGNITE MINE

Mine Condition:

Good.

Product:

Lignite Coal at the following rate:

Month	Tons Produced
Sept.	10,000
Oct.	13,000
Nov.	16,000
Dec.	20,000
Jan.	20,000
Feb.	20,000

Uses:

Production of manufactured gas and
electricity in Rome.
Steam production in industrial plants.

4199

Necessary Raw Materials:

None

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

Uses:

Publishing

Necessary Raw Materials and their Sources:

(a) Cellulose (produced locally at plants)

(b) Straw (available locally)

(c) Sodium chloride (available locally)

SPOLETO LIGNITE MINE

Mine Condition:

Good.

Product:

Lignite Coal at the following rate:

Month	Tons Produced
Sept.	10,000
Oct.	13,000
Nov.	16,000
Dec.	20,000
Jan.	20,000
Feb.	20,000

Uses:

Production of manufactured gas and electricity in Rome.
Steam production in industrial plants.

4199

Necessary Raw Materials:

None

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

FLOUR MILLS

Condition of mills:

Good.

Product:

30,000 Tons flour/Month

Uses:

Essential Civilian food

Necessary Raw Materials:

Local wheat

BOSCO TERNI

Condition of Plant:

Good.

Products:

500 Tons/Month
Fabricated steel

Uses:

Military (Bridge material)
Essential Civilian rehabilitation

Necessary Raw Materials:

Scrap steel
Acetylene
Oxygen
Coal (imported) for foundry.

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

30,000 Tons Flour/Month

Uses:

Essential Civilian food

Necessary Raw Materials:

Local wheat

BOSCO TERNI

Condition of Plant:

Good.

Products:

500 Tons/Month
Fabricated steel

Uses:

Military (Bridge material)
Essential Civilian rehabilitation

Necessary Raw Materials:

Scrap steel
Acetylene
Oxygen
Coal (imported) for foundry.

4198

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

TABLE " H "

19. Showing the monthly requirements in Kilowatts for the demands listed in Table "G".

	Sept. KW	Oct. KW	Nov. KW	Dec. KW	Jan. KW	Feb. KW
Terni - Papigno Carbide Works	9,000	12,000	15,000	18,000	18,000	18,000
Terni Nera Montoro Ammonia Works	4,000	4,000	4,000	8,000	8,000	8,000
Aniene Caustic Soda and Chlorine Works (Rome & Rosignano)	6,500	6,500	6,500	6,500	6,500	6,500
Solvay Soda Works	0	250	250	500	500	500
Cisa Viscosa Works at Rome and Rieti	0	0	1,200	1,200	1,200	1,200
Cisa Viscosa Works at Colle Statte	3,000	3,000	3,000	3,000	3,000	3,000
Terni Steel Works	2,000	2,000	3,000	3,000	4,000	4,000
Terni Cast Iron Foundry	400	400	400	400	400	400
Cement Mills						
Colle Ferro	0	0	1,000	1,500	2,000	2,500
Spoleto	1,000	1,500	2,000	2,000	2,000	2,000
Civitavecchia	2,000	2,000	2,000	2,000	2,000	2,000
Bosco Terni	500	500	500	500	500	500
Paper Mills						
Isola di Liri	1,000	2,000	3,000	3,000	3,000	3,000
Ceprano	800	800	800	800	800	800
Rome	700	700	700	700	700	700
Tivoli	500	500	500	500	500	500

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

	KW	KW	KW	KW	KW	KW
Terni - Papigno Carbide Works	9,000	12,000	15,000	18,000	18,000	18,000
Terni Nera Montoro Ammonia Works	4,000	4,000	4,000	8,000	8,000	8,000
Aniene Caustic Soda and Chlorine Works (Rome & Rosignano)	6,500	6,500	6,500	6,500	6,500	6,500
Solvay Soda Works	0	250	250	500	500	500
Cisa Viscosa Works at Rome and Rieti	0	0	1,200	1,200	1,200	1,200
Cisa Viscosa Works at Colle Statte	3,000	3,000	3,000	3,000	3,000	3,000
Terni Steel Works	2,000	2,000	3,000	3,000	4,000	4,000
Terni Cast Iron Foundry	400	400	400	400	400	400
Cement Mills						
Colle Ferro	0	0	1,000	1,500	2,000	2,500
Sucleto	1,000	1,500	2,000	2,000	2,000	2,000
Civitavecchia	2,000	2,000	2,000	2,000	2,000	2,000
Bosco Terni	500	500	500	500	500	500
Paper Mills						
Isola di Liri	1,000	2,000	3,000	3,000	3,000	3,000
Ceprano	800	800	800	800	800	800
Rome	700	700	700	700	700	700
Tivoli	500	500	500	500	500	500

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

TABLE " H " (Contd.)

	Sept. KW	Oct. KW	Nov. KW	Dec. KW	Jan. KW	Feb. KW
Mining	600	800	1,000	1,200	1,200	1,200
Flour Mills	4,000	4,000	4,000	4,000	4,000	4,000
Military	4,000	8,000	12,000	15,000	15,000	15,000
Rome:						
Essential) Civilian)	13,000	13,000	13,000	13,000	13,000	13,000
Civilian	10,000	15,000	20,000	20,000	20,000	20,000
Railways	--	--	5,000	15,000	15,000	15,000
Food, excluding flour mills	6,900	6,900	6,900	6,900	6,900	6,900
Public Institutions	6,000	6,000	6,000	6,000	6,000	6,000
Agriculture	3,600	3,600	3,600	3,600	3,600	3,600
Clothing	200	200	200	200	200	200
Printing	500	500	500	500	500	500
Hemp and Juts	650	650	650	650	650	650
Ceramics and Glass	1,000	1,000	1,000	1,000	1,000	1,000
Mechanical	3,000	3,000	3,000	3,000	3,000	3,000
Lumber	4,100	4,100	4,100	4,100	4,100	4,100
Total additional) needed)	79,950	90,900	109,800	127,750	129,250	129,750
Present Load	57,000	57,000	57,000	57,000	57,000	57,000
Total Demand	136,950	147,900	166,800	184,750	186,250	186,750

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

Flour Mills	4,000	4,000	4,000	4,000	4,000	4,000
Military	4,000	8,000	12,000	15,000	15,000	15,000
Rome:						
Essential) Civilian)	13,000	13,000	13,000	13,000	13,000	13,000
Civilian	10,000	15,000	20,000	20,000	20,000	20,000
Railways	--	--	5,000	15,000	15,000	15,000
Food, excluding flour mills	6,900	6,900	6,900	6,900	6,900	6,900
Public Institutions	6,000	6,000	6,000	6,000	6,000	6,000
Agriculture	3,600	3,600	3,600	3,600	3,600	3,600
Clothing	200	200	200	200	200	200
Printing	500	500	500	500	500	500
Hemp and Juts	650	650	650	650	650	650
Ceramics and Glass	1,000	1,000	1,000	1,000	1,000	1,000
Mechanical	3,000	3,000	3,000	3,000	3,000	3,000
Lumber	4,100	4,100	4,100	4,100	4,100	4,100
Total additional) needed)	79,950	90,900	109,800	127,750	129,250	129,750
Present Load	57,000	57,000	57,000	57,000	57,000	57,000
Total Demand	136,950	147,900	166,800	184,750	186,250	186,750
Generating Capacity	58,000	76,000	88,000	114,000	155,000	154,000
DEFICIT	78,950	71,900	78,800	70,750	31,250	32,750

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

1957

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

36

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

Below is given:-

(a) Extract from minutes of Electrical Reconstruction Committee Italy.

(b) Copy of letter from Minister of Public Works.

(a) Resolution.

Having given due consideration to the present electricity supply position, affecting both military and essential civilian needs, and the possibility of early rehabilitation of electrical plant and equipment damaged by war action, this Committee recommends that steps be taken for the early importation of 60,000 KW of electrical generating plants for use in this Theater of Operations. In view of the urgency of the matter it is recommended that floating Power plants, if available, should be provided.

Il Ministro
dei Lavori Pubblici

7 Aug. 1944

Nº 1099

Lt. Col. L.A. JENNY
Director, Public Works and Utilities
Sub-Commission A.C.C.

SUBJECT: Payment for Electrical Plant.

In view of the very serious shortage of electric power plants in Italy, and the need for importing such plants so as to serve military as well as highly essential civilian needs, the Ministry of Public Works has stated that, if such plants can be imported without delay, the Italian Government will assume the responsibility for:

a) The payment of rental for these plants during military operations, as well as the cost of operation, and

b) The ultimate acquisition of these plants after they are no longer needed by the Allied Armed Forces.

The Italian Government asks that the payment for the

(a) Resolution.

Having given due consideration to the present electricity supply position, affecting both military and essential civilian needs, and the possibility of early rehabilitation of electrical plant and equipment damaged by war action, this Committee recommends that steps be taken for the early importation of 60,000 KW of electrical generating plants for use in this Theater of Operations. In view of the urgency of the matter it is recommended that floating Power plants, if available, should be provided.

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a) The payment of rental for these plants during military operations, as well as the cost of operation, and

b) The ultimate acquisition of these plants after they are no longer needed by the Allied Armed Forces.

The Italian Government asks that the payment for the ultimate acquisition of such plants be arranged on a long term basis.

THE MINISTER

Signed: Mancini

= 23 =

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public W[illegible]ks and Utilities Sub-Comm[illegible]sion
APO 394

35

SOUTHERN ITALY

Report on the availability of electrical energy in Southern Italy progressively for the six months ending Feb. 28th 1945.

Also estimated requirements of electrical energy for Military, essential Civilian and factory rehabilitation in Southern Italy for the same period.

Prepared by the Electrical Division
Public Works and Utilities Sub-Commission
ALLIED CONTROL COMMISSION
26th August 1944

L.A. JENNY,
Lt.Colonel, C.E.,
Director.

4193

W.M. LAPPER,
Lt.Colonel
Chief Electrical Divn.

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

Also estimated requirements of electrical energy for Military, essential Civilian and factory rehabilitation in Southern Italy for the same period.

Prepared by the Electrical Division
Public Works and Utilities Sub-Commission
ALLIED CONTROL COMMISSION
26th August 1944

L.A. JENNY,
Lt.Colonel, C.E.,
Director.

4193

W.M. LAPPER,
Lt.Colonel
Chief Electrical Divn.

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

34

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

Report on the availability of electric energy in Southern Italy and reduction in generating Capacity due to the destruction of plants by the enemy.

(1) The enemy retreat through Southern Italy was much More rapid than Central Italy. In the first case the conditions were almost always fluid whereas in Central Italy a certain stationary period existed. It is for this reason together with the enemy's greatly improved organisation in demolition squads that the destruction in Southern Italy is considerably less than Central Italy.

(2) In considering the effective capacity of the generating facilities in Southern Italy the following important points should be noted:-

(a) 170,000 KW of the generating capacity is situated in the extreme South. It is known as the Sila Group of Hydro Electric Stations Located in Calabria.

(b) As there are only two high Voltage Transmission lines leading north from the Sila Group, each of 45,000 KW capacity the effective output from the group, apart from Calabria which is fed on a lower voltage system from the same group, is limited to the capacity of these lines and also to the capacity of the Transformers at the Sila Group.

(c) Electricity rationing schemes initiated by A.C.C. and now being handed over to the Italian Government keep the demand within the effective output of the generating plant. This rationing arrangement will have to be maintained until the electrical facilities in Central Italy have been restored and interconnection resumed.

(d) The greatest care is taken to see that the consumption of electricity in the Southern Italy area does not exceed the allowable water flow from the Reservoirs. The A.C.C. Southern Italy Electrical Engineer regulates this either by varying the consumption or to a certain extent by the use of the Capuano Steam plant.

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

Report on the availability of electric energy in Southern Italy and reduction in generating Capacity due to the destruction of plants by the enemy.

(1) The enemy retreat through Southern Italy was much More rapid than Central Italy. In the first case the conditions were almost always fluid whereas in Central Italy a certain stationary period existed. It is for this reason together with the enemy's greatly improved organisation in demolition squads that the destruction in Southern Italy is considerably less than Central Italy.

(2) In considering the effective capacity of the generating facilities in Southern Italy the following important points should be noted:-

(a) 170,000 KW of the generating capacity is situated in the extreme South. It is known as the Sila Group of Hydro Electric Stations Located in Calabria.

(b) As there are only two high Voltage Transmission lines leading north from the Sila Group, each of 45,000 KW capacity the effective output from the group, apart from Calabria which is fed on a lower voltage system from the same group, is limited to the capacity of these lines and also to the capacity of the Transformers at the Sila Group.

(c) Electricity rationing schemes initiated by A.C.C. and now being handed over to the Italian Government keep the demand within the effective output of the generating plant. This rationing arrangement will have to be maintained until the electrical facilities in Central Italy have been restored and interconnection resumed.

(d) The greatest care is taken to see that the consumption of electricity in the Southern Italy area does not exceed the allowable water flow from the Reservoirs. The A.C.C. Southern Italy Electrical Engineer regulates this either by varying the consumption or to a certain extent by the use of the Capuano Steam plant.

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

1092

33

TABLE " A "

Summary of Electrical plant and requirements

(1) Total effective output capacity of generating plant in Southern Italy — 142,600 KW

(2) It is anticipated that the above output capacity will be increased during the winter months due to rainfall. (This does not include Sila group which is limited by Transmission Line capacity). — 10,000 KW

(3) The allocation of Electric power is made by the Allied force Local Resources (Italian) Board Electrical Committee to the various districts. The allotment for September being as follows.

TABEL " A"

District	Allotment in Kilowatts
District 1 UNES	1,500
District 2 Apulia Lucania	42,000
District 3 Campania	23,100
PBS Naples Santa Maria	33,000
ACC Calabria	11,000
Railways (DGMRS)	10,000
TOTAL Demand	120,600

4101

It is expected that this demand will increase during the

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

winter months due to rainfall. (This does not include Sila group which is limited by Transmission Line capacity). 10,000 KW

(3) The allocation of Electric power is made by the Allied force Local Resources (Italian) Board Electrical Committee to the various districts. The allotment for September being as follows.

TABEL " A"

District	Allotment in Kilowatts
District 1 UNES	1,500
District 2 Apulia Lucania	42,000
District 3 Campania	23,100
PBS Naples Santa Maria	33,000
ACC Calabria	11,000
Railways (DGMRS)	10,000
TOTAL Demand	120,500

4191

It is expected that this demand will increase during the winter months. Table "E" shows the effective output capacity to meet the demand during the months of Sept.1944 to Feb.1945 inclusive. The Italian Government will arrange to ration supplies to keep within this capacity.

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

32

TABLE " B "

Showing the output capacity of the Generating Stations operating in connection with the Grid System in Southern Italy at 26th Aug. 1944.

Name of Station (1)	Location of Station (2)	Output Capacity at 26th Aug.44. KW (3)
Sila Group (H)	Calabria	105,000
Tusciano (H)	Salerno	4,200
Tanagro (H)	Salerno	2,200
Matese I (H)	Benevento	5,200
Capuano (S)	Naples	20,000
Volturno (D)	Naples	6,000
TOTAL Output Capacity		142,600

4190

Matese I. Set is at present out of operation due to breakdown of Alternator repair will be completed at end of Sept.

Sila Group. The total Capacity of the Sila Group is 170,000 KW, the effective output however is less due to the following causes.

(a) Plant is run to suit Reservoir capacity
(b) Transmission Line Limitation
(c) Transformer Limitation.

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

1068

Name of Station (1)	Location of Station (2)	Output Capacity at 26th Aug.44. KW (3)
Sila Group (H)	Calabria	105,000
Tusciano (H)	Salerno	4,200
Tanagro (H)	Salerno	2,200
Matese I (H)	Benevento	5,200
Capuano (S)	Naples	20,000
Volturno (D)	Naples	6,000
TOTAL Output Capacity		142,600

4190

Matese I. Set is at present out of operation due to breakdown of Alternator repair will be completed at end of Sept.

Sila Group. The total Capacity of the Sila Group is 170,000 KW, the effective output however is less due to the following causes.

(a) Plant is run to suit Reservoir capacity
(b) Transmission Line Limitation
(c) Transformer Limitation.

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

TABLE " C "

Showing the output capacity of the Generating Plant connected to the Grid System which is now under repair and the anticipated date of completion.

Name of Station (1)	Location of Station (2)	Output Capacity KW (3)	Anticipated date of Completion (4)
Capuano	Naples	10,000	Nov.
Calore	Avellino	5,000	Nov.
Aventino	Chieti	4,200	Jan.
TOTAL Output Capacity		19,200	

TABLE " D "

Showing the output capacity of the generating plant which is being moved to assist in the rehabilitation programme.

Name of Station receiving plant (1)	Location of Station (2)	Output Capacity KW (3)	Anticipated date of Completion (4)
Matese II (set from Alto Belice Sicily 3,000 KW)	Benevento	(see Table D page.5. Central Italy Report)	
Lete (set from Matese I 5,200 KW)	Campobasso	5,200	Jan.
[illegible] Capacity		5,200	

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

Name of Station (1)	Location of Station (2)	Output Capacity KW (3)	Anticipated date of Completion (4)
Capuano	Naples	10,000	Nov.
Calore	Avellino	5,000	Nov.
Aventino	Chieti	4,200	Jan.
TOTAL Output Capacity		19,200	

TABLE " D "

Showing the output capacity of the generating plant which is being moved to assist in the rehabilitation programme.

Name of Station receiving plant (1)	Location of Station (2)	Output Capacity KW (3)	Anticipated date of Completion (4)
Matese II (set from Alto Belice Sicily 3,000 KW)	Benevento	(see Table D page.5. Central Italy Report)	
Lete (set from Matese I 5,200 KW)	Campobasso	5,200	Jan.
TOTAL Output Capacity		5,200	

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

4169

30

TABLE " E "

Showing the output capacity at present, from repaired plants, by transfer of plants and the additional output to be expected during the winter months due to rainfall.

	Sept. KW	Oct. KW	Nov. KW	Dec. KW	Jan. KW	Feb. KW
Present output Capacity	142,600	142,600	142,600	142,600	142,600	142,600
Output capacity from repaired plants	--	--	15,000	15,000	19,200	19,200
Output capacity from transfer of plants	--	--	--	--	5,200	5,200
Output capacity from increase in water	--	3,000	6,000	8,000	10,000	8,000
TOTAL	142,600	145,600	163,600	165,600	177,000	175,000
Est minimum outage for breakdown and Repairs 10%	14,260	14,560	16,360	16,560	17,700	17,500
Effective output capacity	128,340	131,040	147,240	149,040	159,300	157,500
SAY	128,000	131,000	147,000	149,000	159,000	158,000

188

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

	KW	KW	KW	KW	KW	KW
Present output Capacity	142,600	142,600	142,600	142,600	142,600	142,600
Output capacity from repaired plants	--	--	15,000	15,000	19,200	19,200
Output capacity from transfer of plants	--	--	--	--	5,200	5,200
Output capacity from increase in water	--	3,000	6,000	8,000	10,000	8,000
TOTAL	142,600	145,600	163,600	165,600	177,000	175,000
Est minimum outage for breakdown and Repairs 10%	14,260	14,560	16,360	16,560	17,700	17,500
Effective output capacity	128,340	131,040	147,240	149,040	159,300	157,500
SAY	128,000	131,000	147,000	149,000	159,000	158,000

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

Declassified E.O. 12356 Section 3.3/NND No. 107417

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

1 B AUG Recd

BRIEF SUMMARY OF ACTIVITIES during JULY 1944. (For full detail refer to July Report)

1. Re-organization.

From 15 June 44 activities centralized under respective Regional Engineers (Regions 1 to 9; Sth. and Central Italy;- incl.Sicily and Sardinia). Under technical and admin. control of H.Q. of Sub-Commission. Value fully proved in July. Includes highways, bridges, buildings, ports, canals, anti-malaria works; waterworks, gas, sewerage, electricity and utilities generally; also war-damage repairs; priorities, control of structural materials, plant and machinery. New Minister Public Works (Ital. Govt. 3rd in recent months) appointed June. Close contact maintained, and with Director-General Public Works; also with Chief Engineers Armies and Mily. Districts (Br. and Am.). Engineering tasks constantly being taken over from them. Personnel 60 Engineer Officers end July; 17 at H.Q. and 43 in Regions. (Final establishment 74).

2. Conferences with above (major points).

Re short hours worked by Genio Civile superior staff (5 hrs.day).

" difficulties financing Pontine Marshes anti-malaria works; pressed for by Agric. and P.H. Sub-Commissions (48 mill.lire).
" Similarly, repairs and recons. following Vesuvius eruption.
" re-arrangements respensibilities; senior Gen.Civ.(Pub.Wks) officials.

" Town Planning devastated cities; transport maintenance, against 600 mill.lire fund Mily. H'ways; records materials etc furnished by Allied Armies; funds for recons. electric power plants (most urgent); Cantoniere (road gangs), numbers and payments; lists harbor equipment needed; lists firms contractors. etc etc.

(NOTE:- In this summary M.L.= millions of Lire)

3. Miscellaneous.

(a) Estimates made(costs)recons.and rehabilitation first 12 months after War; possibly 2,704 million dollars, incl.943 millions imported plant and materials (U.S.A.or U.K.).

(b) Electric generating plant (S.and Central Italy) 86% destroyed by e nemy. Present position most serious. "Cannibalising" and 1st aid repairs can only restore 5% of it.

(c) Meetings Malaria Control C'ttee attended.

(d) Psychological Warfare Board, (data at their request; re elec.position).

(e) Decree promulgated dissolving A.A.S.S. (H'ways Organisn) and placing under Genio Civile.

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

(f)Re-starting of industries impossible in absence electric power (damage noted above). Unemployment will continue and Allied shipping needed; goods for which Italy unable to pay.

(g)Salvage ships (sunken) in harbors S. Italy. Royal Navy proposing transfer responsibility to this S.C.

4. Highways & Bridges.

(a)Many hundreds destroyed. Hundreds under recons. including 41 started July. Specialised engineering problems. Contracts all kinds 238 in hand; increase 84 in month. Nearly 500 mill.lire total value; incl.some misc.works and buildings.

(b)Nine main routes specially surveyed N.and E.of Rome and Naples.

(c)Transport position slightly better. Of 160 vehicles only 50% regularly usable. Also severe difficulties P.O.L.- Contractors Rome some equipment, no transport; many have Fascist antecedents.

5. Electrical Divn.

(a)Some Italian engineers engaged. Repairs in hand; little value in view terrific damage generating stations both thermal and hydro-electric. Position most serious. Also in Rome.

(b)Tariff questions settled(rates to consumers).

(c)Rationing(elec.) under control; problem... 90% destroyed, how can remaining 10% best be utilised? Various Committees make allocations.

(d)Central Electrical Board dissolved; functions taken over by this Sub-Comm. Involves re-organisation and strengthening.

6. Regional Reports.

Region 1. 172 projects in hand; total 60 ML. Roads, bridges, buildings, utilities. Many projects rejected as unessential. Financial difficulties; settling accounts; works ordered in early days occupation.
Large aqueduct; repairs in hand, Licata and other towns.
Clearing Messina about 100 ML spent, and work 75% done. Bridge recons. satisfactory except Palermo-Messina road. Bailey bridges being released (back to Armies) fast as possible.
Materials (structural) and transport position; getting still worse.
To 30 April nearly 750 ML spent on war damage repairs, of which 344 rds. and bridges, and 84 clearance and demolitions.

Region 2. Now responsible Foggia Province, in addition.
Quarries opened and stone-scrushers etc operating.
On Mily. H'ways work "very satisfactory". Routes 16 and 96 well in hand. Also bridge works, but delays cement shortages.
C.R.E.(Army) assisting; materials and equipment. Building works (Prisons, hospitals etc) progressing. Electric rationing giving trouble (Ital.Govt.Decree not operative fully).

Region 3. Provinces Benevento and Avellino to Ital.Govt. and Naples (excl.

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

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Conferences all Genio,Civile officials and principal contractors, held Caserta.
Roads and bridges progress (very heavy program) good; cement shortage...some delays. Contracts 48. Bridges in hand 23. Water schemes Aversa and Capua.
Building works Naples 20 schemes, and many special road, water and gas problems.

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

Electricity rationing; 247 further applications received; 79 rejected. Allocation 15% less than for June; will be inadequate in Autumn even for essential industries. More trouble with damaged transformers.

Region 4.

Heavily damaged provinces Frosinone, Littoria, and outside Rome; 20 urgent projects approved. Under execution or consideration at end July ...82.5 ML. (This exclusdes roads and bridges). Water-supply position most acute in numerous places.
Some building schemes approved (public bldgs.only)
Electricity position most serious. Only 33,000 out of 660,000 KVA usable (generating plant).
Roads and bridges, all main routes, repairs-contracts in hand and 59 bridges. (on one route 47 demolitions in a 70 km length).

Rome Region

No fuel or gas, and hardly any electricity. Population far more than normal. Buildings (selected) under repair and rds and bridges .
Anti-malaria works in hand. Dam put across Tiber River to raise water level (cooling water for power stations; elec.)
Water supply, grave damages Tivoli and aqueducts to Rome. Position serious; lack of pressure, rather than lack of quantity.
Mines clearance at Lido di Roma, in hand.

Region 5.

Territorial changes. Revised list h'ways and priorities (mily) expected from Chief Engineer. Over 100 bridges destroyed in Macerata Province alone. Work in July mainly in forward (Northern) areas on bridge renewals and urgent road repairs. Electricity position serious. Water supply problems acute all recently liberated Provinces; at Pescara heavy sewers damage; menace health.

Region 6 (Sardinia)

Cagliari cleared debris 63% by end of July. Water situation critical by Oct. unless City enforces rationing. Transport and materials difficulties. Roads and bridges some works in hand. Little or no war-damage anywhere except Cagliari. School bldgs being repaired..

Region 7

New Inspector General (Genio Civile) doing well. Minister (Public Works) recently visited Calabria.
Military priorities (highways) unchanged. Heavy repairs on 62 Kms and normal on 430 kms. Six bridges in hand. Another under design and tender. Schemes over 2 ML for secondary rds and bridges under consideration. End July contracts of 36.5 ML in hand.
Buildings 3.4 ML approved; 16 in total, incl. improved prison accommodation at Reggio. Hospitals, schools, and public bldgs. Extreme drought makes elec. situation serious (hydro-elec power). Drasyic measures taken to reduce consumption. Montecatini plant wants 0.5 mill.units per month; hydrogen for R.A.F.
Cement shortages. Transport situation deplorable (materials for rds bldgs, bridges etc).

Region 8.

Close contact 5 Army A.M.G. and Engineers.

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

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Genio Civile organised to work (H'ways) Routes 1, 73, and 74. On latter 3 bridges being rebuilt. Engineers (Am.Army) building 3 others.

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

"Resses". made 2% towns; urgent repairs begun, water, darinage, and debris clearance.
Electric situation serious. Transmission line repairs in hand, and at generating stations (thermal, small) at Piombino and Rossignano.

Region 9.

Regional Engineer arrived 14 July. Opened office Orvieto. Field "Resses." Contacts with Reg. 8 and 5th. Army AMG, and study data; rest of month. (Incl. a visit to Rome for addl. information).

5th Army AMG

Siena City water aqueduct repairs; special castings in hand at foundry in City. Piombino water and drainage repairs started. Electricity sources cut by enemy and transformers damaged. Mineral mines Grossetto Prov. undamaged but await elec. power.
(Reports preliminary and incomplete)

8th Army AMG.

Marisciano undamaged, except waterworks.
Citta della Pieve no electricity; all mills idle.
Arezzo similar. Water Aqueduct damaged. No electricity and grain mills idle.
Castel Fiorentino no water or elec.
Citta di Castello no elec. and mills idle.
(Reports preliminary and incomplete).

L. A. JENNY
Lt. Col. C.E.
Director

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

SUMMARY OF ACTIVITIES DURING JULY 1944.

18 AUG Recd
10 August 1944

1. RE-ORGANIZATION. (Remarks)

(a). The June report of this Sub-Commission, para.1 (sub-paras.i to vi) set out in detail the complete re-organization of its Engineering Staff and their respective responsibilities. Reasons were given for the more or less separate and independent organizations for the carrying out of engineering work that had been set up at the end of 1943 and in the early part of 1944, together with reasons why unification and integration of all activities could be better carried out under a senior engineer officer in each region, designated the Regional Engineer. The change came into operation on the 15th June, and the month of July served to demonstrate its soundness. In particular, diminution in the detailed work that had to be dealt with at H.Q. in previous months (often by senior officers) has been marked. More frequent tours of inspection on the part of the four senior officers at H.Q. should be possible but up to the end of July, at any rate, such tours were exceedingly difficult to arrange. During a part of the month, the Deputy-Director of the Sub-Commission (Lt. Col. G. E. Rhodes, R.E.) was absent from duty through illness; secondly, there was transfer of the office to a new location (Naples to Rome); and, thirdly, many immediate and pressing problems in Rome and its vicinity presented themselves.

The new Minister of Public Works appointed in June, Sig. Mancini, kept in close touch with the Director, and the mild comments and criticisms made about him in the June report (para.1) may perhaps now be modified to some extent, since a better knowledge of the working of his own Department has certainly resulted in quicker and more appropriate action by him in specified directions. There is now no intention to establish the "Superior Technical Council" there mentioned, and neither is there any intention to alter the status and position of Sig. Tiezano, the present Director General. He has also sent out some useful and strong Directives to his Staff.

(b) Personnel.

Para.2 of this report gives lists of officers as on 31 July 1944, together with comments indicating transfers or alterations contemplated. Portion A shows the H.Q. list, whilst portion B gives the Regional lists. The numbers shown are 17 and 43 respectively, giving a total of 60 at the end of the month. The total establishment should be 74. Personnel and staffing questions have taken up an increasingly large amount of time, due not only to the rapid moves of the Armies (advance planning of new regions) but also to major changes in policy (laid down by higher authority).

The re-posting of officers from Southern Regions to field areas in the North is sometimes made more difficult by the fact that as soon as news of the change is received, there may be a protest from higher ranking officers on the spot. To take only 3 examples of this: (1) Capt. Feldman, transfer from Region III; protest from the Chief Engineer(Armies) of No.3 District C.M.F. (2) Lt. Butcher, from Region II; protest from Regional Commissioner, (3) Major Spann, from Region VI; correspondence from Regional Commissioner. (4) Maj. Crowther from Region I, protest from Regional Commissioner.

In the case of Region VI, in fact, the only other Public Works officer had been posted to other and quite different duties without consultation with the

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In the case of Region VI, in fact, the only other Public Works officer had been posted to other and quite different duties without consultation with the Sub-Commission some time previously, and he was not immediately available, therefore, to take Major Spann's place.

(c) In short, compliance with the dictates of an ever-changing policy, administrative and geographical changes in the Regions, and the demands of the forward

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

Northern Regions for a competent Public Works staff adequate in numbers has constituted, and still does constitute, an almost insoluble problem. The number of engineer officers available was barely sufficient to cover the Southern part of Italy and the Islands even a few months ago. Mere perusal of these monthly reports (in sequence) proves to demonstrate that in this short time duties devolving on the Sub-Commission, as a whole, have increased by probably 1000%. The only possible alleviation or solution would appear to be amalgamation of the Southern Regions, as indeed is now contemplated, handing over to Italian agency a largely increased measure of responsibility engineering and technical (with which is also closely associated financial responsibility), and by leaving to the few Public Works officers still remaining a diminishing responsibility for what is going on, viz.- in proportion to the greatly extended areas they will have to cover, albeit in a mainly advisory and supervisory capacity. In some parts of Italy, borrowing a nautical phrase, the crew must cease to run the ship, and they must be reduced to a mere "care and maintenance party."

(d) The demand for additional officers for the forward areas is insistent and continuous. On 28 June, for example, the Executive Commissioner (Brig.Lush) on returning from a visit to the 5th and 8th Armies and Region VIII, wrote to the effect that there is a "universal demand for the immediate despatch of electrical engineers to Numbers 5 and 8, in order to re-establish hydro-electric systems."

2. Nominal Roll of Officers.

(A) At Headquarters, and on temporary duty elsewhere:-

Lt. Col. L. A. Jenny, C.E.	(A) Director, Sub-Commission
Lt. Col. G. E. Rhodes, R.E.	(B) Deputy Director, Sub-Commission

Public Works Division.

Lt. Col. V. S. Thompson, R.C.E.	(B) Chief, Public Works Div.
1st Lt. R. W. Shepherd	(A) Asst. to Chief P.W. Div.
Major N. W. Hyland	(A) P.W.O. South.
Major C. L. Hasic	(A) P.W.O. North.

Utilities & Adm. Div.

Lt. Col. W. M. Lapper	(B) Chief, Utilities & Adm.Div.
Capt. L. W. Laughlin	(A) Asst. to Chief, Util. & Adm. Div.
Major H. W. Westwood	(B) Headquarters.
Capt. A. E. Preedy	(B) Headquarters.
Major M. O. Wooster	(A) Elec. Util. O. Operations.
Major E. J. Barry	(A) " " " Generation.
Major V. S. Renton	(A) " " " Transmission.
Capt. H. J. Besson	(A) T/D Region IV.
Capt. R. A. Ryan	(A) Elect. Util.Officer. South
Major H. Larson	(A) T/D Region IV
Major R. A. Bell	(A) Elect. Util. Officer

(B) On present information and subject to correction the following Public Works Officers are permanently assigned to Regions as shown:

Region I.	Lt. Col. C. P. Bolick	(A) Regional Engineer Officer.
	Major D. A. Boyd	(B) Public Works Officer.
	Major A. Crowther	(B) Elec. Util. Officer.
	Major W. H. Gamble	(B) Highways.
Region II	Major W. Knight	(B) Regional Engineer Officer.
	Lt. J. W. L. Butcher	(B) Elec. Util. Officer
	Lt. F. M. H. Stephens	(B) T/D Highways.

Declassified E.O. 12356 Section 3.3/NND No. 787017

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

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	Lt. J. W. L. Butcher	(B) Elec. Util. Officer
	Lt. F. M. H. Stephens	(B) T/D Highways.

Region III.	Lt. Col. L. J. Hensley	(A)	Regional Engineer Officer.
	Major L. R. Denning	(B)	Public Works Officer.
	Capt. R. P. Weeber	(A)	Highways.
	Capt. R. N. J. Hibbard	(B)	Highways.
	Capt. E. B. Feldman	(A)	Highways.
	Capt. A. G. A. Saul	(B)	Highways.
	1st Lt. P. A. Sbrolla	(A)	Elec. Util.Officer.
Region IV.	Col. E. J. Edwards	(B)	Regional Engineer Officer.
	Lt. Col. C. de C.H.Findlay	(B)	Public Works Officer.
	Major L. G. Evans	(B)	Public Works Officer.
	Capt. T. F. Spriggs	(A)	Public Works Officer.
	Capt. J.S.C.Wilson-Heathcote	(B)	Public Works Officer.
	Lt.Col. J. E. Breth	(A)	Elect. Util. Officer.
	Capt. P. D. Kalv	(A)	Elect. Util. Officer.
	Major A. G. Perley	(B)	Highways.
	Capt. T. R. Brownlee	(A)	Highways.
	Capt. W. R. Gentry	(A)	Highways.
Rome Region.	Lt.Col. C. R. Birchett	(A)	Engineer Officer.
	Major A. E. Michel	(A)	Public Works Officer.
	Major G. P. Buckley	(B)	Public Works Officer.
	Major J. C. Rively	(A)	Public Works Officer.
	Lt. E. P. Wade-Brown	(B)	Elect. Util. Officer.
Region V.	Lt.Col. C. A. Latimer	(A)	Regional Engineer Officer.
	Major J. E. Foden	(B)	Public Works Officer.
	1st Lt. J. H. Walsh	(A)	Public Works Officer.
	Major J. S. Bennett	(B)	Elect. Util. Officer.
	Major G. Boucher	(B)	Highways.
	Capt. J. L. Lambie	(B)	Foggia & Campobasso Prov.
	Capt. R. M. Walker	(B)	Highways.
Region VI.	Capt. E. E. Smith	(A)	Public Works Officer.
Region VII.	Major W. F. Chamberlin	(A)	Regional Engineer Officer.
Region VIII.	Major P. S. L. Lee	(B)	Regional Engineer Officer.
	Capt. P.R.C. Stephens	(B)	Elect. Util. Officer.
	Lt. L. J. Hodges	(B)	P. W. Officer.
Region IX.	Major W. M. Spann	(A)	Regional Engineer Officer.
	Capt. E. H. Rogers	(A)	Elect. Util. Officer.

4182

Remarks:

(a)	Capt. D. M. Gaither	(A)	Assigned to A.M.G. 5th Army.
(b)	Major W. M. Spann	(A)	Assigned to Region IX as Regional Engr.
(c)	Lieut.C'W.Atkins	(B)	Assigned to Staff Economic Sect.
(d)	Capt.W.R.Gentry	(A)	Assigned to Region IV as Highways Officer.
(e)	Capt.E.H.Rogers	(A)	Assigned to Region IX as Elec.Util.Officer.
(f)	Lieut.F.M.H.Stephens	(B)	Assigned to H.Q.A.C.C.Public Works & Utili. and placed on temporary duty Region II as Highways Officer.

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

[illegible]	Col. E. J. Edwards	(B)	Regional Engineer Officer.
	Lt. Col. C. de C.E.Findlay	(B)	Public Works Officer.
	Major L. G. Evans	(B)	Public Works Officer.
	Capt. T. F. Spriggs	(A)	Public Works Officer.
	Capt. J.S.C.Wilson-Heathcote	(B)	Public Works Officer.
	Lt.Col. J. E. Breth	(A)	Elect. Util. Officer.
	Capt. P. D. Kalv	(A)	Elect. Util. Officer.
	Major A. G. Perley	(B)	Highways.
	Capt. T. R. Brownlee	(A)	Highways.
	Capt. W. R. Gentry	(A)	Highways.
Rome Region.	Lt.Col. C. R. Birchett	(A)	Engineer Officer.
	Major A. E. Michel	(A)	Public Works Officer.
	Major G. P. Buckley	(B)	Public Works Officer.
	Major J. C. Rively	(A)	Public Works Officer.
	Lt. E. P. Wade-Brown	(B)	Elect. Util. Officer.
Region V.	Lt.Col. C. A. Latimer	(A)	Regional Engineer Officer.
	Major J. E. Foden	(B)	Public Works Officer.
	1st Lt. J. H. Walsh	(A)	Public Works Officer.
	Major J. S. Bennett	(B)	Elect. Util. Officer.
	Major G. Boucher	(B)	Highways.
	Capt. J. L. Lambie	(B)	Foggia & Campobasso Prov.
	Capt. R. M. Walker	(B)	Highways.
Region VI.	Capt. E. E. Smith	(A)	Public Works Officer.
Region VII.	Major W. F. Chamberlin	(A)	Regional Engineer Officer.
Region VIII.	Major P. S. L. Lee	(B)	Regional Engineer Officer.
	Capt. P.R.C. Stephens	(B)	Elect. Util. Officer.
	Lt. L. J. Hodges	(B)	P. W. Officer.
Region IX.	Major M. M. Spann	(A)	Regional Engineer Officer.
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Declassified E.O. 12356 Section 3.3/NND No. 785017

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

3. Meetings and Conferences.

There were many conferences with the Minister (Sig.Mancini) and with the Director General of Public Works (Sig.Tiberio) during the month. Some principal points dealt with were the following:-

(a) Short go of hours worked at the chief Offices of the Genio Civile in Rome, viz, between 8.30 AM and about 1.30 PM (a similar system obtained in Naples and was the cause of occasional difficulties). Arrangements now made for at least a nucleus staff, with responsibility, to remain on duty till 5 PM daily.

Incidentally this kind of thing,so difficult for us to understand, is a root cause of frequent failure on the Italian side to " get things done". With a higher supervisory staff working such short hours it is easy to understand that their example is followed by many others,in lower grades. The net result is curtailment of effort and output, and little progress. One would have thought with the country in its present condition, and as it has been for a long time past, that hours of work might have been nearly doubled. It has been pointed out more than once that this Sub-Commission only achieves results by, and through Italian executive agency. If this is weak and ineffective, or does not work reasonably hard, then those results will be the less, in direct proportion.

(b) Very little work was found in hand on the Pontine Marshes (anti-malarial measures) in the first week of July. The Director General of the Ministry was instructed to arrange for a considerable labor force immediately.

As to the financing of this, estimated at over 48 M.L., the A.C.C. Finance Officer with the Ministry of Finance refused approval. Both the Agriculture Sub-Commission and the Malaria Control Branch of the Public Health Sub-Commission consider these works (clearing of obstructions in channels etc. making diversions and other things) to be absolutely essential. The matter has therefore been taken up specially with the Finance Sub-Commission in discussion and by letter. However, after 1 month's delay up to this writing, no approval has been received as yet.

NOTE:- On 6 Aug.44, PRB (A.C.C.) in a news summary stated:-

> "Owing to the flooding of the Pontine Marshes and the shortage of quinine, the first cases of pernicious malaria have been reported in Rome". (see also para.14 (c) of this report.)

(c) Re-arrangements of responsibilities and duties of Genio Civile officials as between certain provinces in Region IV and V were recommended i.c.. to the Director General.

(d) Further, he was advised to put Italian engineers of considerable experience in general charge of the country as divided into 3 areas, South Italy to include Regions 1, 2, 3 and 7; Central Italy, Region 4 including Rome, 5, 6 and 8; and North Italy, Regions 9, 10, 11 and 12. These engineers will be designated "Directors" and will be responsible directly to Sig. Tiberio. The Compartimento Engineers will continue to be called "Inspectors General".

(f) Inspections and surveys by the Genio Civile superior staff being dependent entirely on transport facilities, the Minister was again pressed (as had repeatedly happened in the last few months) to go ahead with the requisitioning of civilian cars for the purpose, especially in view of the considerable number of them now available in Rome.

(g) The Minister was reminded about the Town Planning position in its relation to war damage. As to this, reference should be made to the general report of this Sub-Commission para.6 (ix) where the matter was fully discussed. In the re-

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(g) The Minister was reminded about the Town Planning position in its relation to war damage. As to this, reference should be made to the general report of this Sub-Commission para.6 (ix) where the matter was fully discussed. In the result plans have now been received of Naples, Matera and Reggio (Calabria).

(h) Estimates of expenditure were asked for covering 3 months for the operation of garages serving cars and trucks used extensively (on military highways work).. This will probably be debited against the 600,000,000 lire fund that was established some months ago.

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

(i) He was instructed to organize complete records of the materials, transport and so on, that has been and is being furnished by the Allied Armies for the needs of his Department, so as to avoid differences and misunderstandings after the war.

(j) Under "Defascistization" the Minister was reminded of the recent Decree and informed of definite steps he must now take, in conformity with the instructions issued to this and all other Sub-Commissions. Continuous pressure will be applied in this direction.

(k) His Ministry appeared to be doing little or nothing in the way of planning, and above all financing such things as the rehabilitation of electric power plants; a need which is perhaps more important than any. Ports, public utilities generally and other things also need similar consideration. Promises given that coordinated plans will be prepared and a regulated system of financing, in conjunction with the Italian Finance Ministry.

(l) Attempts were made to clear up a chaotic condition that had arisen in various places through non-payment of the wages of "Cantonieri" gangs. Also concerning the dismissal of some of them without good reason.

(m) Reconnaissances by the Sub-Commission have indicated particularly difficult road and bridge conditions between Subiaco and Guarcino and the towns of Cave and Nerosimo. The Director General was told to take instant and urgent action.

(n) Lists of equipment required for various harbors in Central and South Italy were again asked for, this request having been previously made on numerous occasions in the last few months.

(o) Lists of firms and contractors who had collaborated with the Germans (24 in number in Rome) were handed to the Minister on 19 July.

The first meeting of Regional Engineers was held at Naples on 12 June and the second at Rome on 24 July 1944.

A summary of the various Regional Engineers' reports is given herewith in paras. 9 et seq. The second meeting was even more useful than the first, since it followed several weeks' experience of the working of the new organization. Questions of policy and procedure were settled and numerous questions of detail.

4. Miscellaneous Matters.

(a) Cost of War Damage (Repairs).

Considerable work was done (end of July) in the preparation of a very approximate estimate expressed in dollars of the expenditure Italy may have to incur, by way of reconstruction and rehabilitation, within the first 12 months after termination of the war. The results were set out in detail in a letter to the Vice-President, Economic Section, dated 5 August and it is sufficient here to give merely the gross totals, viz. south of the Pisa-Rimini line 1092 and north of that line 1645 (millions of dollars). The total thus stands at 2704 millions of dollars of which the cost of imported plant and materials may amount to 943, and the local cost (Italian) 1761 millions of dollars. Needless to say, these figures are dependent on wide-ranging assumptions, e.g. the damage the Germans are likely to inflict in North Italy before their final evacuation, and on several others.

(b) Electric Power (destruction)

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

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

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(b) Electric Power (destruction)

Damage to electric power facilities in South Italy was severe, but fortunately the largest hydro-electric development there was unharmed. As the enemy retreated northward, deliberate destruction became more methodical and complete. This matter was referred to in Para. 7 of the June report where a short tabular statement was given of approximate averages concerning war damages to different classes of public works. That statement can now be supplemented by a more specific example.

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

Within the areas of Regions IV, V and VIII (A.C.C.) only a very small fraction of the power facilities so far inspected are found to be usable. The position at the end of July appeared to be that electricity requirements for essential users (central Italy) might be of the order of 706 million KWH. The maximum possible power that can be generated, after some repairs, seems to be only about 100,000 KWH. Thus, 6/7ths of the plant is destroyed.

(c) A.A.S.S. (Dissolution)

Reference has been made in previous reports of the suppression of the A.A.S.S. (roads), a Fascist creation, and its amalgamation with the Genio Civile as one organization. A Decree was received from the Minister at the end of July outlining his scheme to bring this about, set out in technical and legal phraseology. It seems at last that this change is really about to take place. It is one that the Sub-Commission has pressed for for a considerable time, not on political grounds, but on grounds of plain convenience, better organization and expediency.

(d) Planning.(policy)

The Sub-Commission pointed out in a letter 15 July 1944 (to Economic Section) that, following A.F.H.Q. directives, the A.C.C. was not to engage in long term planning but to concentrate its efforts on first aid projects which could be executed in a short time. However, industries cannot be started even on a most limited scale in a country like Italy, dependent almost wholly on electricity, unless and until electric power plants are themselves first "rehabilitated". Such power stations, whether hydro or steam-driven, have been damaged or completely wrecked on the scale above indicated. It is not possible, by any means or methods known to engineering science, to put these plants again into operation with "first aid repairs". The task must be embarked on to the extent of 90 or 100%. Otherwise one may as well leave it completely alone. Rehabilitation of power plants as a whole in South, Central and North Italy may take each from 1 to 3 years. Finally, the Sub-Commission has asked for guidance, the matter being of absolutely over-riding importance to the immediate future of Italy. If industries cannot be re-started, unemployment will increase; the country will become poorer and poorer; and Allied shipping will be needed to bring in imports, for which Italy will not be able to pay. Electricity, for power purposes, is the "key".

(e) Salvage of ships. (Refer to March report para 12(a), and later months).

This operation (raising sunken ships in harbors) was being organized by this Sub-Commission, corresponding to standard practice of the Italian Public Works Dept., when after a reference of the whole matter to the Commander-in-Chief, Mediterranean Station through the Naval Sub-Comm, we were instructed to take no further action.

On 10 July the C. in C. notified that all Royal Naval Salvage personnel and resources are being withdrawn from Sicily and from the "toe" of Italy, and asked A.C.C. (this S.C.) to resume activity. He is delegating authority for the commercial salvage of Italian vessels (not Allied) in E. Sicily and in Calabria. An Admiralty Memorandum M.T.M. 43 of 27 Feb.44 is to be strictly adhered to.

NOTE: We received no order. We were asked - since we had shown an interest - "Would we resume?". We answered "yes" - if they will issue to us instructions. (No such instructions received yet).

5. HIGHWAYS AND BRIDGES (MILITARY PRIORITY LIST) AND PUBLIC WORKS.

(a) The position at the end of June was noted in para.5 of the report for that

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5. HIGHWAYS AND BRIDGES (MILITARY PRIORITY LIST) AND PUBLIC WORKS.

(a). The position at the end of June was noted in para.5 of the report for that month. Excluding Region VI, the re-building of 41 additional bridges was begun in July. Of these, 22 were in Regions III and IV. Some present difficult engineering problems, since they are modern long span-structures, requiring special equipment and experience for their restoration.

(b). Contracts in hand at the end of July numbered 238, an addition of 84 during the month. These represented a sum of 148.5 million lire, bringing the total value

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

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

D2

of contracts 1-4 (to 31 [illegible]) to nearly 200 million lire. This includes some miscellaneous work, as d[illegible] Last from highways and bridges. (NOTE:- In this report M.L. = millions of Lire).

(c) Early in July special inspections were made by the Chief of this Division (Lt.Col.Thompson) of the following highways, including bridges, in the recently liberated areas:-

Route 1 - Rome to Grassato
" 2 - " " S. Lorenzo Nuovo
" 3 - " " Narni
" 4 - " " Antrodoco
" 5 - " " Avezzano
" 6 - " " Ca[illegible]
" 7 - " " "
" 17 - Rieti to Popoli
" 74 - Arbegna to S. Lorenzo Nuovo

Preliminary rehabilitation plans immediately followed.

(d) Transport for official inspection purposes was somewhat improved by the requisitioning of civilian vehicles in Rome, and by allocation of 8 Utility cars from Numbers 2 and 3 Districts. The former required extensive repairs which were still in hand at the end of July, and the 8 military vehicles (Class 3 category) also requiring major repairs. It is hoped that at least four of them can be regularly available.

Lorries and trucks required from Nos.2 and 3 Districts (Army) for the transport of engineering material (in number 160) have been difficult to maintain in service owing to lack of spare parts, and wide-spread difficulties in supplies of petrol, oil, and lubricants. Probably not more than 50% of these vehicles can be kept in running condition at any one time.

There have also been most severe difficulties about supplies of P.O.L. to such private transport vehicles as have been brought into use by firms of contractors. To try and solve this, there were several meetings with officers of the Petroleum Section A.F.H.Q. in July. As a result, some special method of dealing with these supplies (involving military contracts) may be established.

(e) On the arrival of the Sub-Commission in Rome lists of experienced public works contractors were compiled, taking account not only of past experience, but also present available equipment and materials. In general, the equipment situation is better than it was south of Naples, but one is confronted with the inevitable and acute shortage of transport vehicles. Further, in recently liberated areas, many firms having adequate equipment and organisation, were found to have been closely associated with the Germans and with Fascism. An effort has been made to "screen" these, but sheer necessity may compel some of these firms to be used on occasion. Even so, efforts are being made to ensure that their employment does not result in large profits to individuals with questionable records.

1190

6. ELECTRICAL DIVISION.

(a) Staff.

All the staff of this Division moved from Naples to Rome early in July. To offset the serious lack of Officer personnel several first-class Italian electrical engineers were engaged, viz. with technical qualifications and experience, some of them having served with electrical companies operating in Northern Italy.

(b) War Damage.

" 5 - " " Avezzano
" 6 - " " Celano
" 7 - " " "
" 17 - Rieti to Popoli
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(b) War Damage.

Damage to electrical Power Stations and equipment throughout Central Italy is found to be most serious. Preliminary reconnaissance surveys have been made, on which some rehabilitation plans may be formulated. At some plants repairs have already started. At all important sites removal of debris and broken machinery is actively in hand. Some equipment can be repaired, but large quantities of the heavier and more complicated types of plant will have to be imported from the U.S. or from the U.K. It is just possible that some factories in

Declassified E.O. 12356 Section 3.3/NND No. 783017

Northern Italy (when they are reached) may be able to replace their original manufactures, i.e. plant and machinery.

Arrangements made to requisition a number of small oil-operated portable plants, ranging in size from 25 KW to 2000 KW. Their installation is merely a temporary "stop-gap" until transmission line service can again be restored. They will then be transferred to other places for similar service.

The position in Rome was outlined in para.8 of the June report. To ensure the maximal output of electricity from the two thermal stations serving the City a steam supply inter-connection was made between plants used by two different Companies. The Sub-Commission gave technical advice, and also supervised the construction of a dam across the River Tiber raising the water level of the river, so as to improve the supply of cooling water to the two plants. (This matter is referred to in Rome Region report, para.13 (d) later.)

(c) Rates (to Consumers).

On page 15 of the June report a summary was given of the rate increases allowed to various electricity, water, and gas Companies. Arrangements have now been made with the Italian Ministry of Public Works to give preliminary consideration to all such requests in future, rather than have them wholly dealt with by this Sub-Commission. We consider it sound policy to get the Ministry interested in their own problems, particularly as such matters are of vital importance to all industries and to the general public.

The indications are that there will be many such applications imposing increased charges to consumers. (The June report shows that 20 were received whilst the Sub-Commission had its headquarters in Naples.) After consideration by the Italian Ministry their recommendations will be seen by this Sub-Commission and endorsed or otherwise, after consultation with other interested Sub-Commissions.

(d) Power Rationing.

The reasons for this as applied to South Italy and to the Naples area were fully noted in previous monthly reports. The position in Rome City is such that a very strict rationing scheme is necessary. Requests for supplies are screened by a Committee set up under the Rome Area Command and the Rome Region, in collaboration with this Sub-Commission. (Fuller details will be found in the Rome Region report para. 13 (d) later in this report.)

Electrical consumption in South Italy is now under complete control, and the geographical areas and Companies into which it is divided are keeping within the allocations made. Complete sets of graphs have been prepared and are being sent to all interested parties early in August. Similar graphs covering Central Italy are under preparation. Advice and assistance has been given to other Sub-Commissions ..C.C. on the possibility of electrical supplies to numerous industries, and establishments essential to the war effort.

(e) Actual Damage.

The extreme seriousness of the position may be realised (following the preliminary surveys and studies made) when it is stated that only about 10% of the original power plant is in operating condition in Central Italy, out of a total of over 600,000 KW. Almost all thus damage has resulted from deliberate demolition and mining by the retreating Germans.

(f) Finances.

A fund is being arranged so that the Electricity Companies may carry out urgent reconstruction and repair works, in conjunction with the Finance Sub-Commission

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

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

...Sub-Commission gave technical advice, and also supervised the construction of a dam across the River Tiber raising the water level of the river, so as to improve the supply of cooling water to the two plants. (This matter is referred to in Rome Region report, para.13 (d) later.)

(c) Rates (to Consumers).

On page 13 of the June report a summary was given of the rate increases allowed to various electricity, water, and gas Companies. Arrangements have now been made with the Italian Ministry of Public Works to give preliminary consideration to all such requests in future, rather than have them wholly dealt with by this Sub-Commission. We consider it sound policy to get the Ministry interested in their own problems, particularly as such matters are of vital importance to all industries and to the general public.

The indications are that there will be many such applications imposing increased charges to consumers. (The June report shows that 20 were received whilst the Sub-Commission had its headquarters in Naples.) After consideration by the Italian Ministry their recommendations will be seen by this Sub-Commission and endorsed or otherwise, after consultation with other interested Sub-Commissions.

(d) Power Rationing.

The reasons for this as applied to South Italy and to the Naples area were fully noted in previous monthly reports. The position in Rome City is such that a very strict rationing scheme is necessary. Requests for supplies are screened by a Committee set up under the Rome Area Command and the Rome Region, in collaboration with this Sub-Commission. (Fuller details will be found in the Rome Region report para. 13 (a) later in this report.)

Electrical consumption in South Italy is now under complete control, and the geographical areas and Companies into which it is divided are keeping within the allocations made. Complete sets of graphs have been prepared and are being sent to all interested parties early in August. Similar graphs covering Central Italy are under preparation. Advice and assistance has been given to other Sub-Commissions ...C.C. on the possibility of electrical supplies to numerous industries, and establishments essential to the war effort.

(e) Actual Damage.

The extreme seriousness of the position may be realized (following the preliminary surveys and studies made) when it is stated that only about 10% of the original power plant is in operating condition in Central Italy, out of a total of over 600,000 KW. Almost all this damage has resulted from deliberate demolition and mining by the retreating Germans.

(f) Finances.

A fund is being arranged so that the Electricity Companies may carry out urgent reconstruction and repair works, in conjunction with the Finance Sub-Commission ...C.C. and the appropriate Ministries of the Italian Government.

(g) Inter-Allied Resources Board (Italian).

The Electrical Sub-Committee of this Board allocated power to the various areas

of Central and Southern Italy for the month of August. Its meeting are attended by Lt. Col. LEPPER, Chief of the Electrical and Utilities Division of this Sub-Commission.

(h) Central Electricity Board.

Information was received in July that the Board is to be dissolved and its functions transferred to this Sub-Commission. To coordinate the work of the Sub-Commission with military requirements an advisory committee known as the "Electrical Reconstruction Committee, Italy" has been formed under A.M.G.I. and presided over by the Chief Engineer of A.M.G.I. and the Chief of our Elect. Div. as Vice Chairman. Dissolution of the C.E.B. results in an additional burden of heavy responsibility on this Sub-Commission. Its Electrical Division is being, in consequence, largely reorganised and strengthened.

(i) Miscellaneous.

The Sub-Commission was represented at meetings of the Malaria Control Committee, and a meeting for the allocation of coal supplies (held at A.M.G.I., H.Q.). At the latter the procedure for coal supply and its transportation were clarified.

The Psychological Warfare Board asked for assistance in providing material for use in a magazine published by them. Part of a future issue will be devoted to damage done to electric power systems in Italy by the enemy. Its purpose is to inform the Italian people, and to portray to them, in picture form, some of the reasons why there is so acute a shortage of electricity.

7. REGIONAL REPORTS.

Region I - Sicily. (Regional Engineer Lt. Col. Solick).

(a) A part of the Regional Engineer's time, in July, was devoted to efforts to regularize a large number of Public Works projects that had been carried out under A.M.G. auspices, i.e. from September 1943 onwards. Some of the works were completed months ago, but when contractors submitted their bills it was found that the schemes had not passed through the usual channels of the Genio Civile (Provveditorato alle O.O.P.P.) Under the Italian system not only have proper plans and estimates to be prepared, but sanctioning Decrees for each individual scheme are necessary. Time was spent, therefore, in finding out where the schemes were as to exact location, why they were necessary, and the authority that did, in fact, authorize their execution. The Regional Engineer considers that much more such work will be necessary, in order that the records of the Genio Civile may be maintained. (The matter is, in a way, the removal of "skeletons in the cupboard"). An example was the very extensive work of repairing bomb damage in the streets and main sewerage system of Palermo City, carried out under the orders of the Municipal Engineer, whereas it should have been done with the knowledge and approval of the Genio Civile. Finally, the latter refused to pay. Smoothing out of this confusion requires time and patience. Matters became so bad in recent months, contractors being owed so much money by the Commune of Palermo, that there was grave danger of a certain bank "foreclosing". Had that happened, all debris clearance and urgent war damage repair work would have stopped. Over the Island, generally, this particular situation has improved much in recent weeks.

(b) Agrigento Province.

A special investigation was made in connection with the Genio Civile of an aqueduct supplying a number of towns on the south coast of Sicily, including Licata. At the Platani River there is a crossing by means of a bridge, and in the operations of July 1943 this was destroyed. There was also other damage caused by a landslide. To rebuild the bridge carrying the aqueduct, and to construct a

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

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

(c) Messina and Catania.

Inspection about the middle of July showed that from the initiation of the work of clearing Messina, in October 1943, a sum of about 100 M.L. has been spent. There was a considerable civilian staff in the Messina Office of the Regional Engineer, but most of this was discharged in July, leaving remaining clearance works in the hands of the Local Genio Civile engineers (in whom the Regional Engineer has full confidence).

The Prefect of Messina is in the habit of putting forward large schemes for approval, but the Regional Engineer has laid it down as a general policy that previously approved projects must in general be well in hand, and indeed 75% completed, before other schemes are considered.

Notes:

As to this, on 4 August 1944, the new High Commissioner for Sicily called at the H.Q. of the Sub-Commission here in Rome, to put forward a special plea that he should be given powers to sanction schemes in the Island, in amounts up to only 10 M.L. He was on the point of leaving Rome to take up his new appointment at Palermo, relieving Sig. Musotto who was appointed to the High Commissionership only a few months ago. The new Commissioner was told that there is, under present circumstances and having regard to the acute shortage of critical structural materials (steel, iron, timber, cement, etc.) little likelihood of his request being granted.

Demolition and debris clearance are also going on in eight of the communes in the vicinity of Messina where severe war damage occurred. The same applies to the City of Catania, and in three communes adjacent.

(d) Palermo Province.

Work on all interruptions on provincial roads is nearing completion, i.e. reconstruction of roads. It is reported that the Genio Civile have carried out these "very satisfactorily".

(e) Military Railways.

Three special road repair estimates were submitted to H.Q. during the month and designs and estimates for three bridges of major importance, with plans and technical details.

(f) Palermo - Messina Road.

Progress on this is far from satisfactory. The amount of work remaining under the heading of bridges is very considerable. At the Tusa crossing, the de-launching of the Bailey bridge was begun on 24 July. Road traffic is diverted to the new permanent bridge. At the Motta crossing, the C.R.E. (Armies) urgently wanted the Bailey bridge that had been there for a long time, to send it to forward areas in north Italy. The Bailey was de-launched on 11 July by which time a temporary foot-bridge had been constructed for the use of foot-passengers.

(g) Materials.

The output of the asphalt works at Ragusa is limited by shortage of machinery to pulverise the rock and explosives to quarry it. Shortage of explosives, generally, militates against the proper working of many stone quarries. There are two large cement works on the Island, but coal and transport shortage limits the output. There are pine forests on the slopes of Mt. Etna, but it is almost impossible to get transport for the delivery of trees to the mills. Numerous foundries in Sicily can produce castings and some steel; scrap iron and steel are available, but there is a most severe shortage of coal and coke for smelting pur-

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

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

(h) Transport.

The situation shows no change as compared with previous months. It is extremely serious. The Regional Engineer is keeping up a "continual pressure". This is particularly essential where work on bridges is concerned, because in less than 3 months the rainy season will start again, torrents and rivers will come down in heavy flood, and partially completed works are particularly susceptible to flood damages.

(i) Improved accommodation in Prisons.

This was referred to in Para.6 (vi) of the June Report. Additional accommodation was required for about 3200 prisoners, a proportion of these to be accommodated at Caltanisetta, Favignana and Augusta in Sicily. Work has already started on the first of these, and the Genio Civile are preparing plans and estimates for the two latter under general guidance of the Regional Engineer. Towards the end of the month a proposal was received to use the Island of Ustica for prison purposes and this Sub-Commission sent an officer there to make an investigation.

(j) Expenditure incurred.

In addition to public works in Sicily, mainly restoration and repairs connected with war damage, so far as is possible to ascertain, amounted to just over 733 M.L. This was from the date of occupation in 1943 to 30 April 1944. (Figures for May, June and July are under preparation and will be submitted later). It is interesting to note that, of the figure mentioned, about 3/4 M.L. were spent on bridges and roads restoration, 84 M.L. on removal of debris and demolitions, and 97 M.L. on restoration of public buildings. Aqueducts and water supply involved 26 M.L., and main-drainage repairs 42 M.L.

(k) Electricity.

Referring to para.9 (vi) of the June report, which gave data concerning power stations both hydraulic and steam-driven, the Regional Engineer furnishes similar data in considerable detail for the month of July. Also as to volumes of water held in reserve at the principal high level reservoirs.

A close check was maintained on repair works (mentioned in the June report) in hand at the Palermo, Porto Empedocle and Catania steam-driven electric power stations. The Porto Empedocle plant was expected to be restored to full service by the end of July. Repairs to the tunnel at the San Carlo Hydro-Electric Station made good progress, 58 meters of various classes of work having been completed, with 31 meters still remaining.

(l) Projects in hand.

Referring to the information given in the June report, para.9 (ii), the 132 projects there mentioned have now been increased to 172. Of these, there are only two exceeding in value 5 M.L. each, and there are six schemes of between 1 M.L. and 5 M.L. each. Of the remainder, a very large proportion are below 0.1 M.L. each. The gross total amounts to 60 M.L. The figure includes 19 schemes of repairs to churches, all in Palermo with the exception of three that are at Messina. These church repairs have only been undertaken under the general control of the Regional Engineer, at the express request of the Monuments & Fine Arts Sub-Commission. For the rest, the list of 172 projects comprises almost every class of work, e.g. water-works, bridges, public buildings, demolition of dangerous buildings, lighthouses, hospitals, ports and harbors, etc.

4178

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

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Expenditure on public works in Sicily, mainly restoration and repairs connected with war damage, so far as is possible to ascertain, amounted to just over 733 M.L. This was from the date of occupation in 1943 to 30 April 1944. (Figures for May, June and July are under preparation and will be submitted later). It is interesting to note that, of the figure mentioned, about 344 M.L. were spent on bridges and roads restoration, 84 M.L. on removal of debris and demolitions, and 97 M.L. on restoration of public buildings. Aqueducts and water supply involved 26 M.L., and main-drainage repairs 41 M.L.

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8. Region II (Regional Engineer Major Knight).

(a) The Regional Engineer has taken over responsibility for Foggia Province which up to recently was in A.M.G. territory.

(b) On 23 July Lt. Stephens (B) reported to the Regional Engineer for duty. The

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

4178

services of 2 Italian engineers have also been obtained to assist, in view of the volume of work in hand.

(c) Materials (Quarries).

Quarries operated by a large firm of contractors SALCOI under the Regional Engineer are now producing the quantity of stone chippings contracted for. Another quarry on the Barletta - Canosa Road that was intended to open has not been abandoned because the Army would not permit the use of 1 km. of a closed section of the approach road to be used by the lorries. The Army has requisitioned another quarry at Altamura, for use of the Regional Engineer's contractors. Two additional stone-crushers were obtained in July with a combined output of 80 tons in a 10-hour day.

(d) Potenza Province.

A new surfacing of Route 96 from Potenza to Tolvi was started, several kms. being completed and two crushers for the production of chippings were also found.

Throughout July, extensive patching and repairing went on along the whole length of Route 96 from Gravina boundary through Tolve, Potenza Tito. A Rome firm of contractors has a local office in Taranto (Messrs. Rotundi) and the Rome office placed a credit of 1.25 M.L. in the bank at Taranto to enable their manager there to operate.

(e) Military Highways.

On all these, maintenance work progressed "very satisfactorily" in July. Shortage of bitumen for the re-surfacing of Route 16, Bari to River Ofanto has compelled cessation of further work, but the worst portions of the road have now been completed. Similarly, the same type of work on Route 96 from Canosa to Bari can only proceed as far as Ruvo. Two other stretches of highways (military priority) were contracted for, viz. between Bitetto and Adolfia. Experimental work was done on the road between Bitonto and Bitetto with emulsion produced at a factory in Bari using olive oil to break down the bitumen. (This experiment is being carried out at the special request of the Chief Engineer, No.2 District (Armies)).

(f) Bridges.

At the River Ofanto on Route 16 the new bridge made good progress (built up to 6 feet). Demolition of the old bridge over the same river Route 98 was completed. Certain other bridge works were seriously delayed in July owing to cement shortages.

(g) Provincial and Communal Highways.

The Genio Civile have a program for Bari Province and the C.R.E. (Army) is providing certain materials and equipment. The same applies to Communal highways in Brindisi Province. At Taranto, the C.R.E. has two road construction companies which he wished to keep fully employed. The Regional Engineer agreed to these companies doing certain work previously as the responsibility of the Genio Civile (presumably the C.R.E. is keeping an account of this expenditure with a view to eventual recovery of the cost from the Italian Government).

(h) Other Works.

At prisons and hospitals in Bari, Taranto and Lecce, special works are required and estimates and schemes were examined. Alterations to the specifications were made in certain cases to avoid the use of critical materials. Similarly, schemes for repairs to post office buildings and barracks for firemen at Brindisi were approved, and minor buildings, water works and main-drainage and sewerage items at several other places.

(i) Electricity.

An increased allotment of electric energy was made to the Apuglia area and the Foggia Paper Mill can now be operated. There was trouble with the employees' of the [illegible] which was settled by the Regional Labour

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

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(i) Electricity.

An increased allotment of electric energy was made to the Apuglia area and the Foggia Paper Mill can now be operated. There was trouble with the employees of the Pugliese Electricity Co. over wages, which was settled by the Regional Labor Officer (at any rate temporarily).

The Regional Engineer reports that the public generally had paid little attention to the Decree published by the Italian Government requiring persons who wanted continuation of supply to make a special application. The position will have to be brought to their notice much more seriously very soon by cutting off supplies, since the number of applications received has been disproportionately low.

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

9. REGION III. (Regional Eng. Lt.Col. HENSLEY)

(a) Territorial Changes.

On the 20th July the Provinces of Benevento and Avellino were handed over to the control of the Italian Government, together with Naples Province, excluding the Port and City.

(b) Labour, contractors etc.

No. III District (Armies) had difficulties concerning labour, and the Cantonieri. There were two specific complaints concerning the Venafro and Frosinone areas, but in point of fact these concern Region IV and not Region III. (No. 3 District was advised accordingly.)

All contractors working, principally on roads and bridges in Region III, were called to a conference at Caserta during the month. This proved useful, and similar meetings will be held monthly in future. Personal contact was established, and the Regional Engineer was able to answer questions on policy, supplies of materials, and systems of execution and control.

A second conference was held at Caserta, attended by provincial representatives of the Genio Civile throughout the Region; plans were made for the following month (August), and a program defined.

(c) Personnel.

Capt. Feldman, an officer with considerable experience of highways and bridges problems, was transferred to one of the new Northern regions, and also an enlisted man. Two Italian civilians were taken on in their place. More will have to be engaged in the near future.

(d) Inspection tours.

Detailed inspections were made (personally by the Regional Engineer) in Benevento Province and in Salerno Province. In the former a certain reservoir, supposed to have been subjected to war damage, was found to have no connection with that at all, the damage having occurred four years ago through a landslide. Road conditions and all bridges as far as Campobasso were examined, and discussions followed with the Provincial Commissioner. Route 7 (Bis) was also gone over on the following day. Apart from severe lack of cement for the making of concrete the progress position was found to be "excellent".

Salerno Province was noted as almost equally satisfactory, save that a bridge project, the principal one in Agripoli, had not been started. Necessary arrangements were made.

At Aversa the Military Railways Service was assisted to overcome severe water shortage difficulties, which were hampering supplies of water to the locomotive depot there. A pump was quickly installed and a contractor put to work (a deputation from the Military Railways Service had attended at the HQ. of the Sub-Commission a day or two previously, in order to explain the seriousness of the situation at Aversa).

(e) Works in hand.

An extremely heavy amount of work is in hand in this region. The volume and complexity of it can only be appreciated by examination of various series of tabulated statements. Several thousand workmen are engaged, dozens of contractors, and the aggregate cost runs to many scores of million of lire. At the end of July, for example, there were 48 special road construction contracts, the majority of them ranging from 1 to 5 million lire each

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

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Similarly, there were 25 bridges actually in hand, two for which tenders were being invited, and one scheme in preparation (plans and calculations).

On highways carrying military priorities there were (by the middle of July)

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

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

18 bridge projects in hand, of which five were over half completed. Two Bailey bridges (portable) were removed by the Army to forward areas during the month, and at three other sites the present Bailey bridges can be removed in due course.

(f) Naples City.

This was referred to in para. 11 of the June report in detail. The Regional Engineer generally superintended about 20 repairs and building works in the City of Naples, of an urgent nature carried out by the Municipality; also street repairs to the number of 22. A work mentioned in the June report in para. 11 (iii), Stella Polare, was completed after considerable difficulties in getting the balance of 50 tons of cement required, and co-ordination of the street works with underground works in hand by gas, railway, and water companies. The new water main was practically completed.

Naples was largely without water for about 36 hours during the month, due to a breakdown of the aqueduct many miles away from the City. Very special efforts were made by the Regional Engineer to get the Water Company to complete the emergency repairs. These were successful, and the City was relieved from a situation that was rapidly becoming serious in the very hot weather.

Further, a tunnel was lined with cement at Capodimonte which will in itself constitute a water storage, and ensure a supply to consumers on higher levels surrounding the City. This tunnel will also enable the Commune of Chisiano to have a supply of water, which it has never had before.

(g) Gas Supplies.

Referring again to para. 11 (vii) of the June report (concerning gas) supplies were given to 12 additional streets in Naples. Coal for the works came in regularly in July, and at the end of the month there was a stock sufficient for the next two months.

(h) Electricity.

Para. 11 of the June report noted that 650 applications for continued supplies had been received. In July there were 247, of which 79 were rejected and four were deferred. Acceptance or refusal of such applications, as has been noted in previous monthly reports, has a direct bearing on the amount of energy available for essential war industries and the due functioning of public utilities. The power allocation for July (Region III) was 14 million units, which was nearly 2½ million less than that for June. The Regional Engineer protests against this reduction, since essential industries will be started in the autumn. He considers that consumption of electricity by the Armed Forces ought to be "as carefully rationed as civilian consumption". The new 5,000 K.V.A. transformer installed at Torre Annunziata (see last month's report) unfortunately failed, and the electrical load in the area will therefore not get the relief that was anticipated. The breakdown is being investigated.

(i) Communications.

The report contains information about telephone and telegraph services in some detail (presumably to be dealt with by the Sub-Commission primarily concerned).

Region IV (Regional Engineer, Col. Edwards.)

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

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The report contains information about telephone and telegraph services in some detail (presumably to be dealt with by the Sub-Commission primarily concerned).

10. REGION IV. (Regional Engineer, Col. Edwards.)

(a) The report gives some details about transportation and communications, which will be taken note of by the Sub-Commissions concerned. (As indicating road traffic, under the former, it is reported that over 3,400 tons of goods were hauled in July, this includes 2,486 tons of food-stuffs. In addition 361 persons and their baggage were transported.)

(b) Projects (Value).

During July about 20 schemes in the three Provinces of Frosinone, Littoria and Rome were approved for urgent execution.

At the end of the month further schemes amounting to 41 million lire were under preparation; of these, 38 million represented rehabilitation of water-works, mostly in the heavily damaged Province of Littoria. The total of 82.5 million lire covers buildings, water, main drainage, damages and debris clearance, together with a small amount for electricity and Bonifica (anti-malarial) measures.

The figure does not include any expenditure on roads and bridges.

(c) Personnel.

The Genio Civile by the end of July had a fairly complete staff in the three Provinces mentioned, and also in Viterbo, Rieti and Terni. The Regional Engineer has largely staffed his own office with Italian personnel. (Weekly progress reports now arranged for from the Genio Civile of the six Provinces.)

(d) Water Supplies etc.

Water supply difficulties reported in Perugia, and three pumps were installed. Maps prepared showing all demolished and damaged bridges in the two Provinces of Rieti and Viterbo. Some repair works were started under A.M.G. (Army) auspices, which will be continued. A scheme to cost four million lire for urgently needed water supplies in Rome Province, (outside the city) was under preparation. For Anzio and Nettuno a one million lire scheme is well advanced (water supply) and one of the three new pumps started work. Distribution systems require considerable overhaul.

Reconnaissances made and agreement reached in principle for a three million lire scheme to rehabilitate water supplies to 11 separate communes round Colli Latiale; water from the large Simbrivio Aqueduct will shortly be available for the towns of Velletri, Palestrina, Cavo and Lariano (which in the meantime are in serious difficulties).

The Genio Civile instructed to give first priority to water supplies, and secondly main drainage. In four towns they have been allowed to begin salvage and debris removal schemes.

Small aqueduct at Fiuggi repaired (on a bridge) and supply now normal. The Simbrivio Aqueduct, which serves 24 communes and 300,000 people temporarily repaired where it crosses the Aniane River, and now delivering water to 14 out of 24 Communes. Further repair works still in hand, also at the Ceprano and Sora Aqueducts, both in Frosinone Province. At Frosinone town pumps and motors were repaired, temporary tanks provided, repairs done to rising mains, and a further scheme will enable water to be delivered to higher parts of the town. Numerous other water rehabilitation schemes in hand viz. - at S. Giorgio, S. Appolinario in Frosinone Province, and for Terracina, Fondi, Itri, Gaeta, Formia, Minturno, and other places in Littoria Province. The Genio Civile made little progress up to the 15th July, and the Regional Engineer, therefore, arranged for the Professor of Hydraulics at Rome University (Prof. Colosimo) to make special inspections. Within a week he submitted preliminary proposals for all the towns mentioned, except Gaeta. Formia has a temporary supply at present; conditions at the other places are bad. Water has to be carted from Itri to Formia. Remedial works at Formia, Terracina and Minturno can probably be done fairly quickly, after the removal of numerous mines left by the Germans (2 Italian companies of Engineers for this work arrived in Littoria at the end of July).

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

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Generally, it is expected that restoration of water supplies to these towns may cost anything up to 13 million lire.

(e) Other works.

In Frosinone town a 20 million lire scheme was submitted for buildings (reconstruction) in order to enable the Provincial Administration to re-start.

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

176

There is a 14 million lire scheme also for other building repairs, together with a scheme for repair of 4 urgently needed public buildings in the town of Littoria.

A project was received from Terni just before it was due to revert to Region IV. This is taken as a good augury of coming Genio Civile activity there.

(f) Electricity.

Out of a total of over 660,000 K.V.A. installed, the effective output at the end of July was only 33,000 K.V.A. A measure of the destruction carried out by the enemy in this part of Italy. Figures include the large hydro-electric plant at Terni of 385,000 K.V.A., practically completely destroyed. One station at Scialle of 8,000 K.V.A. resumed operation on 27th July, but the advantage has scarcely been felt because of the enormous demand for electricity in Rome City and its surroundings, and the drop in water-levels at the hydro-electric storage reservoirs. Small steam-plants generating electricity near Civitavecchia and Rieti are being repaired, but these will only give 2,500 K.V.A. Data and information on other small generating stations in outlying districts being collected. In the south of the Province distribution lines have been extended to Frosinone and power may have to be passed to these from stations north of Rome; this will tend to reduce the quantity available for Rome itself, and north thereof.

(g) Highways and bridges.

For Route 1 a maintenance contract was arranged, after some difficulties owing to exceptionally high wages being paid in Civitavecchia.

On Route 2 250 men were at work at the end of July with tunnel entrances being reconstructed at Viterbo and Bolsena.

On Route 3 a maintenance contract has been taken over from the Eighth Army A.M.G.

On Route 4 contracts have been let for 3 bridges and the filling of craters; 3 more bridges to begin by the first week in August.

On Route 5 Cantonieri personnel have been increased and special repairs will be finished by the end of August. Contracts let for complete re-building at three demolitions, these involving over 20,000 cu/yds of rock excavation. There are also retaining walls and tunnel entrances.

On Route 6 contracts prepared for the bridge at Malfa River. Work at Ceprano bridge delayed owing to shortage of cement.

On Route 7 maintenance is by 2 contractors, one of these employing over 300 men.

On Route 82 (Arce/Avezzano), there are 47 demolitions in a length of 70 km. Tenders received for repairing half of these (also 11 bridges on this road being built by the Provinces, under local arrangements).

Generally, in the Region, 59 bridges are under construction, with a completion date for the larger ones of 1st November next.

(h) Remarks.

The Regional Engineer reports, apart from general transport difficulties, as follows:-

"Enormous difficulties due to breakdown of organisations were successfully overcome in the matter of passes, permits and control. All this latter was work which should not fall on this Division (Public Works)."

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

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

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

11. ROME REGION. (Regional Engineer Lt-Col. BIRCHETT)

(a) Whilst Rome remains a "whole" city, one of the few Capitals in Europe which the tide of war has swept round, or gone over, it is not a normal city so far as many things are concerned. Electric power is notably lacking, and there is little or no fuel. A population much greater than normal coupled with a considerable influx of troops, heavy military traffic on roads and streets not constructed for it, together with considerable damage to the water supply system, have presented the Regional Engineer with innumerable problems. Again, because many high-ranking officers have decided to make their headquarters in Rome, time has had to be spent on minor works, under orders, that were perhaps not in keeping with their relative importance. There has been joint and very profitable use of engineering personnel as between the C.R.E. (British) and the R.A.M.C. (American), in conjunction with Col. Birchett's staff. (The latter concists of only seven officers, British and American, in addition to Lt-Col. Birchett.)

Because of the comperatively limited area inspection tours are usually carried out in a few hours, including those as far away as the coast on the west.

(b) Highways.

Routes 1 - 8 are in the Rome Region, all of military importance except No. 5. Heavy traffic of the Fifth and Eighth Armies has involved equally heavy repairs, mostly on contract. The by-pass road round Rome is of considerable importance, and the Genio Civile have been specially instructed as to its maintenance.

Numerous secondary highways have been neglected, since practically all transport, petrol supplies and asphalt were needed (June and July) for the other highways mentioned.

(c) Buildings etc.

A moderate building program was begun, concerning hospitals, the University and certain State monuments. Only essential work has been approved. There are several "Bonifica" (anti-malarial) works in the Rome Region which remain flooded, owing to destruction of pumping plants by the enemy. Some have been repaired and are now operating, under liaison with the Medical Authorities. Certain irrigation works in the Agro Romano are obtaining water by allowing only night pumping, when some electricity can be spared.

(NOTE:-

(i) As to the "Bonifica" works, PRB/R10 of 7 Aug 44 stated that:

Rome: "Pernicious malaria has re-a ppeared for the first time in many years, but there is no quinine."

(ii) Refer also to para. 3 (b) this report.) 4175

(d) Electrical.

Rome is now receiving power from two steam plants and a certain amount from seven hydro-electric plants. Damaged transmission lines between the plants and Tivoli have been repaired.

For the steam plants delivery of fuel continues to be a major difficulty. Diesel oil was shipped in July from Naples to Anzio by A.C.C. schooners, and from Anzio to Rome by civilian trucks. Coal is required at the rate of 400 tons a day, and this has been approved by the Coal Allocation Section. The greatest

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

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In the Tiber River there is a seasonal drop in the water-level. A temporary dam had to be constructed to raise the level, in order to ensure a supply of

cooling water to the condensers; it is hoped that this will enable the steam plant to operate until the autumn rains.

Under electricity rationing City users have been classified into three categories, i.e.

1. Preferential (military and civilian) 24 hours per day;
2. Semi-preferential, 8 hours per day;
3. Others 16 hours every fourth day.

The number of preferential consumers was increased by 64 in July, making a total of 155.

(e) Gas service.

The "Societa Romana del Gas" has repeatedly asked permission to resume service; their latest proposal is for the whole City, for only 1½ hours out of the 24. This would require 240 tons per day of coal, which is not available at present.

(f) Tramways.

Trams and trolleybus services have continued on a limited basis, but a new operational plan provides longer hours as from 1st. August, without increasing the consumption of electricity. (Of the total electrical energy now available for Rome, about 12% is required for the running of street-cars.)

(g) Water-supply.

This is still a most serious problem. Mains between the springs at Tivoli are now in wooden troughs, which will have to be replaced before the autumn. Springs at the source are still a mass of ruins. Valve stations have to be re-built. One principal source, a spring requiring pumping, is out of action. Nevertheless, the Marcia Aqueduct is now furnishing 87% of its normal quantity, and the other systems almost their normal. High level areas of the city are frequently without water because of local breaks in distribution mains, or more frequently because Army units with pumps have almost emptied the mains, depriving higher levels of any pressure. There can be no improvement until this practice ceases, and until the springs and the main aqueduct are again operating at 100% efficiency. Units containing large numbers of men frequently move into buildings or establish residential camps, in places where the existing mains are too small to afford proper supplies. There are serious difficulties and complaints. (The Regional Engineer suggests that if Units would be more careful to consult his Department before taking over buildings, on this question, there would be less trouble.)

(h) Other works.

There was some damage to the main-drainage system, which is still under repair. Banks defining the River Tiber were broken and damaged in several places; reconstruction is in hand.

(i) Materials.

All repair works have been hampered by shortage of cement, asphalt, oxygen and other things.

It is hoped that schooners of 50 tons will be able to use Fiumicino port shortly, where the canal and harbour are now under repair and 15 small sunken vessels are being raised. A plan was made for the removal of enemy mines in Rome Region area generally, and this is being carried out.

(j) Miscellaneous.

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

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(j) Miscellaneous.

About 650 people are employed on normal maintenance of gardens and parks in Rome, but only 13 horse drawn vehicles were available and no motor transport. For refuse removal about 1100 people are employed, this work also gravely impeded by having only 26 available and no motor vehicles.

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

(k) Mines (clearance).

An Italian mine clearance unit began work about mid-June, and at the end of July were working in the Lido di Roma area. Two of the men have been killed, leaving 38 at work.

12. REGION V (Regional Engineer Lt-Col. Latimer).

(a) Territorial Changes.

Region V now includes Ancona but physically the Eighth Army retained full control over that Province and also Macerata, immediately south of Ancona. Foggia Province was taken out of Region V to operate as a special entity, with public wo in it under the control of separate Engineer. One officer, a captain, has been left in Foggia Province to assist in the still remaining heavy work there on highways and bridges. Campobasso Province was returned to Italian Government contro though remaining within Region V. Regional headquarters moved forward to Aquila but public works officers had been working from forward positions for some time previously. This saved considerable time through reduced travel distances.

(b) Highways and Bridges.

In July there were no changes in the priority lists concerning military highways. Route 16 along the coast remains a first priority. The Regional Engineer expresses surprise that Routes 5 and 17 have not been dropped from the military priority list. He expected to get a revised list from the Chief Engineer, (Brig. Lindsey) within a few days. From a supplies standpoint as distinct from positive military requirements, certain lateral highways were being studied in order to re-establish these lines, either by temporary bridges, road diversions, or other expedients. In Macerata Province more than 100 bridges reported destroyed. Highways and bridges work occupied so much time in July that little attention could be devoted to other classes of public works except that of a temporary housing scheme for Isernia (Campobasso Province).

(c) Electricity.

Destruction of the Terni group of hydro-electric stations presented serious problems particularly in Aquila, which was largely dependent on Terni. In the meantime an allotment of 400 KW from elsewhere was received, subject to withdrawal at any time since Ancona may need this energy later. Major Bennett is specially mentioned as having done exceptional work in connection with both electricity and water supplies.

Other works.

Surveys of several cement plants, brick works, etc. were undertaken with a v to giving them electricity and getting them back into production. Water supply problems were acute throughout the northern part of Region V, the Genio Civile being instructed to give this the highest possible priority at many places, up to the point where at least an absolutely minimum supply could be made available.

Damage to drainage and storm water sewers was extensive particularly in Pescara, where bomb damage caused basements to be flooded with sewage and open drainage ditches were over-flowing. In the hot weather of July this was particularly dangerous to health; remedial measures were further complicated by the presence of numerous mines and booby-traps. As to gas-works, no attempt has been made to re-operate though in Pescara a stock of gas coal was found.

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

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Other works.

Surveys of several cement plants, brick works, etc. were undertaken with a view to giving them electricity and getting them back into production. Water supply problems were acute throughout the northern part of Region V, the Genio Civile being instructed to give this the highest possible priority at many places, up to the point where at least an absolutely minimum supply could be made available.

Damage to drainage and storm water sewers was extensive particularly in Pescara, where bomb damage caused basements to be flooded with sewage and open drainage ditches were over-flowing. In the hot weather of July this was particularly dangerous to health; remedial measures were further complicated by the presence of numerous mines and booby-traps. As to gas-works, no attempt has been made to re-operate though in Pescara a stock of gas coal was found.

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

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13. REGION VI - SARDINIA. (Regional Engineer, Capt. Smith).

(a) General.

The situation in Sardinia was dealt with in some detail in recent monthly reports of this Sub-Commission and there is little of special interest to add concerning activities in July, though steady progress is reported in most directions.

Major Spann was transferred from Sardinia to become Regional Engineer of Region IX as from 11 July. Capt. Smith took his place. The latter is now the sole representative of the Public Works and Utilities Sub-Commission, with special responsibility for the heavy clearance and reconstruction work still going on in Cagliari, and a general responsibility for works in hand over the rest of this very large island.

(b) Highways and bridges.

No important change. Three roads have been resurfaced providing access to Airports, to a military hospital, and to various Q.M. and Ordnance dumps. Roads used by military vehicles through Cagliari have been fully cleared and repaired. As noted in previous reports secondary and inter-communal highways are deteriorating rapidly, due to shortages of bitumen and other repair materials. The head of the Genio Civile (Sig. Buttini) visited Rome in July to consult with his Ministry, and on his return transfer of the responsibilities of the A.A.S.S. to the Genio Civile was put actively in hand.

(c) Buildings.

A comprehensive scheme for reconstruction of damaged school buildings etc. in Cagliari was approved in June, in connection with the Provincial Commissioner who urgently desired action to be taken. Street repairs in the city made considerable progress. In Cagliari debris had been cleared by the end of July to the extent of 63%, with demolition and clearance of particular sites to the number of 42, 69 in progress, and 38 remaining to be started. Six works of sewer repair were finished and two remained in hand. Buildings such as markets, slaughter houses, public latrines and also buildings belonging to the Municipality of Cagliari were put in hand.

The position regarding electricity referred to in previous monthly reports showed no change; figures furnished of the precise quantity of water now available (storage) at the hydro-electric reservoirs.

(d) Miscellaneous.

The water situation in Cagliari is likely to become critical by October. The Municipality has permitted gross wastage of water and it is necessary now to put on them very considerable pressure in the direction of a rationing scheme, and drastic steps to reduce losses. The Regional Commissioner (Brig. Carr) had interested himself closely in the matter and was assisting the Regional Engineer to the maximum by administrative action. (A complete technical report dated 20 July 1944 is furnished, but need not be dealt with here. In a technical and engineering sense the matter is complicated. It is being studied by Major Westwood at this HQ., an officer with special knowledge of hydraulic problems.)

The point is that the Allied garrison in Cagliari has imposed on itself a strict water rationing system, whilst the local authority has not imposed such a system as yet on the public.

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As previously reported, the gas-plants at Cagliari and Sassari remain inoperative through lack of coal and, to a minor extent, lack of repairs and material. Some tramway services in and around Cagliari continued, but they may have to be reduced to something even smaller in the near future through lack of certain essential materials..

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

The clearance of Cagliari City has been slowed down by the departure of military transport (of the Italian Army) to the mainland. Transport generally for engineering and structural materials is becoming progressively worse because vehicles either have no pneumatic tires, or are using old tires that give continual trouble.

As to materials, the Island has sufficient supplies of cement, bricks and tiles; a glass factory is under construction now at Cagliari, where certain raw materials are available.

14. REGION VII. (Regional Engineer Major Chamberlin.)

(a) General.

The new Inspector General of the Genio Civile (Calabria Compartimento) was very active in July in organising his engineering staff to deal with, and in some cases solve, present restrictions on controlled and critical materials (steel timber, cement). The recently appointed Minister of Public Works (Signor Mancini, visited Calabria during the month and conferred with the principal Genio Civile officials; he stressed the point that rehabilitation and housing problems, if they are to go ahead, must be restricted to schemes for which there are local supplies of materials.

Captain Brownlee was transferred to Region VIII and in his place Major Chamberlin engaged an Italian engineer who is proving satisfactory. (A constant difficulty is in making arrangements for him for food and lodging, on necessary tours of inspection.)

(b) Highways and Bridges.

No change in military priorities. At the end of July heavy repairs were in progress on 62 km. of road, with minor repairs on 430 km. Six bridges are being rebuilt viz. Argitola, Mesima, Amato, Petrace, Virtu and at Bisillico. Normal progress on all these except the one at Virtu. Tenders being invited for another bridge. Value of work in hand at end of July on military highways and bridges amounted to 36.5 million lire with disbursements already made 9.5 million lire.

On secondary highways approvals were given to an expenditure of 0.75 million lire, this including two large retaining walls and the widening and improvement of a curve on Route 19. Repairs on the Neto River Valley Road progressed to the point that traffic time was reduced to half of what it was before. Further schemes amounting to over 2 M.L. for secondary roads and bridges were under consideration.

4173

(c) Buildings etc.

Projects numbering 16 were approved, estimated total cost 3.4 M.L. This includes extended accommodation for the prison at Reggio Calabria required by Public Safety Sub-Commission. (This was referred to in the June Report, para 6 and 15). Other building works included a hospital, school, two government buildings, one group private houses and two special demolition works.

(d) Anti-Malarial Measures.

This was referred to in para. 15 June report. Excellent results are re-

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(d) Anti-Malarial Measures.

This was referred to in para. 15 June report. Excellent results are reported, with cases of malaria much below those of the last 2 years.

(e) Electricity.

Cuts in the allotment of energy for July coupled with extreme drought made the situation serious. In order to stay within the given allotment, drastic measures were taken, viz. refusal of all applications, cutting off power conso

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

who had not made application by 14 July and all electrical heating units consuming more than the 200 units per month; cutting off of electricity of various groups of towns for many hours daily.

The Montecatini industrial plant produces hydrogen for the R.A.F., and for this purpose requires about 500,000 units per month. The works also produce super-phosphates, and a little under 2,000 tons of this per month would increase the electrical demand to 1.3 million units monthly.

(f) Materials and Transport.

Demands for cement had not been met except on bridges (military highways) even several weeks after application had been made. The transport situation for structural materials remains even more serious than was indicated in the last part of para. 15, June report. Three trucks taken away by the Italian 31st Army Corps in June were not returned, 5 trucks are completely out of operation due to tire shortage. To cover the great distances in the Region, with its numerous engineering activities, the Regional Engineer reports there are now only 6 trucks available.

15. REGION VIII (Regional Engineer Major Lee, R.E.)

(a) General

Public Works activities were confined to the Fifth Army area and preliminary surveys were made (with approval of Fifth Army A.M.G.) in the Provinces of Livorno, Pisa and Siena. All work done has been subject to Army agreement.

Capt. Stevens (Electrical) replaced Capt. Kelv who was transferred after reporting sick. Capt. Brownlee (Highways) and Lt. Hodges (Public Works) joined the Region in the first week of July.

(b) Highways and Bridges.

Fifth Army A.M.G. asked the Regional Engineer to get the Genio Civile to work on Route 1 (coastal road) and the transverse highways Routes 73 and 74. Labour gangs of the Cantonieri were re-established. Engineer section of the Fifth Army have taken over responsibility for certain transportation and the supply of stone chippings and bitumen, and also the maintenance of some detours and temporary bridges. No representative of the late A.A.S.S. was found until the 23 July; this official was at once given definite responsibilities, under the Genio Civile. Plans and estimates being prepared for the reconstruction of 3 bridges on Route 74. The Regional Engineer reported that civilian contractors could not complete three other bridges within a short period of 30 days, and so the work was undertaken by the 92nd Engineer Battalion (American).

(c) Public Works.

Reconnaissances were made at 21 towns and essential repairs put in hand, often of a minor but essential nature. Mainly water-supply, sewers, and the clearance of debris. Temporary arrangements made for the pumping of water, prior to electricity being made available. The Genio Civile supervising staff found inadequate, and the local Head was told by the Regional Engineer to increase the number immediately.

(d) Electricity.

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

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(d) Electricity.

No real start could be made on this problem until 17 July when Capt. Stevens arrived. Allocation of available power is being made on first priorities, working in with the Provincial Commissioner and the Supply Officer. There are coal mines at Ribolla, and certain mercury mines and others to which electric power is expected to be supplied shortly. Larderello (where electricity is generated from "natural

steam") and thermo-stations at Piombino and Rossignano offer prospects of some supplies. At the first of these turbines and generators and transformers require repair, together with transmission lines. One unit giving 3,000 KW might be ready by 15 August and a similar one by 15 September. The other two had not been fully investigated by the end of the month. The Rossignano plant is required by the Royal Navy for power at Leghorn. Further reports will be submitted.

Close contact was maintained with the Manager of the Soc. Elettrica di Valdano in Siena, and the Company is being assisted in the re-establishment of Transmission lines at various points and in the bringing in of 2,000 KW to Siena City from Nero Montoro. Small hydro electric plants were being investigated and a sub-station at Siena was under repair.

16. REGION IX (Regional Engineer Major Spann).

(a) Remarks.

Major Spann (transferred from Region VI) opened an office at the temporary HQ. of the Region at Orvieto on 14 July. From then to the end of the month he was engaged in collection and study of available data on the Region generally, together with attendance in Rome at the Regional Engineers' meeting on 24 July where additional information was obtained from handbooks and records. The last five days of July were spent "in the field" with Major Lee (Regional Engineer, Region VIII) in order to make contact with A.M.G. Fifth Army officers and to get first hand information as to how best to face various problems as they arise. Similar contacts with A.M.G. Eighth Army to be made early in August.

17. Fifth and Eighth Armies A.M.G.

The following are extracted from preliminary reconnaissance notes, furnished at various times during July:-

Fifth Army A.M.G.

(a) On 6 July Capt. Gaither reported that the main water aqueduct supplying Siena City was broken about the middle of June. City on reduced supply since then. Repair works well in hand under joint Genio Civile and A.M.G. (Public Works) supervision. Special fittings being cast in a foundry in Siena. Hoped that full supply of water would be available by last week in July. (Very high pressures in aqueduct militated against quick restoration.)

(b) Electric Power Sources at Valdano near Florence cut by enemy on 27 June. Two transformers of 2,000 KW each, damaged. Telephonic request made to Force Area Command (Engineer Service) for a power supply over network, or for a motor-generator suitable for Siena.

(c) Report 14 July said that in Piombino repairs to water-supply and main-drainage were in hand. Steel works extensively damaged but large stocks of steel might be salvaged.

Provincial Commissioner reported that important mineral mines in Grossetto Province were practically undamaged except that the electricity supply had been destroyed. Mines producing lignite and pyrites, manganese and copper. Large stocks of raw materials found and quantities of equipment awaiting dispatch to Germany.

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

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A.M.G. Eighth Army.

On 7 July reports received (period up to 30 June only) mentioned towns of

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

Marisciano and Citta della Pieve. The former with a population of 17.000 was undamaged, but water-supply under repair. At the second there was no electricity and mills were out of operation. On 25 July report received that Arezzo town was about 30% damaged with only 1,500 inhabitants left. No electricity. Water supply repairable to serve lower levels only. Otherwise wells would have to be brought back into use. On 2 August (position up to 22 July) reports stated that bridges would have to be rebuilt in Terni Province on the Orvieto Nani Road.

In Arezzo Province the water aqueduct required repairs but the portions of it were still under fire of enemy. Electricity supplies, unlikely for a considerable time, complicates problem of milling grain. In Province of Florence the town of Castel Fiorentino was 20% destroyed, and 20% repairable. Population 15,000 of which only 150 remained in town. Water supplies out of operation and no electric light. In Perugia Province the town of Citta di Castello with a normal population of 35,000 was damaged about 20%, but repairable. Practically whole population remained in the town. No electricity for light or power, or for 3 mills. (This town normally receives electricity from the plant at Terni, destroyed by enemy.)

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504

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Utilities Sub-Commission
APO 394

Summary of activities during February 1944.

1. Following information given in the report for January, there was in February a considerable advance in the administrative and technical planning relating to the extensive road and bridge program in S. Italy (about 3,000 km) and in addition similar works, smaller in scope but of even greater urgency and importance, in the Army Zone north of the territories that have been handed over to the Italian Government, e.g., on the West from Naples up to the River Volturno (P.B.S. areas) and beyond (5th Army areas) to points south of the River Garigliano. Close contact has been maintained with A.F.H.Q. (Deputy-Director of Works), with the Chief Engineers Nos. 2 and 3 Districts, and with the corresponding officers of P.B.S. and 5th Army.

Similarly, decisions reached have been communicated to and discussed with the Director-General of Technical Services, Italian Public Works (Sig. Tizzano) and his Deputy (Sig. Pugliese). Major matters of policy have continued to be dealt with through the Minister of Public Works himself (Sig. De Caro), and the Director of the Sub-Commn (Lt.-Col. Jenny) had two interviews with him during the month. It is pleasing to be able to state that the Minister and his staff have continued to give assistance to the maximum extent, and are doing their best under difficult conditions. As an executive (Public Works) organisation efficiency has been gravely impaired by non-access to records; absence or disappearance of expert personnel; lack of plant, materials, reliable contractors, and transport facilities; a virtual breakdown in communications by post, telegraph and telephone; and financial complications of various kinds.

2. These are in process of being solved gradually, but it will take some time, even with the active collaboration of the Armed Forces in matters of plant, materials and transport, before the Italian organisation can be considered to be an even moderately efficient instrument to cope with the vast reconstruction problems with which South Italy is faced. Apart from roads and bridges of immediate military importance, with which the Italian organisation and this Sub-Commn. are faced, (bridges alone number several hundreds) there is war damage on a wide scale to public buildings, ports and docks, gas, electricity, water undertakings and main drainage; with works of all kinds in the Provinces and Communes of perhaps lesser importance, but which will have to be put in hand in due course after all first-priority needs have been met.

3. Personnel.

The personnel of the Sub-Commn. was, as at the end of February, as follows:-

Lt.-Col. L.A. Jenny, C.E. 0245627 (A) Director.
Lt.-Col. G.E. Rhodes, R.E. 46671 (B) Deputy-Director.

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

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Lt.-Col. G.E. Rhodes, R.E. 46671	(B)	Deputy-Director.
Lt.-Col. W.M. Lapper, G.L. 294812	(B)	Chief, Elec. & Adm. Div.
Major C.H. Holladay, S.R. 0522940	(A)	(To U.K. on 4 Mar. 44)
Capt. W.M. Washer, C.E. 0905990	(A)	Adm. Officer.
Capt. L.W. Laughlin, S.R. 0521392	(A)	At Bari.(Temporarily loaned to Dist.2 and Reg.II on electricity rationing.)
Capt. R.A. Ryan, S.R. 0520275	(A)	(Loaned to Region III.)
Capt. E.H. Rogers, C.E. 0413238	(A)	

Lt.-Col. J.F. Laboon, C.M.P. 0510616	(A)	Chief, Public Works Div. & S. Italy (H'ways Recons.)
Major N.W. Hyland, S.R. 0525877	(A)	At Potenza.
Major W. Knight, E.R. 141159	(B)	At Bari.
Major R.F. Irving, G.L. 139474	(B)	
Capt. W.H. Gamble, G.L. 263395	(B)	
Capt. J.C. Rively, Inf. 0317309	(A)	
Capt. R.P. Weeber, C.E. 0338955	(A)	At Potenza.
Lt. T.R. Brownlee, C.M.P. 0152813	(A)	At Catanzaro.
Lt. L.H. Juditz, A.U.S. 01004152	(A)	At Potenza.
Lt.-Col. V.S. Thompson, R.C.E.	(B)	Chief, Highways Recons. (Army Zones.)
Major A.G. Perley, R.C.C.C.	(B)	At Lucera.
Capt. E.B. Feldman, S.R. 0251776	(A)	At Caserta.
Lt. W.R. Gentry, C.M.P. 0224642	(A)	At Castellammare.
Lt. R.W. Shepherd, S.R. 0269899	(A)	

EM/ORs.

M/Sgt. L. Servadio, 3252836	(A)	Interpreter.
T/Sgt. A.M. Anzivino, 31062250	(A)	Clerk/Interpreter.
T/Sgt. P.F. Natale, 12041719	(A)	Architect/Interpreter.
S/Sgt. E.F. Espey, 36051252	(A)	Chief Clerk.
Pte. C.C. Bastable, S/10673614	(B)	Clerk/Typist.
Pvt. A. Murgo 11044453	(A)	Clerk/Interpreter.
Pvt. F. Raffin, 39119076	(A)	Clerk/Interpreter.
Pte. C. Wightman, S/14534940	(B)	Clerk.

As to the above, Major Holladay was under orders to leave for the U.K. early in March, and has in fact already gone; and the question has since arisen of transferring Capt. Washer to other duties.

The Sub-Commn. was instructed in February to nominate an officer to proceed to the U.K., and Major Irving's name was submitted. It is understood that, if approved, this transfer may take place at the end of March.

At the present moment the Elec. and Adm. Div. is short of two competent electrical engineers and must have replacements. The personnel engaged on highway reconstruction is reasonably adequate, at the moment, but due to constantly expanding activities further additions will become imperative.

4. Conferences.

Apart from a number of conferences at A.F.H.Q. and elsewhere on the important subject of electricity control and rationing, and others on various subjects, it is necessary to refer here only to three principal ones:-

(a) At Salerno (18 Feb.44) the Director, along with a representative of the Finance Sub-Commn., met the Public Works and Finance Ministers (Signori De Caro and Jung, respectively) [illegible] matters of policy and finance. It was agreed

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

Lt. L.H. Juditz, A.U.S. 01004152	(A) At Potenza.
Lt.-Col. V.S. Thompson, R.C.E.	(B) Chief, Highways Recons. (Army Zones.)
Major A.G. Perley, R.C.C.C.	(B) At Lucera.
Capt. E.B. Feldman, S.R. 0251776	(A) At Caserta.
Lt. W.R. Gentry, C.M.P. 0224642	(A) At Castellammare.
Lt. R.W. Shepherd, S.R. 0269899	(A)

EM/ORs.

M/Sgt. L. Servadio, 3252836	(A) Interpreter.
T/Sgt. A.M. Anzivino, 31062250	(A) Clerk/Interpreter.
T/Sgt. P.F. Natale, 12041719	(A) Architect/Interpreter.
S/Sgt. E.F. Espey, 36051252	(A) Chief Clerk.
Pte. C.C. Bastable, S/10673614	(B) Clerk/Typist.
Pvt. A. Murgo 11044453	(A) Clerk/Interpreter.
Pvt. F. Raffin, 39119076	(A) Clerk/Interpreter.
Pte. C. Wightman, S/14534940	(B) Clerk.

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(a) At Salerno (18 Feb.44) the Director, along with a representative of the Finance Sub-Commn., met the Public Works and Finance Ministers (Signori De Caro and Jung, respectively) on important matters of policy and finance. It was agreed that, in the first instance, a revolving fund of 600 million lire should be earmarked for the military roads and bridges programmes, with an indication that the total ultimate figure may even be as high as two to three billion lire. Accounts will be set up for expenditure on highways under Military priorities on the one hand, and Civil highways on the other, separately. There was further discussion concerning a

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

Decree to be issued by the Italian Government permitting rate increases in approved cases to Public Utilities; the question of employing Italian Military personnel on roads and bridge work was also considered.

/The results of this conference were fully reported in this office letter ACC/078/PWU of 18 Feb 44 to the Vice--President, Economic Section./

(b) On 8 Feb.there was a conference at A.F.H.Q. with Brig. Baillie,Director of Works, Brig Anderson, the D.D.W., Brig Dixon, Chief Engineer No. 2 District, and others. A co-ordinated system of control as to the military roads and bridges programme was arrived at, and other matters such as the conservation and rationing of available electricity supplies were dealt with.

(c) Meetings were held regarding possible damage that the enemy may do before he evacuates the City of Rome, and an attempt was made to visualise the possible magnitude of the problem. Water-supply being the most vital, and at the same time probably the most vulnerable of all the public services supplying the City, special attention was devoted to it.

The meetings were attended by the following or their representatives, along with two Senior officers of this S.C.:

1. Col. Medding, Engineering Services, City Administration, Rome,
2. Chief Engineer, 5th Army,
3. C.R.E. 59 Area,
4. A.M.G. 5th Army,
5. Genio Civile (Italian Public Works).

The Genio Civile, having supplied certain information concerning water-supplies, agreed to collect also data relating to other public services; this is now being done and will be forwarded to Col.Medding by the Sub-Commn. after the data has been coordinated and suitably plotted.

It was unanimously agreed, at the second meeting, that all immediate and necessary remedial measures for the speedy restoration of these services will be the responsibility of (I) Col Medding, of the City Administration, (II) the C.E.5th Army, (III) A.M.G. 5th Army, and the (IV) C.R.E. 59 Area. These units, and their personnel, are now in close contact with each other, and detailed planning for this vitally important matter is now actively in hand. Each of the four organisations will play its part, in its particular sphere. Contact will continue to be made with this Sub-Commn.

5. Public Utilities.

Towards the end of February considerable time was spent on a twelve months forecast of probable requirements of stores and equipment, on lines specifically laid down by A.F.H.Q. and by the Economic Section.

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

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

In the main the tonnage related to the requirements of public utilities, and apart from this the only matters of importance affecting Utilities during February were various applications for permission to increase charges to consumers. Three of these were from Water Companies operating near Naples, viz the Naples, Vesuviana, and Pozzuoli Companies. Applications were also received from Gas Companies, and from seven electrical undertakings. These are under examination at the present time, but a number of them have been referred to the Ministry of Public Works in order to obtain their views. On the 11 Feb 44 the heads of the principal Utility Companies met the Director of the Sub-Commn. for a general discussion on charges and rationing. At this meeting it was disclosed, somewhat surprisingly, that considerable capital sums are invested in some of these Companies by the nationals of ~~such countries as~~ Switzerland, Belgium and France. The Naples Gas Company, and the Soc. Merid.Elettrica for example, are controlled from a head office in Geneva; the Vesuviana Water Company has its main office in Liege, Belgium (fuller information is being obtained on this general question, and will be submitted later).

6. Miscellaneous.

(a) The repair of certain roads in the dock area of Naples, specially asked for by the Food Sub-Commn as approaches to their warehouses, were put in hand. Advice was given on technical matters concerning structures, and also to the H.Q. Commandant.

(b) At Salerno works that had been in hand since December were practically completed, and at Naples the Volturno Building re-construction project (for accommodation of 200 ACC/AMG officers) was actively proceeded with.

(c) The Mining Division, which had been a branch of this Sub-Commission since 1 Jan. 44 was transferred to the Industry and Commerce Sub-Commn., under orders conveyed in Executive Memorandum No 2, dated 7 Feb. 44.

(d) In order that the Director-General, Italian Public Works(Sig. Tizzano) may have information about the state of his organisation in Region I (Sicily), arrangements were made for one of the principal members of his staff (Sig. Pettineo) to go by air to Palermo, returning to Naples early in March. In the meantime Major Boyd, Public Works Officer, Sicily, submitted certain proposals concerning his staff and organisation there; subsequent to Sig. Pettineo's return, and discussions with Sig. Tizzano, it may be necessary for the Deputy-Director of this Sub-Commission to pay a short visit to Sicily to settle certain out-standing questions. The Regional Commissioner (Lt.Col. Hancock) has, in the meantime, discussed when in Naples the subject matter of Major Boyd's letter.

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

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(e) The offices of the Sub-Commission were moved in the Provincia Building on 24 - 25 Feb., resulting in improved accommodation, but owing to certain circumstances the move has not yet been fully completed.

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

(f) A special investigation was made of existing conditions at the large Naples Gas Works, which were subject to extensive and most serious bomb damage. Production is understood now to have reached about 35% of the normal, giving a supply to considerable areas of the City, and efforts are being made to increase this still further. Apart from damages to plant, there is the question of coal shortage; this has beentaken account of in the tonnage requirements prepared for the information of the Economic Section on the twelve months programme (referred to in para. 5 above).

(g) Duties continue to be varied, as well as numerous. As an example, on Sunday, 20 Feb., one of our Field Engineers (Potenza) was called out to a place in the mountains 40 miles away, where there was heavy snow and an Allied aeroplane had crashed; road blocked and twelve killed. Worked half the night with ten men clearing the wreckage, and giving general assistance.

7. Highways Reconstruction.

(a) Extensive tours of inspection were made by Lt.-Col. Laboon, i/c Highways Reconstruction, S. Italy, of the roads and bridges in the triangle Reggio, Brindisi, Bari and Salerno. Lt.-Col. Thompson, i/c Highways Reconstruction, Army Zones, made similar tours in the areas north of Salerno, Naples and Foggia. (The location of officers on "field duty" at Bari, Potenza, Catanzaro, Lucera, Caserta and Castellammare are shown in para. 3 above.)

(b) Works were commenced between Naples, Caserta and Capua, a total of about 55 km. and north of Capua about 30 km. On the last-named serious difficulties concerning adequacy of labour and transport have been encountered. The position is that the nearer work has to be done to the combat zone, the less civilian labour is available; such labour cannot be put to work by the Italian Public Works Administration unless transport can be provided from towns in the rear to transport labour, daily, to and from the actual site. An equally grave difficulty is that in these areas the 5th Army provide food as well as wages to workmen directly employed by them, with the result that no civilian agency, not providing such food, can regularly retain its gangs of workmen. The assistance of the Labour Sub-Commn. has been invoked to deal with these and similar problems. As yet, they are far from solved.

In the eastern part of the Army Zones contracts were let for the Bovino - Ortanova Road, and the Cerignola - Canosa Road, a total of about 50 km. Total mileage let, under contracts, is about 036 km.

(c) Considerable pressure is being brought to bear on the Italian Authorities to improve, and greatly strengthen, its system of road maintenance (as distinct from reconstruction under specific contracts). This is known as the "Cantonieri" system, with groups of workmen in direct employ, operating from local buildings or small depots, along the roads. It had largely broken down, and its

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

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(d) Nearly 1,000 miles of road in South Italy (Naples, Foggia, Brindisi, Reggio) were surveyed in detail, and estimates prepared of

the materials and equipment required. Several conferences with the Chief Engineers Nos. 2 and 3 (Army) Districts were attended, for discussions on the results of these surveys, conditions as to bridge reconstruction and other priorities, and contracts immediately to be entered into. At the end of the month work was actively in hand on stretches totalling 63 miles, including five bridges. Studies and projects for much larger operations are going on, in close conjunction with the Italian Authorities and their Contractors.

(e) The attached map is a graphic illustration of the position.

(f) On the electrical side of the Sub-Commission's activities a scheme was developed in February for the rationing of electricity for all civilian uses, discussions taking place with Legal Sub-Commn., Regions II, III, and IV, and representatives of the Italian Government. The scheme is complete and it is expected that a Decree will be issued by the Italian Government about the 15 March 44.

Supplies of current have been, or are being, allocated on specified priorities as between the Armed Services and Civilian needs, these having been co-ordinated with the Units and Authorities involved.

The Sub-Commn has a representative on the Central Electrical Board, which deals with the higher policy of electricity supplies, and particularly those required to be available when Rome is occupied.

Inspections of damaged local installations have been made, and general matters in connection with maintaining supplies of current have been taken up.

An electrical undertaking of small size, the "Ente Autonomo Volturno", said not be efficient, was warned of the possibility that it may be taken over by the large operating company (the S.M.E.) unless there is an improvement.

L.A. JENNY,
Lt.-Col., C.E.
Director.

4106

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

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106

6

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

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

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HEADQUARTERS
ALLIED CONTROL COMMISSION
PUBLIC WORKS AND MINES SUBCOMMISSION
Mining Division

In reply
refer to:
319.11

2 February 1944

SUBJECT: Monthly Activities - Mining Division.

TO : Vice-President, Economic Section, ACC.

1. The activities of the Mining Division, ACC, for the period 1 January 44 to 1 February 44 included, in addition to other things, the following:

a. Coal. Although final figures have not as yet been received from the mines, the total output of Sardinian coal during the month of January will easily meet the requirements set by the Chief Quartermaster, AFHQ, for 25,000 tons. The corrected figure for December production, originally estimated at 30,000 tons, is 33,077 metric tons. A total of not less than 37,500 metric tons would have been produced had certain supplies requisitioned in October, 1943, been at hand. The following figures indicate percentages of total production according to sizes:

Size 10 x 0 = 48% of total production.
Size 30 x 10 = 25% of total production.
Size 50 x 30 = 17% of total production.
Size + 50 = 10% of total production.

Only a very limited quantity of the total supplies and materials originally requisitioned for the operation of the Sardinian coal mines have been received. A total of 1,200 cubic meters of mine timbers is presently awaiting shipment from Crotone, Calabria, to Sardinia for use as pit props. Further efforts are being made to secure necessary mine timbers from Corsica.

The anthracite coal mines reported to be located near Seui, Nuoro Province, Sardinia, have been inspected. From analyses of the coal produced it is indicated that the product is bituminous rather than a true anthracite. In view of the low production of the mine (a maximum of 80 metric tons per day), inadequate coal reserves, and difficulty of placing the mine on a producing basis, it was recommended that this mine could not be considered as a potential source of low sulphur coal.

Major Matthews, Chief, Regional Mining Division, Region VI, will arrive shortly to work with this office in the preparation of

6 Feb
9.

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

requisitions for materiel requirements for Sardinian mines for the balance of the calendar year not covered by previous requisitions.

b. Sulphur. Pursuant to directives from the Combined Civil Affairs Committee calling for capacity production and complete rehabilitation of the Sicilian sulphur mining industry, a report was submitted on 6 January 44 giving production prospects based on previous estimates and reports. This was followed up on 22 January 44 with a comprehensive report, together with detailed supply requisitions for an initial and a secondary period of mine operation and a list of estimated materiel requirements for a long term policy once production had begun. These reports and requisitions have been forwarded through channels to AFHQ for processing.

A preliminary report on the sulphur industry of Southern Italy was prepared and submitted on 24 January 44. A full report will be rendered when investigation of mines located in Region III has been completed.

c. Talc. Airshipment from Sardinia of 25 tons of Steatite, gray, block talc has been completed to the United States in compliance with instructions from MGS. This talc is to be tested for possible use as radio spacers. Production in Sardinia of gray block talc of the special specifications required for this purpose continues at the rate of approximately 20 metric tons per month. Price for this talc has been established at 450 lire per quintal (220.5 pounds, avdp.).

Efforts continue to determine whether or not there is a market for other types of Sardinian talc.

d. Bauxite. This Division has been advised that no shipment of bauxite to either the United States or the United Kingdom will be undertaken at present. Additional information is being assembled to forward to the United Kingdom in respect to this product.

e. Asphalt. Plans are being made for increasing the production of asphalt from the Ragusa deposits in Sicily.

f. Lignite. The re-initiation of the production of lignite from the several small mines located within the presently occupied portion of Italy depends on the rehabilitation of certain rail transportation facilities which were destroyed by war action.

g. Metal Mines. Zinc. The existence at Crotone, Calabria, of 750 metric tons of slab zinc, of which approximately 100 tons is 99.99% Zn, and the balance 99.95+% Zn, has been reported through channels to higher headquarters. As yet no word has been received requesting part or all of this zinc. This material was reported available for shipment on 14 January 44 by the AFLR(In)B.

Zinc stocks in Sardinia which have been reported total 1,796 metric tons of zinc metal (99.98% Zn) and 38,150 tons of zinc concentrate (56.00% Zn). This material also was declared available for export at the

1143

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

14 January 44 meeting of the A[illegible]LR(In)B. Prior to shipment of any of these zinc products it will be necessary to have the rolled back price as reported from Washington and London, and then to negotiate a price and arrange payment to Italian companies at not more than the rolled back price. A request for this information has already been made through channels.

Lead. A total of 1200 metric tons of Sardinian pig lead will be held there for possible military of Italian civilian requirements. The balance of approximately 2,700 tons will be purchased and exported as soon as prices can be negotiated. The rolled back price of pig lead, f.o.b. Cagliari, is $38.00 per metric ton.

Production program. Washington has indicated that it is desired that the Sardinian lead-zinc mines re-open. Before this can be accomplished certain mining materials and supplies must be made available from the United States. Appropriate lists of materials are currently being prepared.

Antimony. No interest in the metallic antimony now stockpiled in Sardinia is had by either Washington or London. However, the North Africa Economic Board has indicated that perhaps London may alter its decision regarding this material.

Robert P. Koenig

ROBERT P. KOENIG,
Lt. Colonel, C. E.,
Chief, Mining Division.

4163

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Mines Sub-Commission

Summary of Activities during January 1944.

1. Lt.Col.L.A. Jenny, Director of the Sub-Commission was at Naples throughout the month, and (following information given in the last monthly report Dec.1943) has been engaged on preparatory work, administrative and technical, relating to the highways reconstruction program therein outlined, as well as other public works, utility and mines problems. There have been discussions with A.F.H.Q. (Deputy Director of Works) and P.B.S. Engineering Section, on the one hand, and the principal Public Works Ministry Officials on the other concerning military highway problems.
Progress was somewhat hampered during the second half of the month by the fact that Signore Tizzano, the Italian Director-General of Technical Services of the Public Works Ministry was ill; negotiations had to be carried on through his Deputy, Signore Pugliese.
/It may be added that a conference with the Minister of Public Works, Signore De Caro, on 1st Feb 44 had to be held, because of Signore Tizzano's continued illness, at his house at Naples/
On 12th Jan.44 there was a meeting with Signore Basso of the Genio Civile, concerning dredging operations at various ports, clearing of wrecks etc.
Considerable time had to be spent on questions of transferring suitably qualified Officers to the Sub-Commission, getting Officers (already assigned) to Naples from Tizi-Ouzou, Palermo and elsewhere, and the provision of transport facilities prior to the posting of Officers to actual field duties, (in this connection refer to para 4 of the Dec. report).
On 5th Jan, Signore Tizzano was asked to consider the early appointment of experts (on the Italian side) for such subjects as Mining, Electricity, and Public Utilities generally etc.; such experts to take charge of these respective branches and to begin organising Italian civil personnel to carry out these functions with our assistance, and to work with their opposites in this Sub-Commission. Several such appointments were made during the month, namely.

1. Mines
2. Electricity & Gas
3. Water & Sewers
4. Public Works (Region II incl.-Puglie-Central Italy).
5. Industrial Rehabilitation
6. Shipyards ") - under consideration
7. Ports ")

4102

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

Inquiries were made as to the status of a Decr , promised last November, giving powers for possible rate-increases in respect of Utilities such as Water, Gas, Electricity, etc. Early action was promised.

2. Military Highways Program (including Bridges)

After numerous conferences, dating back to Dec.17,1943, A.F.H.Q. in a letter of 20 Jan, set out the above with appropriate maps and schedules, and in various orders of priority. Apart from improvements and general maintenance, the program will include an extensive amount of work in the reconstruction of Bridges.
The first program covers about 2,500 KM of roads, including those linking Naples, Salerno, Cosenza, Reggio, Taranto, Brindisi, Bari, Foggia, and other principal towns, together with roads of lesser importance on 2nd and 3rd priorities.
Conferences were held with the Finance S.C. on the question of financing these programs, through the Italian Finance and Public Works Ministers, and as to methods of accounting and control. A mutually satisfactory arrangement was reached.
About the middle of the month Col. Burns (P.B.B./Engr.H.Q.) approached the Sub-Commn. with a view to a substantial mileage of additional roads being taken over N of Naples i,e, up to the Volturno River. This was endorsed in AFHQ letter No 78/Q2 dated 27 Jan 44. Steps to that end are now actively in hand between this Sub-Commn. and Engineers of the Public Works Ministry. A third request, concerning roads still further north, was being examined at the end of Jan. at the request of the Chief Engineer of the 5th Army. In connection with the main program (highways within the triangle Naples, Reggio, Brindisi) Lt-Col. Laboon and Maj. Hyland left Naples on 28 Jan on a two weeks inspection tour, accompanied by Italian Engineers. Additionally, detailed inspections of the roads and bridges N of Naples have been begun. These inspections include reviews of work already in hand, and work to be done.

3. Transport Facilities.

Considerable difficulty has been experienced by the Sub-Commn. in obtaining transport vehicles for its officers assigned to duty in the field. Unless this is speedily remedied it may be practically impossible for the Sub-Commn. to execute its dual task of (a) complying with Army requirements on the lines laid down by AFHQ, and (b) getting the Public Works Branch of the Italian Government

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

again into operati(, and supervising the wor(they do. An individual officer, on field duty, will have to cov(many hundreds of miles weekly on inspection tours.

4. Public Utilities.

Conferences were held in Jan with the Directors of the Naples Gas Co and the position was examined as to the possibility of increased supplies of gas. Parts of the City now have this service.
At Palermo, following pressure brought to bear on the Water Co in Nov and Dec, specific technical data were obtained and plotted, and in the result a large reservoir was repaired and restored to service; coupled with other water-supply improvements.
Under the heading of Electricity (supplies and distribution) there has been a systematic study, in conjunction with Regions III & IV representatives, of the possible situation that may arise in the occupation of the Rome Area.
Conferences have been held with Industry and Commerce Sub-Comm. concerning the requirements of power for industries, and the order of priorities.
Questions involving increases in the rates charged to consumers have been given considerable attention. This Sub-Comm. considers that any such rate increase should be dealt with on a uniform basis throughout Southern Italy, Sicily and Sardinia, and it is examining various applications which have already been received.
Similarly, questions of the desirability or otherwise of rationing of electricity to particular classes of consumers are arising in an acute form, particularly in view of the imminent electrical operation of the railway between Naples and Foggia, the over-riding needs of essential industries, and the position that may have to be faced when Rome is occupied by the Allied Forces. Plans for rationing are under consideration and are being discussed with all interested parties, military and civil.

5. Buildings and Structures.

By the second week in Jan. considerable progress had been made in dealing with dangerous conditions in the principal streets of Palermo, the results of bombing in the summer and autumn; this remedial action followed strong representations made by the Sub-Commn. in the two previous months.
At Naples the Volturno building, heavily damaged by bombing, was reconditioned for use as billets by ACC/AMG officers. Similar work but on a more extensive scale was done at Salerno; viz:- six villas, certain roads, and a bridge; the Palazzo Justicia was about 30%

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

rebuilt for use as offices, and other minor works were completed. Begun in Dec, the Volturno and Salerno works were practically completed by the end of Jan, releasing three officers of the Sub-Commn. for other duties.

6. Mining Division.

A report on this Division's activities in January was furnished under date 2 Feby. (R.P.K./red - 319.11), headed " Monthly Activities, Mining Division ", addressed to the Vice-President, Economic Section, A.C.C.

7. Arrival and Departures.

Public Works:-

Lt-Col. Laboon, Capt Feldman, and Lt. Brownlee arrived at Naples from Palermo on 5th Jan, and Lt-Col. Rhodes, Maj. Hyland, Capt. Laughlin, and Lt. Juditz on the 12th Jan. Capt. Gamble arrived from Tizi-Ouzou on the 27th Jan.
Maj. Knight remained at Palermo throughout the month, having been loaned for temporary duty as N.Q. Commdt there; he is expected to join the Sub-Commn. at Naples within a few days.
Maj. Holladay was assigned to this Sub-Commn. on 25th Jan. and is expected to report shortly, but it is now known that he is being transferred to Etousa.
Capt. Peebles, who had been employed on buildings and reconstruction works both at Salerno and Naples, left the Sub-Commn. on the 11th Jan. for the U.K.
Major Wilson, on detached duty at Brindisi since November, reported for duty at Naples on 27 Jan., but is probably being transferred to the Industry & Commerce Sub-Commission.

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Director.

4159