

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

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10000/109/989
(VOL. II)

MONTHLY REPORTS, PUB
OCT. 1944 - MAR. 1945



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10000/109/989
(VOL. II)

MONTHLY REPORTS, PUBLIC WORKS & UTILITIES S/C
OCT. 1944 - MAR. 1945

CSC: Summary of more important items contained in the Jan Monthly Report:

1) On 8 Jan a conference was held at S/C's HQ attended by all Regional Engineers.

2) Position of Cassino: The Italian Ministry of Public Works decided following a special inspection of the City, that the greater part of it against the hillside will probably be left as it is for future generations to see, after its inherent dangers have been removed. Some parts of the lower town will be repaired, and the streets altered to fit into a new plan. On areas outside new quarters will be built, to compensate for the parts that are to be left "as a monument".

3) Electric Power: Master Control Centre.

The operation of the "Master" Control Centre was inaugurated on 20 Jan 45. His Excellency Sr. Meuccio RUINI, Minister of Public Works, Italian Government, officiated at the ceremony.

Now operating under a single-unit control are the generating and transmission facilities of the following companies:

Societa' Romana di Elettricita'
Azienda Comunale Elettricita' ed Acque
"Terni" Societa' per l'industria e l'Elettricita'
Societa' Elettrica Selt-Valdarno

The Centre is responsible for, and gives instructions involving the following:

a) Load carried by each generating station connected to the Central Italy Grid System.

b) Number of units of electricity to be generated by each station.

c) Hours of operation of each station.

d) Amount of reserve capacity to be carried at each station, whether in operation or standing-by.

e) Opening and closing of all switches associated with the generating plants and high voltage grid systems.

f) Issuing instructions to meet emergency conditions.

g) Collection and tabulation of all data of maximum loads, units generated, switching instructions, and abnormal occurrences.

Other electrical systems in Central Italy will be brought into this central plan, at an early date.

4) Advisory Committee on Electric Power: A Board for Central Italy was created and held its first meeting 1 Feb. The Committee is composed of an official from each of the 5 major electric companies in Central Italy. Functions of the Committee will be to:

a) Advise on the operations of the Master Control Station, which dispatches power on the newly-formed Central Italy Grid.

b) Maintain close contact with the general operation and rehabilitation programme.

c) Make recommendations to, and advise the General Inspector for Electricity (Public Works Ministry) on all matters in connection with electricity in Central Italy.

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It is planned later to establish similar Committees for Southern Italy, Sicily, and Sardinia.

5) Electric power and generation: Increased by 5,000 KW due to operation of the Calore Station. Generating capacity available in Central Italy in Jan was increased by 36,000 KW over and above the preceeding month.

Frankly, 53 pages of this for a monthly report is too much.

10 Mar 45.

JCK
Major

TO: ~~CSC~~ Col.

1. High lights of Oct Monthly Report are:

a) Establishment of Public utility rates for water, electricity and gas are being passed to the Italian Ministry of Public Works. For future regulation a draft decree is in final form and after its approval the government will be pressed to promulgate it speedily (see para 11).

b) AC is now represented by an officer on the Rome Rome Electricity control board and this representation is expected to prove most beneficial in that the Sub Commission carries the bulk of responsibility for power production and has had little say about power consumption in the area i.e. allocations etc. (para 12).

Good

c) A control of the central Italian grid by a load dispatcher has now been established. This forward step will enable adjustment of the loading of the Rome thermal generating plants in accordance with the available fuel supply.

d) Repairs for gas works in Florence are being put in hand. (para 20)

e) The general report on roads, bridge building etc. show continued and favorable progress.

22 Nov 44

~~Captain~~ emf

24/11

121

CSO ~~(E)~~

(b) is good.
(e) Does your personal experience make you believe that the practice is as good as the report thereon?

3/XII

122

Col From my recent visit to forward area, I was very much impressed by the speed with which repairs to roads and bridges in forward areas are being undertaken.

5/XII

4/12

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(210)

Ref: 5403/210/EC. 14 March 1945.

SUBJECT: Monthly Report.

TO : A/Vice President,
Economic Section.

1. I have just read the monthly report of the Public Works and Utilities Sub-Commission for January.

2. It is full of interest and shows in remarkable detail the activities of the Sub-Commission as seen by the Director.

3. But it is much too long. No one, in the sixth year of war, could or should have time to read it all. Much can be cut: much abridged. The time of the staff who compiled this should be used for other practical purposes - or the HQ. staff reduced.

M S. LUSH

MSL/JG.

Brigadier,
Executive Commissioner.

14/3.

Copy to: B.25/EC.

HEADQUARTERS ALLIED COMMISSION
AFC 394
Public Works and Utilities Sub-Commission

14 Feb. 1945

SUMMARY OF ACTIVITIES DURING JANUARY 1945

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EX COMMR DIST

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1 — CSO, EC, CC

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See Memo to Dos 209

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APO 394
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14 Feb. 1945

SUMMARY OF ACTIVITIES DURING JANUARY 1945.

1. Minister of Public Works.

Frequent meetings with the Minister (Signor Ruini) throughout the month of January resulted in establishing a degree of co-operation, between the Sub-Commission and the Ministry, that had probably not been reached during the whole of 1944, nor back to the late autumn of 1943. Signor Ruini proves to be a fortunate choice for the responsibilities of his high office, so far as this Sub-Commission can judge; and his qualities of drive, tact, and ability, coupled with a long experience in public administration, justify the hope that he will be permitted to remain in office for a long period. He is the fourth holder of the office in little more than twelve months, and under these circumstances it was manifestly impossible to get continuity of policy and practice, such as the situation so urgently demands.

Personal contacts with him have recently been more frequent, and more productive of results, than any with his predecessors. The practice of maintaining precise records of each interview, and following these up with letters containing detailed requests or instructions, is being progressively discontinued. Greater reliance is placed on the discussions themselves and the taking of short notes as to decisions reached, either by the Minister himself or the chief official who usually accompanies him. Matters discussed with him in January covered things like utility rates, housing decrees, financing of projects, prompt provision of funds in various localities, special devastation reports, the holding of duplicate appointments by Genio Civile, payment to them of fees at times by contractors (a vicious system), and expenditure of the large dollar-credits made available last autumn to the Italian Government by the Government of the U.S.A.

The following extract from a letter from us dated 29th Jan. 1945 to the Economic Section, arising out of specific queries by Mr. MacMillan, indicates the improved present state of affairs:-

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" The present Minister of Public Works is very much more active, and agressive, than the previous Minister, and I am hopeful that some of our outstanding difficulties will be cleared before long. " .

The letter went on to say that the Minister had taken urgent steps for more adequate and prompt payment of monies due to contractors. Another example was that he was giving urgent attention to the whole problem of increased engineering materials supplies, by concentration on the reactivation of brick-works, tile-works, and cement-producing plants.

2. Genio Civile (Irregularities).

Apart from the holding of different appointments by Genio Civile officials and the payment to them of special fees, referred to in the preceding paragraph, there were other matters demanding attention, such as the extremely high cost of works carried out in a part of Naples Province (Southern Region). Officers of the Sub-Commission had drawn attention to the matter repeatedly over a period of months and eventually, on instructions, the Ministry of Public Works carried out a special investigation. This resulted in a report that there were "no irregularities". Later circumstances led to the conclusion that this was, in all probability, an under-statement of the case, and in the middle of January Signor Ruini (the Minister) was personally asked to have the matter taken up again. The request made specific reference to one of the Genio Civile's senior engineering officials. By the end of the month we were advised that the official concerned would be replaced by another one and a thorough investigation would be made.

3. Organisational Change.

The transfer of an officer attached to the Electrical and Utilities Division of the Sub-Commission in January resulted in a minor change in the subjects handled, as between that Division and the Public Works Division. To the latter (under Lt.Col. Thompson) was transferred responsibility for water works, sewerage, and land-drainage problems. The Electrical Division, having personnel specially qualified in mechanical

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4. Utility Companies (Rate Increases).

This matter is referred to in Para. 12 below (Electrical Division), i.e. as to the principles on which these are now decided. It has gone through a long evolutionary period of more than a year, in part on a system of trial and error, and increasingly conditioned by the assumption of more and more responsibility by the Italian Ministry. Details of the present system will be found in the paragraph referred to.

In the meantime a full statement of the position was furnished to the Economic Section (reference letter 220/PWU. 15th January 45), in reply to their special request. A very brief summary of information given in that letter is as follows:-

(i) Between November 1943 and January 1945 there were 55 original applications from private companies, viz. 36 electric, 9 gas, and 10 water. As surcharges are allowed only for relatively short periods the settlement of these becomes a periodical problem.

(ii) In the case of Electric Companies the majority of the increases allowed (charges to consumers) varied between 75 % and 200 %, with a single special case of an increase up to 350 %.

(iii) Increases to Gas Companies ranged from 200 % to 500 %, and in the case of Water Companies from 150 % to 300 %.

(iv) In one case (Acqua Pia Antica Marcia, Rome) an increase of only 35 % was approved; and has since been the subject of a protest by the Company and a request for further consideration. There have been several similar requests in the past from other companies and some readjustments were made.

4374

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4874

5. Personnel.

With a staff of officers assigned to the Sub-Commission between 70 and 80 in number, scattered all over Italy from Palermo to Florence, the arranging and re-arranging of postings and duties takes up a considerable proportion of time at H.Q. Sub-Commission in a normal month. In January, however, by reason of advance planning for another Theater of War, and for

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other parts of Italy, the work took up a quite disproportionate amount of time. Carefully prepared lists have to be revised, and again re-revised. It is recognized that this has been inevitable under circumstances of changing policy and a changing situation, but the fact deserves notice. It would not be an over-statement to say that in January, for example, the time of the Director and his Senior Officers was taken up to the extent of probably 20 or 25 %, solely on questions of personnel and postings, present and proposed.

6. Finance (Provision of Funds).

Delays in payments to contractors have been frequently referred to in these reports, consequent on failure to provide funds on the part of the Italian Ministry at the required place at the right time. Very numerous representations have been made both by correspondence and in interviews, with the strong support of the Finance Sub-Commission (Allied Commission). It is satisfactory to note that in January there was substantial improvement, a particular instance of which will be found in the January Report from the Regional Engineer Lazio-Umbria, attached herewith. In that Region numerous projects had been seriously slowed down, and though it is close to the City of Rome, the position had there been worse, for some unaccountable reason, than elsewhere.

7. Situation Reports (Weekly).

A weekly "Sitrep" is furnished to Economic Section. Some of the information covered in four such reports furnished in January is noted elsewhere in this report, but the following may be specially referred to :-

(i) On 8th January a conference was held at the Sub-Commission's H.Q. offices attended by all Regional Engineers and the heads of the two Divisions. Numerous operational problems and policies were discussed, including matters of transport, personnel, materials supply, availability of constructional plant and equipment, housing, relations with the Armies (Engineer Directorates and Units), supplies of petrol and lubricants, and so on.

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More than three months had elapsed since the previous similar meeting, and it was agreed by all concerned that this January meeting was particularly helpful.

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(ii) On Sunday, 17 January, the Chief of the Public Works Division, in company with representatives of other Sub-Commissions and of the Italian Ministry of Public Works, made a detailed inspection of the Port of Civitavecchia with a view to its urgent reconstruction on the lines of a special directive issued by A.F.H.Q.

(iii) There were further conferences in Rome about the Civitavecchia project, and on 16th of January there was a similar inspection at the port of Piombino, with a view to reconstruction there. By 24th Jan. an officer of the Sub-Commission had been moved to Civitavecchia to take control; materials, and particularly timber, were being received, and the Sub-Commission put in hand estimates regarding dredging operations required at Fiumicino, in addition to those at Civitavecchia and Piombino.

(iv) As to transport, it was reported on 24th of January that the tyre situation had become "exceedingly critical." Two of the larger and more active bridge contractors had stated that their works must stop, unless tyres for both trucks and cars were made available.

Towards the end of January The Sub-Commission stated that at least 900 tyres and tubes were necessary for vehicles operating exclusively on works of Military priority (Highways and Bridges and for Utility Companies,) and it is some satisfaction to state, at least, that 200 were finally made available. Nevertheless, this is only 22 1/4% of a positively minimum requirement, but it is a beginning towards resolving a situation that had become well-nigh intolerable.

(v) The "Sitrep" of 31st January noted that advice had been received that stocks of certain items of heavy plant and equipment, which had been on requisition for nearly one year, were available. Arrangements were made with Peninsular Base Section for the handing over of them to the Sub-Commission's control. Until further items were released, however, full use could not be made of some of the equipment. The initial release included no transport vehicles; the heavy trailers available were of little use until prime movers could be released; nor "carry-all scrapers" until tractors could be furnished to move them; and so on.

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8. Plant and Machinery for Italy (from U.S.A. and from Switzerland).

On request, the Sub-Commission received a considerable volume of information from the Swiss Minister in Rome regarding electrical plant and industrial machinery previously exported to Italy, from Switzerland. The industrial data was passed to the Industry Sub-Commission as a part of the liaison established with them for the rehabilitation of Italian industry. It is to be noted, in this connection, that in numerous cases when plant and machinery has been supplied of a particular type and make to certain industries, perhaps over a period of years, it becomes almost imperative to continue dealings with the same firms when spare parts are needed, or when repairs have to be carried out of major, or even minor, importance.

In connection with the floating power-plant (25,000 KW. capacity) requisitioned from the United States for service in Italy, probably to operate at one of the ports, a request was made to A.F.H.Q. (G-5 Section) on 12th January for the furnishing of a trained crew for its initial operation, in view of the fact that such qualified personnel is not likely to be available in Italy.

9. Position at Cassino.

Following an inspection of this devastated town and district at the end of December by Senior Officers of the Sub-Commission, it was pointed out to the Italian Authorities on the 8th of January (through the Regional Commissioner Lazio-Umbria) that contractors clearing debris from the streets and demolishing dangerous buildings were operating with very little protection or precaution against land-mines and other hidden explosives. The work was being done simply by "pick and shovel" methods and workmen had already been killed or injured. Proper precautions were necessary, and a first-aid post should be established in the town, since the nearest one was about fifteen miles away. Further, the posting of armed guards was required, both in the town and at the ruined Abbey on the top of the hill. Serious looting was occurring, particularly at night. The ruins of the Abbey contain manuscripts, books, and other relics of the greatest historic and sentimental value.

Towards the end of January it was reported by the Genio Civile that they were immediately setting up a special office at Cassino, and the mines and explosive clearance

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9. Position at Cassino.

Following an inspection of this devastated town and district at the end of December by Senior Officers of the Sub-Commission, it was pointed out to the Italian Authorities on the 8th of January (through the Regional Commissioner Lazio-Umbria) that contractors clearing debris from the streets and demolishing dangerous buildings were operating with very little protection or precaution against land-mines and other hidden explosives. The work was being done simply by "pick and shovel" methods and workmen had already been killed or injured. Proper precautions were necessary, and a first-aid post should be established in the town, since the nearest one was about fifteen miles away. Further, the posting of armed guards was required, both in the town and at the ruined Abbey on the top of the hill. Serious looting was occurring, particularly at night. The ruins of the Abbey contain manuscripts, books, and other relics of the greatest historic and sentimental value.

Towards the end of January it was reported by the Genio Civile that they were immediately setting up a special office at Cassino, and the mines and explosive clearance problem was to be properly organised. The filling of shell-holes and bomb-craters in farmlands round the town was to be expedited, so as to minimize risk of malaria, with subsidies to farmers for doing the work. Clearance of debris was to be speeded up, as well as the thirty new experimental houses.

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The Minister had decided, following a special inspection of the City, that the greater part of it against the hillside will probably be left as it is for future generations to see, after its inherent dangers have been removed. Some parts of the lower town will be repaired, and the streets altered to fit into a new plan. On areas outside new quarters will be built, to compensate for the parts that are to be left " as a monument" .

When these new plans are prepared (on paper) they will be submitted to the Sub-Commission for comment or suggestion.

A further and equally important matter arose out of the inspection made at the end of December. Contractors at work were frequently discovering the remains of Allied dead in the streets and ruins, and there appeared to be no proper, or indeed decent, method of identification, record, and removal. These facts were reported to the Army Sub-Commission on 19th of January (through Economic Section) with a view to the immediate taking of proper measures for protection, identification, and burial.

10. Defascism.

Procedure has been changed in accordance with directive of the Civil Affairs Section dated 19 January. Fortnightly reports on progress are now made directly to this Sub-Commission by the Ministry of Public Works, instead of through the Epuration Commission.

A total of 358 cases have been examined by the Minister, and of these 160 were referred to the Epuration Commission. The Commission has reviewed 107 cases and removed 20 from office.

11. Miscellaneous.

(i) In January reports reached the Sub-Commission that certain elements in the Genio Civile were still placing responsibility on the Allied Commission (and by inference on this Sub-Commission) for the holding-up of schemes. They had been doing this for so long that it had "almost become a habit with them". Since 16th of November, however, such allegations were untrue, control over civil projects within Italian

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(ii) At Larderello (Pisa Province) there is an undertaking producing electricity and many chemical by-products, using natural steam for power purposes. The Sub-Commission encountered considerable operational and other difficulties in connection with repairs and rehabilitation, as there were numerous political, financial, and other questions involved. The Minister of Communications (Italian Government) requested authority to appoint a Commissario to direct the affairs of the Company at the end of January. The proposal was strongly opposed by the Sub-Commission, but the request was forwarded to the Regional Commissioner of Toscana Region for comments. The Regional Commissioner supported the views of this Sub-Commission.

(iii) In addition to works being carried out in Sicily, at the instance of Allied Navies in various ports, there was a request from the Naval Officer, Northern Area (Mediterranean) for the reconstruction of a bridge over the Fossoreale at Leghorn. He was told that contracts would be placed without delay.

(iv) In Para. 1 (above) it was noted that the Minister was giving urgent attention to the whole problem of increased supplies of structural and engineering materials. There was a specific proposal from him in a letter in December, and early in January there were personal talks between his representative, the Industry Sub-Commission and its Mining Branch, and this Sub-Commission. This interchange of information was to the advantage of all concerned; the Transportation Sub-Commission also, of necessity, came into the matter. It is hoped that this will be increasingly productive of good results.

12. ELECTRICAL DIVISION.

(i) Master Control Centre - Central Italy Scheme.

The operation of the "Master" Control Centre was inaugurated on 20 January 1945. His Excellency Sr. Meuccio RUINI, Minister of Public Works, Italian Government, officiated at the ceremony. The Centre is in the A.C. (H.Q.) building on the 8th Floor (Office of this Sub-Commission).

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Now operating under a single-unit control are the generating and transmission facilities of the following companies :-

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Società Romana di Elettricità

Azienda Comunale Elettricità ed Acque

"Terni" Società per l'Industria e l'Elettricità

Società Elettrica Selt-Valdarno

The Centre is responsible for, and gives instructions involving the following :-

(a) Load carried by each generating station connected to the Central Italy Electricity Grid System.

(b) Number of units of electricity to be generated by each station.

(c) Hours of operation of each station.

(d) Amount of reserve capacity to be carried at each station, whether in operation or standing-by.

(e) Opening and closing of all switches associated with the generating plants and high voltage grid systems.

(f) Issuing instructions to meet emergency conditions.

(g) Collection and tabulation of all data of maximum loads, units generated, switching instructions, and abnormal occurrences.

Other electrical systems in Central Italy will be brought into this central plan, at an early date.

(ii) Advisory Committee on Electric Power.

Another step in the progress of the power industry was developed in January. A Board known as the "Advisory Committee on Electric Power " for Central Italy was created and held its first meeting (~~offices of Electrical Division~~) on 1 February 1945. The Committee is composed of an official from each of the five major Electric Companies in Central Italy namely :

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Società Romana di Elettricità

Azienda Comunale Elettricità ed Acque

"Terni" Società per l'Industria e l'Elettricità

Unione Esercizi Elettrici

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Unione Esercizi Elettrici

Società Elettrica Selt-Valdarno

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The temporary Chairman is Lt.Col. W.M. LAPPER - (Chief, Electrical Division) and the Vice Chairman is Eng. A. ASTA, Liaison Engineer of the Ministry of Public Works (Italian Government). The Secretary is Dr. Eng. F. BARLUZZI, employed by this Sub-Commission.

The functions of the Committee will be to :-

(a) Advise on the operations of the Master Control Station, which dispatches power on the newly-formed Central Italy Grid.

(b) Maintain close contact with the general operation and rehabilitation programme.

(c) Make recommendations to, and advise the General Inspector for Electricity (Public Works Ministry) on all matters in connection with electricity in Central Italy.

It is planned later to establish similar Committees for Southern Italy, Sicily, and Sardinia.

/ The Electrical Division acts in an advisory capacity, until such time as the functions can be entirely transferred./

(iii) Electrical Reconstruction Committee.

The third meeting of this Committee was held on 22 January 1945, presided over by Maj. Gen. McCoach, Chief Engineer A.F.H.Q., with representatives of A.C., P.B.S., M.R.S. and Nos. 1 and 3 Military Districts.

Lt.Col. W.M. LAPPER (representing A.C.) submitted reports on progress, giving details of power plants operating and under repair, and information on transmission and substation repairs.

Explanation of the proposed operation of the Central Italy Grid was furnished, and the programme was endorsed by the Committee, which also inspected the Control Room.

The following table showed the trend of the rehabilitation programme, and was presented by this Sub-Commission :-

June 1944 - 50,000 KW plant in operation,
Jan. 1945 - 110,000 " " " "
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June 1944 -	50,000 KW	plant in operation	
Jan. 1945 -	110,000 "	" " "	
Mar. 1945 -	170,000 "	" " "	)
June 1945 -	300,000 "	" " "	) Estimated

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(iv) Establishment of Forward Office (Florence)

A forward office of the Electrical Division was established at Florence.

Five officers comprise the staff. This field-team will carry on electrical rehabilitation work in forward areas in collaboration with P.B.S., 5th Army and 8th Army (Engineering), and A.M.G. units. Time will be saved, and it is welcomed by the forward A.M.G. units who have been anxious for engineering assistance on the larger electrical rehabilitation of power plants and transmission lines. The team is one of two, the other working from Rome, and each will carry out rehabilitation work on most of the larger generating units and lines, leaving Regional Engineers responsible only for the smaller ones.

(v) Power Allocation.

The Monthly meeting of the Electric Power Committee of the Allied Forces Local Resources (Italian) Board was held on 22 January 1945.

A new method of calculating the available power for Central Italy had been developed (by the Division) in order to assist the Committee in its deliberations. A study was made of all available generating capacity connected to the Central Italy Grid for each hour of a representative 24 hour day, and a safe hourly loading of each plant thereby determined. This loading took into account the possibility of failure of the largest unit on the system, namely the 35,000 KW Galleto unit which was recently repaired. Consideration was also given to a more economical and reliable use of the Rome Thermal Plants.

The recent interconnection of the Grid System operating under the Control allows flexibility of power-flow, to suit priority of demands. Furthermore, it is estimated that by maintaining a standard frequency and voltage on the system the production from industrial plants, already in operation, has increased by approximately 20 %.

Rome demand continued to expand, and the Regional Commissioner (Lazio-Umbria) was asked on 30 Jan. to consider the issue of an Order closing shops at 3 pm. daily, to stop obvious and serious wastages of current, particularly in very numerous barbers' shops with their electric water-heaters, and in many instances the persistent use of window-lighting and even external advertisement signs. Such an order would follow present practice at Naples.

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(vi) Generation.

Available capacity in Southern Italy was increased by 5,000 KW. due to initial operation of the Calore Station, a part of the S.M.E. System.

Generating capacity available in Central Italy in January was increased by 36,600 KW., over and above the preceeding month.

There are three other generating units at the Galleto plant, and all are scheduled to be repaired and in operation in 1945. Because of the great importance of this Station the Division maintains close supervision of its reconstruction programme. Much assistance has been provided at various times by Army agencies and units.

Due to shortage of coal, and the linking of the hydro-electric plants in this area to the centrally controlled grid, it was decided to restrict generation at the Rome Thermal Stations.

(vii) Transmission.

Work on high-voltage transmission lines progressed satisfactorily, a total of 260 Km. being completed. Principal matters of interest were the placing in operation of two 20,000 KVA transformers at the Galleto Generating Station; one 4,000 KVA transformer at the Villa Valle Switching Station; and two 60 KV transmission lines between Terni and Rome. The inclusive result of these is to increase the reliability of the Central Italy transmission network. During the month the Canterno-Segni transmission line was also finished, in anticipation of operations at the Canterno Plant.

(viii) Financing of War Damage (Electric Plants)

Terms under which Electric Companies can secure funds from the Italian Government are descibed in Decrees 367 and 397.

A total of 500 million lire have been appropriated, and Companies desiring to participate file applications directly with the Ministry of Public Works.

On approval certain banks are directed to make funds available. The Government guarantees the loan, and also pays a portion of the interest (up to a maximum of 3%) for a period of 4 years.

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Funds provided under this legislation are loans, and not grants.

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(ix) Utility Rates.

The procedure under which Utility Companies (Water, Gas and Electric) may secure authority to apply temporary surcharges to bills for service has been altered in conformity with instructions of the A.D.C.C.S., Economic Section, of January 1945.

Original applications are now forwarded to the Interministerial Price Committee of the Italian Government. The Committee forwards its recommendations to this Sub-Commission which in turn studies the matter and refers it to the Price Office, Economic Section, with recommendations. A meeting is then held by the " price group " and the decision transmitted to the Interministerial Price Committee.

A decree to legalize the granting of a surcharge in Italian Government Territory has been under consideration for several months. Drafts have been reviewed by this Sub-Commission and certain changes recommended so as to permit the decree to be applied to A.M.G. Territory.

The Ministry of Public Works was not represented in the original membership of the Interministerial Price Committee.

Changes in procedure relative to Utility Rates may now be summarized as follows :-

1st period - January 1944 to May 1944

(a) Utility Company applied to P.W.& U. Sub-Commission.

(b) Sub-Commission analyzed application and transmitted decision to Company.

2nd period - June 1944 to December 1944

(a) Company applied to Ministry of Public Works, Italian Government.

(b) Ministry of Public Works analyzed application and submitted recommendation to P.W.& U. Sub-Commission.

(c) Sub-Commission reviewed data and submitted comments to Ministry of Public Works.

(d) Ministry of Public Works transmitted final decision to Company.

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3rd period - January 1945 to date

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3rd period - January 1945 to date

(a) Utility Company applies to Interministerial Price Committee.

(b) Committee analyzes application, in conjunction with the Ministry of Public Works and forwards recommendations to P.W. & U. Sub-Commission.

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(c) Sub-Commission reviews data and submits comments to Price Group, Economic Section.

(d) Price Group studies application, and advises Interministerial Price Committee of decision.

(e) Interministerial Price Committee transmits final decision to Company.

(x) Supplies and Materials.

Materials required by Regions, and by Companies engaged on reconstruction programmes were met during January.

Difficulties were encountered in effecting releases for bricks, from stocks held by different Companies. Firms object to releasing material at current prices, and this situation exists in all cases when there is no restriction or control.

A shipment of chemicals from U.S. to Sardinia in September 1944 went astray; it was finally located, and delivery will be made in February .

Ball-bearings and other materials for Sardinia (Power Plants) began to arrive, having been ordered in June 1944, and also insulating materials and transformer bushings.

Requisitions were placed for insulating-materials to cover April, May and June 1945, for all Power Companies in liberated Italy.

An emergency request was received (and quickly complied with) from A.M.G. 5th Army, Florence Area, for water-piping, approximately 8000 feet. An emergency water-supply was needed, a typhoid epidemic having occurred. / This is one example of many, the Materials Supply branch of the Division now being well organized./

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13. PUBLIC WORKS & MILITARY WORKS DIVISION.

(i) During the month additional Officers were withdrawn from the Southern Region for assignment to Northern Areas, leaving only four officers to handle all activities. This reduction in supervision of the extensive Military Highway program was reflected almost immediately in a general "let down" on the part of Genio Civile engineers. As a result maintenance and reconstruction work began to lag in certain areas. The Chief Engineer No.3 District, realizing the situation, contacted the Sub-Commission Director and it was arranged to have a conference at H.Q., 3 District on 5 February 1945 for a general discussion of the problem. The entire situation, while regrettable, is the inevitable result of inadequate officer supervision. No practical solution can be offered at this time.

(ii) Inspections.

Special inspections were made by Engineer Officers of this H.Q. covering the following Routes :-

Route	1	Rome to Leghorn
Route	2	Rome to Siena
Route	3	Rome to Terni
Route	79	Terni to Orvieto
Route	6	Rome to Caserta
Route	7	Rome to Caserta
Route	18	Naples to Battipaglia
Route	19	Battipaglia to Catanzaro

Visits were also made to Regional Engineer's Offices in Lazio-Umbria, Southern and Toscana Regions.

(iii) Highway Construction Equipment.

Further advice was received from A.F.H.Q., relative to probable delivery dates on most of the items of construction equipment. The picture now is definitely encouraging, as many sorely-needed units are schedule to be available in February and March. (They were asked for in March 1944).

Actual transfer documents were received on six heavy trailers, two carry-all scrapers, one air compressor and one complete asphalt-mixing plant. These items are now being taken on our charge from Peninsular Base Section. (Unfortunately, power units for the trailers and scrapers are not yet available,

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(iv) Transport.

The transport situation in all aspects was in January even more critical than outlined in last month's report. Contractor's vehicles are being forced from the road one by one due to lack of tires, and Genio Civile engineers are practically "office-bound" for the same reason. Of the original 170 military vehicles on loan to Genio Civile in Southern Region only 30 % are in running condition. This situation is due to lack of proper maintenance facilities, and general depreciation of old equipment.

A small allocation of 100 new tires was received in the latter part of the month which, while representing only a fractional part of requirements, will be helpful.

(v) During the month it was decided by the Director to transfer responsibility for sewers, water works and bonifiche from the Electrical Division to the Public Works Division. This change has now been effected, and the new functions are being assumed without increasing the Headquarters staff.

(vi) Headquarters, Peninsular Base Section requested that we assume responsibility for maintenance of several additional stretches of road. Contracts are now being awarded for this work and every effort will be made to operate the work independently of P.B.S. facilities. Due to the very extensive Highway program now being carried on in P.B.S. territory it was decided to attach an Engineer Officer of the Sub-Commission to P.B.S., Headquarters to do liaison and general supervision of work. This is resulting in a more effective program.

(vii) Ports.

The extensive reconstruction works at the port of Civitavecchia, which was given urgent A.F.H.Q. priority is now well under-way. Due to the need for maximum speed an experienced Officer was assigned to this specific job. Under his direction, and with good cooperation from other interested Sub-Commissions, the work is proceeding well.

The Sub-Commission was requested by A.F.H.Q., to furnish estimates of quantities of material to be dredged at the ports of Piombino, Civitavecchia and Fiumicino. These have been completed and the information forwarded.

only 30 % are in running condition. This situation is due to lack of proper maintenance facilities, and general depreciation of old equipment.

A small allocation of 100 new tires was received in the latter part of the month which, while representing only a fractional part of requirements, will be helpful.

(v) During the month it was decided by the Director to transfer responsibility for sewers, water works and bonifiche from the Electrical Division to the Public Works Division. This change has now been effected, and the new functions are being assumed without increasing the Headquarters staff.

(vi) Headquarters, Peninsular Base Section requested that we assume responsibility for maintenance of several additional stretches of road. Contracts are now being awarded for this work and every effort will be made to operate the work independently of P.B.S. facilities. Due to the very extensive Highway program now being carried on in P.B.S. territory it was decided to attach an Engineer Officer of the Sub-Commission to P.B.S., Headquarters to do liaison and general supervision of work. This is resulting in a more effective program.

(vii) Ports.

The extensive reconstruction works at the port of Civitavecchia, which was given urgent A.F.H.Q. priority is now well under-way. Due to the need for maximum speed an experienced Officer was assigned to this specific job. Under his direction, and with good cooperation from other interested Sub-Commissions, the work is proceeding well.

The Sub-Commission was requested by A.F.H.Q., to furnish estimates of quantities of material to be dredged at the ports of Piombino, Civitavecchia and Fiumicino. These have been completed and the information forwarded.

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(viii) On [illegible] January 1945 the Chief Engineer No.1 District issued a new Schedule of Military road priorities involving many hundreds of Kilometers. The Sub-Commission had previously been requested by the Chief Engineer of the District to handle maintenance and reconstruction on many of the roads by civilian contracts, but this new schedule increases the work substantially. It is planned to assume as many of the roads, in the near future, as available plant and transport will permit.

(ix) Volume and value of Public Works.

The following tables have been prepared to show, under three main classifications, the present aggregate volume of Public Works throughout liberated Italy (excluding the Island of Sardinia).

Tables on page 18.

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(ix) . Volume and value of Public Works.

The following tables have been prepared to show, under three main classifications, the present aggregate volume of Public Works throughout liberated Italy (excluding the Island of Sardinia).

Tables on page 18.

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PUBLIC WORKS PROJECTS IN JANUARY

TYPE	Initiated during Month	COST (Lire)	Completed during Month	COST (Lire)	In progress during Month
TABLE A		SCHEMES OF MILITARY MOBILITY			
Roads, etc.	69	81,877,983	34	70,073,300	137
Bridges	78	132,448,346	25	19,663,000	180
TOTAL	147	214,326,329	59	89,736,300	317
TABLE B		SCHEMES OTHER THAN OF MILITARY MOBILITY (BUT FOR WHICH APPROVALS OF AC/AMG WAS REQUIRED)			
Roads	29	21,748,680	28	30,275,871	152
Bridges	100	66,158,371	16	6,205,534	208
Public Buildings, Schools, etc.	60	14,443,981	23	4,253,000	126
Debris Removal	61	32,666,317	22	8,479,860	130
Water works, Sewers & Flood control	55	30,356,809	12	5,552,600	141
Housing	33	27,945,900	8	17,253,000	48
TOTAL	338	200,362,058	109	72,323,865	805
TABLE C		SCHEMES UNDERTAKEN INDEPENDENTLY BY ITALIAN AGENCY			
Roads	69	84,230,511	51	98,535,702	101
Bridges	26	29,618,000	9	4,024,028	65
Public Buildings, School, etc.	115	131,426,434	42	65,187,704	205
Debris Removal & Misc.	99	21,008,049	68	36,888,698	117
Water works, Sewers & Flood control	6	2,826,973	27	12,117,415	65
Housing	134	67,128,857	18	10,211,453	132
TOTAL	381	336,238,824	315	226,965,000	718
GRAND TOTAL	866	750,927,211	483	389,025,165	1.840

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PUBLIC WORKS PROJECTS IN JANUARY

Initiated during Month	COST (Lire)	Completed during Month	COST (Lire)	In progress during Month	COST (lire)
SCHEMES OF MILITARY PRIORITY					
69	81,877,983	34	70,073,300	137	373,103,960
78	132,448,346	25	19,663,000	180	262,643,337
147	214,326,329	59	89,736,300	317	635,747,297
SCHEMES OTHER THAN OF MILITARY PRIORITY (BUT FOR WHICH APPROVALS OF AC/AMG WAS REQUIRED)					
29	21,748,680	28	30,275,871	152	158,920,450
100	66,158,371	16	6,209,534	208	270,995,225
60	14,445,981	23	4,253,000	126	69,561,223
61	39,666,317	22	8,479,860	139	73,225,820
55	30,396,809	12	5,552,600	141	162,152,226
33	27,945,900	8	17,253,000	48	47,996,000
338	200,362,058	109	72,323,865	805	783,150,914
SCHEMES HANDLED INDEPENDENTLY BY ITALIAN AGENCY					
69	84,230,511	51	98,535,702	101	237,932,169
26	29,618,000	9	4,024,028	65	69,784,317
115	131,426,434	142	65,187,704	205	495,924,[illegible]
99	21,608,049	68	36,888,698	147	112,831,166
6	2,826,273	27	12,117,115	65	96,169,112
134	67,128,857	18	10,211,453	132	206,217,754
381	336,238,824	315	226,965,000	718	1,218,859,214
866	750,927,211	483	389,025,165	1.840	2,637,757,455

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14. Annual Report, 1944.

In January the Sub-Commission completed a review of its activities during the year 1944, and in fact covering also the last 3 - 4 Months of 1943 (original formation at Tizi-Ouzou, N. Africa).

Copies have been furnished to all interested parties.

15. Personnel (Promotions, Assignments etc.)

The following transfers have been effected :-

NAME OF OFFICER		FROM	TO
Col.L.J. Hensley	(A)	Southern	Provincial Commissioner Livorno Province ASSIGNED
Major H.W. Westwood	(B)	H.Q.	Piemonte ASSIGNED
Major C.F.B. Goldson	(B)	Piemonte	Liguria ASSIGNED
Major H.J. Rosson	(A)	Toscana	H.Q. ASSIGNED
Major A.E. Freedy	(B)	104 Br. Gen.Hosp.	H.Q. DISCHARGED
Major G.F. Buckley	(B)	P.W.& U. S/C.	Transportation S/C
Major H. Larson	(A)	Lombardia	Returned to U.S.A.
Major A. Crowther	(B)	Lombardia	H.Q. ATTACHED
Capt. R.N.J. Hibbard	(B)	H.Q.	Southern RE-ASSIGNED
Capt. J.S.C. Wilson Heathcote	(B)	AMG 8th ARMY (Att)	Abruzzi Marche ATTACHED
2/Lt. F.F. Natale	(A)	Lazio-Umbria	Emilia ASSIGNED

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The following Officers have joined the Sub-Commission:-

15. Personnel (Promotions, Assignments etc.)

The following transfers have been effected :-

NAME OF OFFICER		FROM	TO
Col.L.J. Hensley	(A)	Southern	Provincial Commissioner Livorno Province ASSIGNED
Major H.W. Westwood	(B)	H.Q.	Piemonte ASSIGNED
Major C.F.B. Goldson	(B)	Piemonte	Liguria ASSIGNED
Major H.J. Rosson	(A)	Toscana	H.Q. ASSIGNED
Major A.E. Freedy	(B)	104 Br. Gen.Hosp.	H.Q. DISCHARGED
Major G.F. Buckley	(B)	P.W.& U. S/C.	Transportation S/C
Major H. Larson	(A)	Lombardia	Returned to U.S.A.
Major A. Crowther	(B)	Lombardia	H.Q. ATTACHED
Capt. R.N.J. Hibbard	(B)	H.Q.	Southern RE-ASSIGNED
Capt. J.S.C. Wilson Heathcote	(B)	AMG 8th ARMY (Att)	Abruzzi Marche ATTACHED
2/Lt. P.F. Natale	(A)	Lazio-Umbria	Emilia ASSIGNED

The following Officers have joined the Sub-Commission:-

Major J.A. Sapp (A)

Capt. R.F. Lowdon (B)

W.O.J.G., M.D. Weever (A)

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The following Officers have been promoted :-

Major W.M. Spann	(A)	to	Lt. Col.
Major F.S.L. Lee	(B)	to	Lt. Col.
Capt. L.M. Laughlin	(A)	to	Major
Capt. R.A. Ryan	(A)	to	Major
Capt. H.J. Rosson	(A)	to	Major
Capt. J.A. Robb Jr.	(A)	to	Major
Capt. E.E. Smith	(A)	to	Major
Lt. L.J. Hodges	(B)	to	Capt.
Lt. J.M. MacCallum	(B)	to	Capt.
Capt. R.P. Weeber	(A)	to	Major

The next paragraph comprises a list Officers and Allied Civilian technicians employed both at Headquarters and in the Regions. At Headquarters there are 22 and in the Regions 53, making a total of 75. One officer (A) left for America during the month, and three officers (1 British, 2 American) joined the Sub-Commission.

Nominal Roll of Officers, and Duty.

A) AT HEADQUARTERS :-

Col. Louis A. Jenny	0245627	C.E.	(A)	Director
Lt.Col. G.E. Rhodes	46671	R.E.	(B)	Deputy Director
Major A.E. Preedy	161074	R.A.	(B)	Admin.Officer
J/Comd. A.K. King	287036	A.T.S.	(B)	Asst.Admin.Officer

Public Works Division.

Lt.Col. V.S.Thompson		R.C.E.	(B)	Chief P.W.Division
Capt.Rufus W.Shepherd	0269899	S.R.	(A)	Asst.to Chief P.W.
Major Norbert W.Hyland	0525877	S.R.	(A)	P.W.O. South
Mr. D. Solomon	Civilian		(A)	Housing

Electrical Division.

Lt.Col.W.M. Lapper	294812	G.L.	(B)	Chief Elect.Div.
Major Louis L.Laughlin	0521392	S.R.	(A)	Asst.to Chief Elect.D.
Major Edmund J. Barry	0925044	C.E.	(A)	Elect.Gener.Dept.
Major Vinal S. Renton	0299699	Inf.	(A)	Ops. & Tran.Dept.

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Capt. H.J. Rossen	(A)	to	Major
Capt. J.A. Robb Jr.	(A)	to	Major
Capt. E.E. Smith	(A)	to	Major
Lt. L.J. Hedges	(B)	to	Capt.
Lt. J.M. MacCallum	(B)	to	Capt.
Capt. R.F. Weeber	(A)	to	Major

The next paragraph comprises a list Officers and Allied Civilian technicians employed both at Headquarters and in the Regions. At Headquarters there are 22 and in the Regions 53, making a total of 75. One officer (A) left for America during the month, and three officers (1 British, 2 American) joined the Sub-Commission.

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Major A.E. Preedy	161074	R.A.	(B)	Admin.Officer
J/Comd. A.K. King	287036	A.T.S.	(B)	Asst.Admin.Officer

Public Works Division.

Lt.Col. V.S.Thompson		R.C.E.	(B)	Chief P.W.Division
Capt.Rufus W.Shepherd	0269899	S.R.	(A)	Asst.to Chief P.W.
Major Norbert W.Hyland	0525877	S.R.	(A)	P.W.O. South
Mr. D. Solomon	Civilian		(A)	Housing

Electrical Division.

Lt.Col.W.M. Lapper	294812	G.L.	(B)	Chief Elect.Div.
Major Louis L.Laughlin	0521392	S.R.	(A)	Asst.to Chief Elect.D.
Major Edmund J. Barry	0925044	C.E.	(A)	Elect.Gener.Dept.
Major Vinal S. Renton	0299699	Inf.	(A)	Ops. & Tran.Dept.
Major Robert A. Bell	0328685	Sig.C.	(A)	Elect.Util.Officer In Florence

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Electrical Division. (Continued)

Major L.G. Price	142572	R.E.	(B)	Supply Officer Att/from AFHQ
Major Hartwell J.Rosson	0516746	S.R.	(A)	Elect.Util.Officer
Capt.W.E.Trommershausen	0342407	F.A.	(A)	Elect.Util.Officer
Capt. Paul M. Vannoy	0280920	C.E.	(A)	Elect.Util.Officer Central Italy
Capt. H.G. Best	86872	R.A.	(B)	Elect.Util.Officer
Capt. Albert E. Duran	0228522	Sig.C.	(A)	Elect.Util.Officer In Florence
Capt. R.F. Lowdon	175191	Essex. Regt.	(B)	Elect.Util.Officer In Florence
1st Lt. F.A. Sbrolla	01551106	Ord.C.	(A)	Elect.Util.Officer
W.O.J.G.,M.D.Weaver	W2109708		(A)	Elect.Util.Officer

B) IN REGIONS :-

Sicilia Region

Major D.A. Boyd	133541	R.E.	(B)	Regional Engineer

Southern Region

Major W.F. Chamberlin	03073335	F.A.	(A)	Regional Engineer
Capt. D.K. Brown	0382133	C.A.C.	(A)	Highways
Major R.A. Ryan	0520275	S.R.	(A)	Elect.Util.Officer
Capt.F.M.N. Stephens	183578	R.E.	(B)	Highways
Capt. R.N.J. Hibbard	236667	R.E.	(B)	P.W. Officer
Mr. H.H. Townsend	Civilian		(A)	Reg.Eng.Staff

Lazio-Umbria Region

Lt.Col.G.de C.E.Findlay, V.C.	12396	R.E.	(B)	Reg.Eng.Officer
Major A.G. Evans	181780	R.E.	(B)	P.W. Officer
Major A.E. Michel	0519275	S.R.	(A)	P.W. Officer
Capt. W.T. Laughton	0383013	Inf.	(A)	P.W. Officer
Capt. William R. Gentry	0224642	C.M.P.	(A)	Highways
Capt. Nathaniel M.Whitten	0376761	C.A.C.	(A)	P.W. Officer
Capt. T.F. Spriggs	0302832	F.A.	(A)	Highways
Capt. A.J. Green		F.L.D.G.	(B)	Highways
Capt. E.F. Wade-Brown	212800	R.A.	(B)	Elect.Util.Officer
Capt. J.W.L. Butcher	265880	S.Lancs	(B)	Elect.Util.Officer
Mr. Conrad H. Rapp	Civilian		(A)	Reg.Eng. Staff

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Abruzzi-Marche Region

Lt.Col. C.A. Letimer	0211151	C.E.	(A)	Reg. Eng.
Capt. J.H. Walsh	0522486	S.R.	(A)	Highways
Major J.E. Foden	291969	G.L.	(B)	Elect.Util.Officer
[illegible] Shull	0335061	Inf.	(A)	P.W. Officer

[illegible] Best	8 872	R.A.	(B)	Elect.Util.Officer
Capt. Albert E. Duran	0228522	Sig.C.	(A)	Elect.Util.Officer In Florence
Capt. R.F. Lowdon	175191	Essex. Regt.	(B)	Elect.Util.Officer In Florence
1st Lt. P.A. Sbrolla	01551106	Ord.C.	(A)	Elect.Util.Officer
W.O.J.G.,M.D.Weaver	W2109708		(A)	Elect.Util.Officer

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Major R.A. Ryan	0520275	S.R.	(A)	Elect.Util.Officer
Capt.F.M.H. Stephens	183578	R.E.	(B)	Highways
Capt. R.N.J. Hibbard	236667	R.E.	(B)	P.W. Officer
Mr. H.H. Townsend	Civilian		(A)	Reg.Eng.Staff

Lazio-Umbria Region

Lt.Col.G.de C.E.Findlay, V.C.	12396	R.E.	(B)	Reg.Eng.Officer
Major A.G. Evans	181780	R.E.	(B)	P.W. Officer
Major A.E. Michel	0519275	S.R.	(A)	P.W. Officer
Capt. W.D. Laughton	0383013	Inf.	(A)	P.W. Officer
Capt. William R. Gentry	0224642	C.M.P.	(A)	Highways
Capt. Nathaniel M.Whitten	0376761	C.A.C.	(A)	P.W. Officer
Capt. T.F. Spriggs	0302832	F.A.	(A)	Highways
Capt. A.J. Green		F.L.D.G.	(B)	Highways
Capt. E.P. Wade-Brown	212800	R.A.	(B)	Elect.Util.Officer
Capt. J.W.L. Butcher	265880	S.Lancs	(B)	Elect.Util.Officer
Mr. Conrad H. Rapp	Civilian		(A)	Reg.Eng. Staff

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Abruzzi-Marche Region

Lt.Col. C.A. Latimer	0211151	C.E.	(A)	Reg. Eng.
Capt. J.H. Walsh	0522486	S.R.	(A)	Highways
Major J.E. Foden	291969	G.L.	(B)	Elect.Util.Officer
Major Edwin L. Shull	0335061	Inf.	(A)	P.W. Officer
Mr. F.O. Griffith	Civilian		(A)	Reg.Eng. Staff.

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Sardegna Region

Now under Italian Control.

Toscana Region

Lt. Col. P.S.L. Lee	181419	R.E.	(B)	Regional Engineer
Capt. L.J. Hodges	117600	R.A.	(B)	P.W. Officer
Capt. T.R. Brownlee	0152813	C.M.P.	(A)	Highways
Capt. P.R.C. Stephens	183578	R.T.R.	(B)	Elect.Util.Officer
Capt. J.W. Perkins	178091	R.E.	(B)	P.W. Officer
Major G. Boucher	74496	R.E.	(B)	Liaison Officer No. 1 District
Capt. A.G.A. Saul	301428	G.L.	(B)	Highways
Major E.H. Richardson	0264535	F.A.	(A)	P.W. Officer

Emilia Region

Lt.Col. W.M. Spann	0260170	S.R.	(A)	Reg.Eng.Officer
Major W.H. Gamble	263395	G.L.	(B)	P.W. Officer
Major R.P. Weeber	0338955	C.E.	(A)	Highways Att: AMG 5th Army.
Capt. E.H. Rogers	0413238	C.E.	(A)	Elect.Util.Officer
2/Lt. Peter P. Natale	01691527	C.E.	(A)	Public Works Off.

Piemonte & Liguria Region.

Lt.Col. C.R. Birchett	0902256	C.E.	(A)	Reg.Eng.Off.
Major H.W. Westwood	139095	R.E.	(B)	P.W.Off.(Liguria)
Major J.A. Robb Jr.	0901613	Sig.C/	(A)	P.W. Officer
Major E.E. Smith	0520148	S.R.	(A)	P.W. Officer Att: Toscana
Major G.C. Eberle	0339841	C.E.	(A)	Highways Att: Toscana
Major J.S. Bennett		S.R.	(A)	Elect.Util.Officer
Major C.P.B. Goldson		R.A.	(B)	P.W.O. (Liguria) Att: Lazio-Umbria

Lombardia Region

Col. Clarence P.Bolick	0174447	F.A.	(A)	Reg.Eng.Off. Att: Toscana
Major A. Crowther	161869	R.E.	(B)	Elect.Util.Officer Att: HQ. Florence

Venezia Region

Major W. Knight, M.C.	141159	Essex.Regt.	(B)	Reg.Eng.Officer
Capt. E.B. Feldman	0251776	S.R.	(A)	P.W. Officer Att: Toscana
Major A.G. Perley		R.C.O.C.	(B)	Highways
Capt.J.S.Wilson-Heathcote	101636	Int.Corps	(B)	Highways

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[illegible] Brownlee	0152813	C.M.P.	(A)	Highways
Capt. P.R.C. Stephens	183578	R.T.R.	(B)	Elect.Util.Officer
Capt. J.W. Perkins	178091	R.E.	(B)	P.W. Officer
Major G. Boucher	74496	R.E.	(B)	Liaison Officer No. 1 District
Capt. A.G.A. Saul	301428	G.L.	(B)	Highways
Major E.H. Richardson	0264535	F.A.	(A)	P.W. Officer

Emilia Region

Lt.Col. W.M. Spann	0260170	S.R.	(A)	Reg.Eng.Officer
Major W.H. Gamble	263395	G.L.	(B)	P.W. Officer
Major R.P. Weeber	0338955	C.E.	(A)	Highways Att: AMG 5th Army.
Capt. E.H. Rogers	0413238	C.E.	(A)	Elect.Util.Officer
2/Lt. Peter F. Natale	01691527	C.E.	(A)	Public Works Off.

Piemonte & Liguria Region.

Lt.Col. C.R. Birchett	0902256	C.E.	(A)	Reg.Eng.Off.
Major H.W. Westwood	139095	R.E.	(B)	P.W.Off.(Liguria)
Major J.A. Robb Jr.	0901613	Sig.C/	(A)	P.W. Officer
Major E.E. Smith	0520148	S.R.	(A)	P.W. Officer Att: Toscana
Major G.C. Eberle	0339841	C.E.	(A)	Highways Att: Toscana
Major J.S. Bennett		S.R.	(A)	Elect.Util.Officer
Major C.F.B. Goldson		R.A.	(B)	P.W.O. (Liguria) Att: Lazio-Umbria

Lombardia Region

Col. Clarence F.Bolick	0174447	F.A.	(A)	Reg.Eng.Off. Att: Toscana
Major A. Crowther	161869	R.E.	(B)	Elect.Util.Officer Att: HQ. Florence

Venezia Region

Major W. Knight, M.C.	141159	Essex.Regt.	(B)	Reg.Eng.Officer
Capt. E.E. Feldman	0251776	S.R.	(A)	P.W. Officer Att: Toscana
Major A.G. Perley		R.C.O.C.	(B)	Highways
Capt.J.S.Wilson-Heathcote	101636	Int.Corps	(B)	Highways Att.Abruzzi-Marche

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Venezia Region. (Continued)

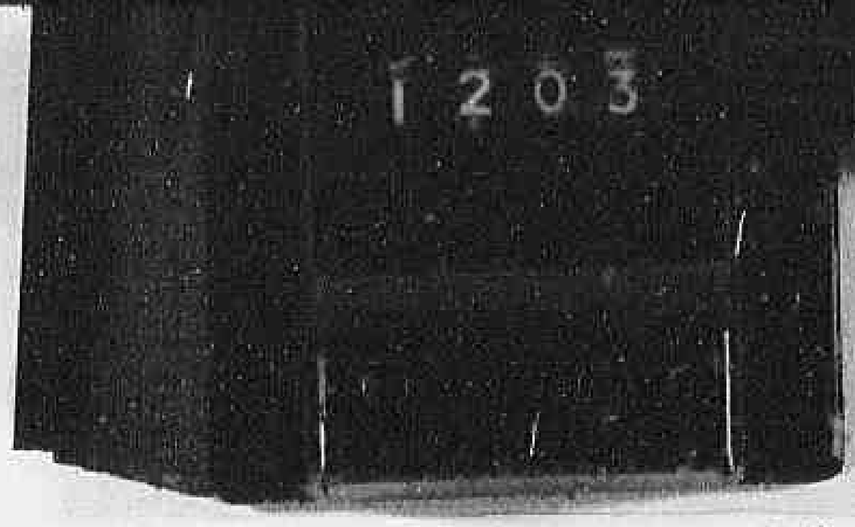
Major M.O. Wooster	0236441	Sig.C.	(A) Elect.Util.Officer Att: Toscana
Major James A. Sapp	0339542	C.M.P.	(A) Highways Officer Att: Abruzzi-Marche

A.M.G. 5th Army

Major D.M. Gaither	0500954	C.M.P.	(A) Engineer Officer
Capt. J.M. MacCallum	244067	R.E.	(B) P.W. Officer

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Major D.W. Gaither
Capt. J.W. MacCallum

250954 C.M.E. (A) Engineer Officer
244067 R.E. (B) P.W. Officer

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REGIONAL REPORTS.

16. SICILY REGION - (Regional Engineer: Major D.A. BOYD, R.E.)

(a) Remarks.

Progress of works was retarded by exceptionally bad weather in December, and gales caused some damage at various ports.

Two points settled at the Regional Engineers' Conference held in Rome on 8th January were acted on :-

(i) Supplementary petrol for transport was issued, enabling a few bridges to be expedited that had been originally included in the Chief Engineer's program (No. 1 Military District) before that H.Q. left the Island.

(ii) Works required in ports and harbours, by the Allied Navies, were put on the same footing as Military highways and bridges had formerly been, i.e. enabling them to be started within about two weeks, in place of the several months they had taken when they had to be approved solely through Italian Government channels.

As previously reported Major Boyd has for some time been the only (Allied Commission) Engineer Officer left in Sicily, and he is likely to be withdrawn at a very early date. Final inspection tours from Palermo to Catania, Siracusa, and other places were made.

(b) Roads and Bridges

No change as compared with the December report, except that 12 supplementary estimates were approved for bridges on Route 113, total value 11½ M.L.

(c) Electricity.

4382

Detail figures of power-production at the various thermo and hydro-electric stations furnished, these being included generally in the Electrical Division report (para.12 above).

As the water available for the hydro-electric stations

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(c) Electricity.

4362

Detail figures of power-production at the various thermo and hydro-electric stations furnished, these being included generally in the Electrical Division report (para.12 above).

As the water available for the hydro-electric stations in Sicily falls off during the spring their output will fall to 10½ million units by April, with a corresponding increase at the few thermal stations from 5 to 7 million units (total required each month about 17½ million units). This means increased supplies of coal for the Island from Sardinia or elsewhere.

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(d) Utilities and General Public Works.

There was increased progress in repairs to private buildings that had suffered war damage.

Gas supplies at Palermo, Catania and Trapani were restricted, or non-existent, due to lack of imported coal.

The United States Navy de-requisitioned the large tramway and trolley-bus depot at Palermo, handing it back to the Company, thus enabling regular maintenance and repair works to be resumed.

Heavy rains in December and January restored most of the water supplies serving the principal cities to normal.

(e) Tabular-Statement.

The statement on the next two pages shows the position of three categories of works, as at the end of January and covering that month:-

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Public Works Projects in Sicily Region

Type	Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month
Schemes of Military Priority					
Roads	-	-	-	-	9
Bridges	-	-	-	-	5
Miscellaneous	6	928,000	2	107,300	3
TOTAL	6	928,000	2	107,300	17
Schemes other than of Military Priority but for which the Approval of AC/MG was required					
Roads	1	4,393,980	-	14,280,849	19
Bridges	-	-	-	-	16
Sewer Works	-	-	-	-	5
Houses	-	-	4	17,065,000	14
Miscellaneous	-	-	-	-	5
TOTAL	1	4,393,980	9	31,345,849	69

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Public Works Projects in Sicily Region

Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month	Cost (Lire)
Schemes of Military Priority					
-	-	-	-	9	32,418,000
-	-	-	-	5	6,877,000
6	928,000	2	107,300	3	1,450,000
6	928,000	2	107,300	17	47,745,000
Schemes other than of Military Priority but for which the Approval of AC/AC was required					
1	4,393,980	5	14,280,849	19	75,215,750
-	-	-	-	46	95,712,407
-	-	-	-	5	20,460,000
-	-	4	17,095,000	14	11,635,000
-	-	-	-	5	3,990,500
1	4,393,980	9	31,375,849	89	207,713,657

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Schemes handled independently by Italian Authorities

Type	Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month
Roads	4	261,582,838	3	1,905,000	14
Bridges	2	330,000	-	-	5
Houses	21	36,401,000	9	6,662,000	40
Sewers, & water works	-	-	2	710,000	11
Maritime	1	500,000	1	1,000,000	2
TOTAL	28	302,813,838	15	10,277,000	72

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Schemes handled independently by Italian Authorities

	Initiated during month	Cost (Lire)	Completed during month	Cost (Lire)	In progress during month	Cost (Lire)
	4	265,582,838	3	1,905,000	14	5,454,000
	2	330,000	-	-	5	2,816,000
	21	36,401,000	9	6,662,000	40	7,138,000
	-	-	2	710,000	11	1,657,500
	1	500,000	1	1,000,000	2	5,200,000
	28	302,813,838	15	10,277,000	72	25,265,500

17. SOUTHERN REGION.- (Regional Engineer: Col. L.J. HENSLEY, C.E.)

(a) Remarks.

At the end of January Col. Hensley was transferred to another appointment (Provincial Commissioner, Leghorn), and his place taken by Major Chamberlin, who had been Regional Engineer of Calabria and after this Region was abolished he served under Col. Hensley in the Region (at Bari).

In furtherance of the policy of transferring control to the Italian Government three "Field Offices" were closed in January viz. at Catanzaro, Caserta and Salerno. Operations from the two latter were transferred to the Regional Engineer's office at Naples, with continued liaison with both British and American Army Units and H.Q. in the area.

(b) Highways and Bridges (Military)

Under first priority roads (Military) 22 Kms of re-surfacing with bitumen were completed in January, and 34 Kms started. Outside that category the figures were 10 and 100 Kms, respectively.

Additionally, under first priorities there were 352 Kms of bitumen-surface road repairs in hand.

Total length of highways under general supervision, all categories, was about 7,500 Kms.

In the area Naples-Avellino-Benevento by the end of January 11 bridges remained in hand; with 4 completed and 2 started, during the month.

On Route 88 the Avellino bridge was 80% finished, one at Battipaglia 40 %, and on Route 19 two important bridges were 70 % completed.

In the Bari area No. 3 Military District prepared fresh priority lists, which the Regional Engineer considered to be almost beyond the present capacity of the Genio Civile road organisation. In the same area more bridges were open to traffic, and 6 bridges were in hand (also on Military priority roads) that had been severely damaged during the November floods. Generally, a serious lack of bitumen was resulting in rapid detericration of many miles of road surfaces.

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(c) Public Works.

The January report gives extensive and detailed lists of the demolition of dangerous buildings (damaged by bombing), debris clearance, building repairs (mainly public buildings), drainage works, retaining walls and other miscellaneous matters, in hand or recently completed. These are included in the tabular statement attached, pages 30 and 31.

(d) Electricity.

The strict rationing scheme put in force (by this Sub-Commission) early in 1944 continued. The "peak-load" (i.e. period of maximum demand during the average 24 hours) was slightly reduced, but a further number of factories may have to alter their hours of working, so as to consume electricity during the night, or at other times. Further repairs to local generating units continued. A very heavy transformer was moved from Bari by road, about 200 miles, and was blocked by snow in the mountains, causing serious delays and the sending of special transport to haul it out.

Two transmission lines running northwards from hydro-electric plants at Sila (Calabria) were seriously interrupted, causing severe reductions in the energy available both at Bari and Naples. Lack of transport for workmen caused delays in repairs.

In one case the whole district of Apulia was without power for 24 hours (instead of only 2 or 3 hours) solely due to lack of transport.

(e) Public Utilities.

The Naples water-system was fully restored, and also that of the Acquedotto Pugliese which serves a large tract of country, including Bari. Over 100 special tests of the water were made, chemical and bacteriological, to check its potability.

The large gas-holder of 80,000 cubic meters capacity serving Naples was restored to service on 15th January, after many months spent in repairing damage caused by bombs. Certain zones of the city still have no gas supply, but the position is well in hand and shows a steady improvement, provided coal supplies can be maintained.

(f) Transport.

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(f) Transport.

Transport is reported to be "quite insufficient" generally whilst that available for the service of numerous electric and water Companies was so inadequate that it was causing "serious interruptions of the public services."

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Public Works Projects in Southern Region

Type	Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month
Schemes of Military Priority					
Roads	32	16,538,363	16	27,613,000	82
Bridges	4	3,289,995	3	4,696,000	45
Miscellaneous	1	900,000	-	-	6
TOTAL	37	50,928,358	19	31,711,000	133
Schemes other than of Military Priority but for which the Approval of AC/AG was required.					
Roads	-	-	-	-	16
Bridges	-	-	-	-	2
Public buildings	-	-	-	-	-
Sewers, Water & Utilities	-	-	-	-	2
Housing	-	-	-	-	2
Miscellaneous	-	-	-	-	3
TOTAL	-	-	-	-	25

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Public Works Projects in Southern Region

Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month	Cost (Lire)
Schemes of Military Priority					
32	16,538,363	16	27,015,000	82	227,636,040
4	3,409,955	3	4,696,000	45	94,579,937
1	900,000	-	-	6	2,176,500
37	50,928,318	19	31,711,000	133	324,403,497
Schemes other than of Military Priority but for which the Approval of AC/AG was required.					
-	-	-	-	16	10,182,600
-	-	-	-	2	1,430,000
-	-	-	-	-	-
-	-	-	-	2	275,000
-	-	-	-	2	955,000
-	-	-	-	3	2,315,000
-	-	-	-	25	14,857,600

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Schemes handled independently by Italian Authorities

Type	Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month
Roads	46	17,900,683	45	96,317,260	72
Bridges	12	7,118,000	3	3,166,522	36
Public Buildings	79	63,869,515	84	46,771,156	101
Housing	88	14,170,027	6	884,459	11
Sewers, Water & Utilities	3	1,841,973	17	4,542,038	35
Debris Removal	32	16,624,049	46	21,171,698	80
Miscellaneous	41	41,047,869	21	5,000,298	54
TOTAL	321	192,572,116	210	177,856,445	392

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Schemes handled independently by Italian Authorities

	Initiated during month	Cost (Lire)	Completed during month	Cost (Lire)	In progress during month	Cost (Lire)
	46	47,900,683	45	96,317,260	72	187,389,129
	12	7,118,000	3	3,166,522	36	11,190,317
	79	63,869,565	84	46,774,156	101	270,841,986
	66	14,170,097	6	884,453	11	10,612,391
	3	1,841,973	13	4,542,058	35	17,274,912
	52	16,624,049	46	21,171,698	60	60,177,566
	41	41,047,809	21	5,000,298	54	85,310,161
	321	192,572,116	218	177,856,445	392	706,796,365

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18. LAZIO-UMBRIA REGION - (Regional Engineer: Lt.Col. G. de C.E. FINDLAY, V.C.,M.C,R.E.)

(a) Rome City (Gas, Water, Sewerage and Electricity)

(i) A system of rationing the gas supply was introduced early in January, but its results will not be known until two or three months from now. Supplies of coal suitable for gas production were insufficient, with stocks falling towards the end of the month to only "5 days in hand".

(ii) Water-supply conditions remained practically back to normal, except that frequent interruptions of electric power disorganised pumping in numerous high buildings, which depend on such pumping for most of the floors above ground level. It is to be stressed, once again, that a fundamental defect in the whole of the water-supply system of Rome is lack of pressure. There is no local reservoir affording even a 48 hours reserve of water, nor at a sufficiently high level to give a proper pressure. Any pressure given is, further, dissipated night and day by hundreds of water outlets at street levels, which continuously pour hundreds of thousands of gallons an hour to waste, down the gutters and direct to the river Tiber. By modern standards Rome can never have an adequate water supply until this gross wastage stops, or until a small high-level reservoir is built at no great distance from the city. Such a reservoir would cost comparatively little, and it would eliminate the thousands of small pumping units in the basements of high buildings. Again the annual saving of electric power, in the aggregate, would be enormous.

The supply is sterilized by chlorine, supplies of which are almost exhausted.

(iii) Under electricity the rationing scheme for domestic consumers operated satisfactorily. Consumption by Military and civil (preferential loads) on the other hand showed a marked increase, and the "peak-load" allotted (under A.F.H.Q. control) will be less in the immediate future than it was in December and January.

(iv) Some repairs to the main sewerage system continued. Vehicles equipped with plant for cesspool-clearing were supplied with a few tyres, enabling the clearing to be resumed.

4358

(b) Fiumicino Harbour.

The work of clearance and re-construction continued
Further proposals submitted in September to the Ministry

production were insufficient, with stocks falling towards the end of the month to only "5 days in hand".

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(iv) Some repairs to the main sewerage system continued. Vehicles equipped with plant for cesspool-clearing were supplied with a few tyres, enabling the clearing to be resumed.

4358

(b) Fiumicino Harbour.

The work of clearance and re-construction continued slowly. Further proposals submitted in September to the Ministry of Public Works remained unsanctioned.

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(c) Provinces.

(i) Public Works.

Umbria remains as A.M.G. Territory, and here the approval and financing of projects continued smoothly. Progress is good, and limited only by materials and transport. Repair to houses in Terni progressed well. Works in hand rose from a value of 97 M.L. to 173 M.L. during January. The value of completed projects was 15 M.L., as opared with 7 M.L. December.

For Italian Government Territory within the Region a credit of 360 M.L. was received on 19th January, sufficient to start all technically approved schemes, but not sufficient to complete them. The Regional Engineer remarks "at last the financial stranglehold has been broken". (Reference to recent monthly reports from this Region will show how seriously this failure to provide funds had militated against progress).

The Regional Engineer further refers to these delays on the part of the Italian Government as "bureaucratic callousness", and states that it has caused particular delays in the re-housing program.

At Terracina, to take one example, a contractor had by the end of January done 65% of the work but had received no payment; this was exceptional, in that he apparently accepted the financial risk. Throughout the Region except in Perugia there are practically no stocks of roofing tiles. Factories cannot operate through lack of fuel for burning.

Two Bonifica schemes in Littoria were completed to the extent of 90 % and 55 %, respectively. The worst malarial area in the Region is in the neighbourhood of Fondi, regarding which 5 projects of a total value of 23 M.L. still wait financial approval. Similar Bonifica schemes elsewhere in the Region, value 35 M.L., were approved in January, all having been submitted at least three to four months previously.

(ii) Electricity.

Rationing has been introduced in the provinces of Perugia, Terni and Rieti, so that the many industries demanding energy can get some power. Generation of power within the Region rose from 13.5 to 16.6 % of the pre-war output, but this slight increase will go towards improvement of voltage, rather than to an actually increased quantity.

A further 147 Kms of transmission lines were repaired, bringing the total percentage up to 47.5 of pre-war.

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(iii) Mines clearance.

In January 178 mines were cleared, 82 of these being by a contractor viz. along 17 Kms of transmission lines, 11 Kms of canals, and at one bridge site. One of the civil squads (Italian Government) started work towards the end of January in the Ostia district. Similar squads which were supposed to start clearance in Littoria and Frosinone, in November or December, had not started work even by the end of January.

(iv) Port of Civitavecchia.

This important project was started under special and urgent A.F.H.Q. instructions, directed to rendering the port capable of handling up to 3,000 tons per day. Heavy plant and equipment provided by the Armies began to arrive.

(v) Roads and bridges.

Supplies of bitumen improved considerably, but in the winter season very few days are suitable for its application to road surfaces. The state of Route 7 south of Rome, a most important Military Route, between Albano and Velletri gives rise to anxiety and some wasteful expenditure, since bitumen applications cannot now be made till the spring.

On main Military roads 18 bridges were finished during the month, bringing the total since July 1944 to 75. These include a group of bridges over the Cassino marshes, eliminating danger of any future prolonged flooding.

(vi) Roads (non-military)

Bridges on these made slow progress, with a further 8 completed during the month making a total of 52 since last July.

(vii) Miscellaneous.

Additional lengths of Military roads were handed over to the Regional Engineer by Peninsular Base Section and by No. 1 District.

Supplies of cement, bricks and bitumen for Military roads were sufficient, but practically none available for other roads.

The Italian Government control scheme for local materials (critical), due to start early in November, was not operating even by the end of January except in Rome City.

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Note: Appended on pages 35, 36 and 37, is a tabular statement of Public Works projects for the month of January.

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Public Works Projects in Lazio-Umbria Region

Type	Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month	Cost (Lire)	
Schemes of Military Priority							
Roads	7	5,796,000	10	35,500,000	19	81,028,000	Work in progress includes approved schemes excluding 100 million lire contingency
Bridges	39	78,713,000	16	12,790,000	109	127,724,000	
Retaining Walls & Parapets	1	266,000	1	300,000	6	4,320,000	
TOTAL	47	84,799,000	29	48,590,000	134	213,072,000	
Schemes other than of Military Priority but for which the approval of AC/AFC was required (AFC Finance)							
Roads	14	6,309,000	16	12,408,500	88	43,552,000	
Bridges	68	51,284,000	6	2,332,800	98	112,196,617	
Retaining Walls & Parapets	--	--	--	--	4	2,016,000	
Public Buildings	8	3,695,000	22	4,456,000	69	37,585,500	All in financial
Debris Removal, etc.	23	21,397,000	17	7,081,000	50	26,204,000	
Sanitation, Waterworks & Sewerage	9	5,484,000	7	3,470,000	30	77,950,812	
Housing	21	22,370,000	3	35,000	23	32,790,000	
TOTAL	143	110,739,000	71	29,063,300	362	338,295,529	

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Public Works Projects in Lazio-Umbria Region

Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month	Cost (Lire)	Note
Schemes of Military Priority						
7	5,796,000	10	35,500,000	19	81,028,000	Work in hand only includes formally approved projects & excludes approx. L. 100 million of emergency work started.
32	78,713,000	18	12,790,000	109	127,724,000	
1	260,000	1	300,000	6	4,320,000	
47	84,799,000	29	48,590,000	134	213,072,000	
Schemes other than of Military Priority but for which the approval of AC/AMG was required (AMG Finance)						
14	6,309,000	16	12,180,500	88	43,552,600	
68	91,284,000	6	2,332,800	98	112,196,617	
--	--	--	--	4	2,016,000	
8	3,655,000	22	4,156,000	69	37,585,500	All this group is financed.
23	21,397,000	17	7,081,000	50	26,204,000	
9	5,481,000	7	3,176,000	30	77,950,832	
21	22,376,000	3	35,000	23	32,790,000	
143	110,759,000	71	29,863,300	342	332,295,529	

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SCHEMES OTHER THAN MILITARY REQUIRING AC/AMG APPROVAL IN PERIOD (FINANCED BY IT. GOVT.)

Type	Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month	
Roads	1	750,000	--	--	2	
Bridges	6	12,115,000	--	--	22	
Retaining Walls & Parapets.	--	--	--	--	2	
Public Buildings	7	10,676,000	8	7,391,000	31	
Debris Removal, etc.	6	4,384,000	16	13,852,000	65	
Sanitation, Water Works & Sewerage	--	--	5	3,925,000	16	
Housing	--	--	--	--	39	1
TOTAL	20	27,925,000	29	25,168,000	177	

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SCHEMES OTHER THAN MILITARY REQUIRING AC/AMG APPROVAL IN PIEDMONTE (FINANCED BY IT. GOVT.)

	Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month	Cost (Lire)
	1	750,000	--	--	2	36,750,500
	6	12,115,000	--	--	22	22,328,000
	--	--	--	--	2	645,000
	7	10,676,000	8	7,391,000	31	127,048,850
	6	4,384,000	16	13,852,000	65	51,523,600
	--	--	5	3,925,000	16	38,707,000
	--	--	--	--	39	162,507,838
	20	27,925,000	29	25,168,000	177	439,510,788

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SCHEMES HANDED EFFECTIVELY BY ITALIANS (FINANCED BY FF. GOVT.)

Type	Initiated during month	Cost (Lire)	Completed during month	Cost (Lire)	In progress during month	Cost (Lire)	N
Roads	1	13,000	1	200,000	--	--	This i formal financ
Bridges	1	165,000	2	150,000	6	867,500	In add of wor mitted awaiti
Retaining walls & Parapets	--	--	--	--	--	--	
Public buildings	8	1,575,000	3	355,000	20	5,084,400	The de to Cap avoid
Debris removal	--	--	2	830,000	6	1,865,000	But bu
Denifica, Water works & Sewerage.	1	120,000	1	530,000	5	1,790,000	prevai finan
Housing	1	620,000	--	--	3	2,665,000	embar
TOTAL	12	2,493,000	9	1,665,000	40	12,271,500	

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SCHEMES PLANNED OR UNDERTAKEN IN ITALY (FINANCED BY IT. GOVT.)

Initiated during month	Cost (Lire)	Completed during month	Cost (Lire)	In progress during month	Cost (Lire)	Note
1	13,000	1	200,000	--	--	This includes only work formally approved and financed.- In addition 150 million of work has been submitted to Ministro and awaiting his action. The delegation of powers to Capi was intended to avoid this.- but bureaucracy has prevailed and the financial stranglehold embraced this group.-
1	165,000	2	150,000	6	867,500	
--	--	--	--	--	--	
8	1,575,000	3	335,000	20	5,084,300	
--	--	2	850,000	6	1,865,000	
1	120,000	1	320,000	5	1,700,000	
1	620,000	--	--	3	2,665,000	
12	2,493,000	9	1,845,000	40	12,271,806	

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19. ABRUZZI-MARCHE REGION - (Regional Engineer: Lt.Col.C.A.LAIMER, O.B.E.)

(a) Observations.

There were no changes of Regional or political boundaries in January, and Army control-lines remained the same. There were changes in the H.Q. of the 1st and 3rd District, with whom the Regional Engineer maintains close liaison.

Great difficulty was experienced in keeping mountain roads clear of snow, these roads carrying heavy Army transport. Route 16 was closed seldom more than 24 hours at a time, but Routes 5 and 17 were blocked for periods of three days. Snow removal equipment was not heavy enough, nor in proper repair, belonging to the Italian Authorities. Generally, that equipment can keep a road open for no more than single-lane traffic.

(b) Personnel.

Three additional Allied Officers were made available one being posted to the Abruzzi, and two to Ancona.

As to Italian engineering staff, the Regional Engineer gives details of an unfortunate state of affairs. The Ispettore Generale del Genio Civile in Aquila is frequently away from duty owing to illness, and there is no Deputy to act for him. (This condition was reported to the Minister by the Sub-Commission).

Investigation of the organisation chart of the Genio Civile in Ancona showed that it existed only "on paper". There is complete lack of initiative, and even routine work is being neglected. In partial explanation of these conditions, however, the Regional Engineer points out that such staff as exists is immobilized owing to lack of tyres for their cars, their salary rates are so low that they must supplement them in other ways, and there are repeated office accommodation difficulties.

(c) Highways and Bridges.

There were a number of changes made in the various priority lists viz. as issued by Nos. 1 and 3 Districts, and by No. 209 Sub-Area. On the A.F.H.Q. (Chief Engineer's) lists there were no changes. 4353

Weather conditions were a serious handicap, but in Marche there was fair progress. The Regional Engineer took

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Weather conditions were a serious handicap, but in Marche there was fair progress. The Regional Engineer took over responsibility of Route 16 south of Ancona, and Routes 76 and 77, but active work will depend on the arrival of contractors' equipment by railway from Rome.

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The Army requires the early dismantling and removal of 7 Bailey-bridges in Marche, and plans for the construction of permanent new bridges at these sites are actively in hand.

It was reported that projects on highways other than those on Military priority lists are delayed because the Ministry of Public Works has not been able to finance them. At the same time, however, the Provincial Genio Civile are said to be "spending millions of Lire on small projects which do not require such approvals."

(d) Electricity.

Detailed reports of conditions at numerous power stations, transmission lines, and so on were furnished, which need not to be re-stated here, since they are taken note of in the report of the Electrical Division.

Nevertheless, the following special points may be noted:-

(i) Two generator-sets were moved from Carassai to Petterano, the output on one of them being diverted to Avezzano which urgently required a supplementary supply.

(ii) A partial repair was made to the dam at the Macerata Plant, and a new water channel built for the Francicline Plant near Ancona. Both these may be in service by early February.

(iii) Repair works started on the Fara-Petri Plant.

(iv) Transmission line Ancona-Fano completed, to be followed by re-building of the one from Ancona to Jesi. The important line Bari to Foggia restored some power to Pescara, but there was snow and gale damage, and snow-blocked roads seriously delayed repairs.

(v) The Avezzano position was improved by completing the transmission line to that place, from Vittorito.

(e) Industries (Rehabilitation).

This is active in Ancona province, but power production is low with Military demands high, and factory demands have been "most difficult to meet".

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However, some power has been given to paper mills at Fabriano, and to a match-factory at Jesi. Other demands awaiting allocation of power are the following:-

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(i) Sulphur mines at Cabernards

(ii) Porto San Giorgio - Amendola railway

(iii) Carbide factory at Ascoli

The Bomba Cement Works are getting some coal, which may presently result in a production of 600 tons of cement per month.

All brick production in the Ancona Compartimento is stopped, and no cement factories have been re-started there.

(f) Transport.

There is nothing further to add to previous reports, except to say that the position "daily grows worse". The Genio Civile were furnished with one tyre for their cars engaged on supervision work, and a few truck tyres were supplied that would not fit any vehicle in use by any contractor. An officer was specially detailed to co-ordinate "return loads" in trucks, returning from points in the Region, which might otherwise be travelling empty. These return-loads will consist of constructional materials, and a positive effort was made through the Regional and Provincial "truck-pool controls " to that end.

(g) Works and Buildings.

Numerous smaller schemes were delayed through lack of finance. Repairs to the water scheme in Ancona were in hand, and on reservoirs at Chieti and Francavilla. Many small repair works (each less than 200,000 Lire) were in progress, these not requiring special authority from the Ministry. In Ancona a Project for providing 167 apartments made progress, as did also a related scheme in the salvage of materials from damaged buildings.

(j) Labour Conditions.

The Regional Engineer considers that these present a potentially "dangerous situation", with particular reference to the great majority of the labour employed on his schemes viz. outside workers, exposed to the weather. The pay of skilled and non-skilled workmen as compared to actual living costs for clothing, food and other necessities appears to be deplorable. Boots and shoes are a particular problem, coupled

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with clothing. The Regional Engineer had had numerous requests from the Genio Civile and their contractors for boots. The Regional Supply officer had been informed that they are all diverted to the Italian Army. At the same time, in various parts of the Region, retail stocks were openly displayed in shops at prices ranging from 2000 to 3000 Lire a pair. This price is far beyond the capacity of any labourer.

Matters so mentioned are purely incidental, but it is to be realized that they have a direct bearing (even boots and clothing) on the program of repairs and re-construction with which Central Italy is faced.

Note: On pages 42 and 43, there is a tabular statement showing value of Public Works projects in January.

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Public Works Projects in Abruzzi-Marche Region

Type	Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month
Schemes of Military Priority					
Roads	9	10,880,000	--	--	--
Bridges	19	18,279,500	3	4,566,000	5
TOTAL	28	29,159,500	3	4,566,000	5
Schemes other than of Military Priority but for which the approval of AC/AC was required.					
Roads	4	6,515,000	6	3,378,000	26
Bridges	9	5,653,000	2	2,249,000	16
Public Buildings	--	--	1	97,000	8
Sewers, Water Works & Utilities	--	--	--	--	4
Housing	--	--	--	--	2
TOTAL	13	12,168,000	9	5,685,000	56

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Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month	Cost (Lire)
Schemes of Military Priority					
9	10,880,000	--	--	--	--
19	18,279,500	3	4,566,000	5	6,105,500
28	29,159,500	3	4,566,000	5	6,105,500
Schemes other than of Military Priority out for which the approval of AC/ACC was required.					
4	6,515,000	6	3,132,000	26	27,436,000
9	5,653,000	2	2,249,000	16	38,748,000
--	--	1	97,000	8	6,558,000
--	--	--	--	4	2,180,000
--	--	--	--	2	714,000
13	12,168,000	9	5,685,000	50	75,636,000

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Schemes handled independently by Italian Authorities

Type	Initiated during month	Cost (Lire)	Completed during month	Cost (Lire)	In progress during month
Roads	17	32,911,000	3	313,442	15
Bridges	5	9,890,000	-	-	-
Public Buildings	21	11,258,120	9	977,650	11
Water, Gas & Electric Utilities	1	965,000	1	150,357	-
Housing	24	15,937,760	-	-	39
TOTAL	68	73,361,880	13	1,401,749	68

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Contracts handled independently by Italian Authorities

	Initiated during month	Cost (Lire)	Completed during month	Cost (Lire)	In progress during month	Cost (Lire)
	17	32,911,000	3	313,112	15	8,198,500
	5	9,890,000	-	-	-	-
	21	11,258,120	6	937,950	11	11,713,396
	1	365,100	1	136,337	-	-
	24	15,937,760	-	-	39	25,959,626
	68	73,361,880	13	1,101,749	66	15,911,562

20. SARDEGNA REGION - (No Regional Engineer).

Responsibility in Sardinia was handed over to the Ministry of Public Works in September 1944. The "Provveditore alle Opere Pubbliche" is Sig. Buttini, who is responsible for the submission of monthly reports to the Sub-Commission. He was absent from his post at Cagliari for the greater part of two months, to the annoyance of the Regional Commissioner (and also of this Sub-Commission) but he returned to his duties in December.

His report covering activities in January is lengthy and detailed, but of minor interest except that the following points may be noted :-

(i) Debris clearance in the City of Cagliari was 88 % completed, with demolition of dangerous buildings in smaller proportion.

(ii) Repairs to public buildings made continued progress, shortage of glass for windows resulting in wood or cardboard being used as substitutes.

A first plan providing accomodation for 1500 people was nearly executed, with a second similar project under preparation. Together they involve about 200 buildings, and the cost will be 5 M.L.

(iii) Gas-supply to the City is being slowly extended, but damage to distribution mains has limited the supply to only 25 % of the former area.

A certain amount of street lighting (by electricity) is now provided.

(iv) Heavy rains in December filled the Cagliari reservoirs, and rationing of water-supplies was suspended.

(v) Practically no bridges were damaged in Sardinia. Routine road maintenance continues, to the modest extent of a financial provision of 23 M.L. for the financial year ending 30th of June 1945.

(vi) In the much-damaged port of Cagliari repairs to quays and piers continued, also to railway lines and cranes.

(vii) Approval is still awaited, by the Italian Ministry, for a project of Bonificho and anti-malaria works in the Island estimated to cost 92 M.L.

(viii) Structural materials are in very short supply,

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(vi) In the much-damaged port of Cagliari repairs to quays and piers continued, also to railway lines and cranes.

(vii) Approval is still awaited, by the Italian Ministry, for a project of Bonifiche and anti-malaria works in the Island estimated to cost 32 M.L.

(viii) Structural materials are in very short supply, and there are serious transport difficulties in the moving of them from place to place.

(ix) Reports furnished of minor works in the Provinces of Sassari and Nuoro.

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21. TOSCANA REGION - (Regional Engineer: Lt.Col. F.S.L. LEE, R.E.)

(a) General Observations.

Though there was a relaxation of control i.e. over schemes estimated to cost less than 200,000 Lire, the number reaching the Regional Engineer in January exceeded 200.

Both No. 1 District (Military) and P.B.S. handed over additional road maintenance responsibility, together with a "long-term" bridge re-construction program required by the Armies.

Some important work had to be postponed because the Military Railway Service made exceptional demands for bricks and cement. Investigation is being made as to the "air-dried" method of brick making, so as to increase production without using more fuel.

Flooded areas mentioned in the November and December reports have been reduced and conditions much improved. Reconstruction of flood-defense works made good progress.

Surveys and supervision by the Regional Engineer and his officers were limited by lack of vehicles, and particularly tyres, to the extent that "very little supervision of works in progress was possible ".

(b) Personnel.

There were considerable personnel changes in both highways, public works, and electrical specialist officers. Work in this (Toscana Region) is probably now of a heavier and more urgent nature than in most of the other Regions, and the Regional Engineer reports a still existing shortage of officers.

His staff was fortunately strengthened by assistance from 5th Army A.M.G., who provided Engineer Officers, one for Pistoia Province and another for Lucca.

(c) Highways and Bridges.

Weather conditions coupled with heavy concentration of Army traffic (both tracked and wheeled) resulted in serious detericration of both main and secondary roads.

The Army was apparently short of both personnel and

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His staff was fortunately strengthened by assistance from 5th Army A.M.G., who provided Engineer Officers, one for Pistoia Province and another for Lucca.

(c) Highways and Bridges.

Weather conditions coupled with heavy concentration of Army traffic (both tracked and wheeled) resulted in serious deterioration of both main and secondary roads.

The Army was apparently short of both personnel and equipment, and the Regional Engineer was asked for special assistance in many directions. Additional civilian equipment was found, here and there, and put into service. In some parts of the Region there was an excess of labour where factories

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cannot be re-started through lack of electricity, whilst in other areas there were serious labour shortages for both road and bridges works.

(d) Public Works (including buildings)

In January a large volume of work was in hand, including numerous school buildings on lists of priorities prepared by the Regional Education Officer. Similarly, at the request of the Public Safety Sub-Commission, prison buildings were being repaired. First-aid repairs to houses and the conversion of buildings for emergency accomodation continued, particularly in the province of Grosseto, where the housing position is reported to be acute.

Demolitions and debris removal is a second large category of work. The worst areas have been started, but heavy monthly expenditure will be incurred for some time. A large number of small towns and villages are involved.

Several large flood-control projects were in hand, particularly in the Grossetana and Paludi di Fucecchio Bonificas. These are being done in conjunction with the Agriculture Sub-Commission, which is specially concerned to ensure the productivity of inundated farm-lands at the earliest possible date. Damage is heavy, and there will be a large expenditure continuing for several months.

Generally, it is reported that the Genio Civile are now dealing with increasing numbers of building repairs, urgent works of water supply and sewerage having now been largely completed.

(e) Electricity

In January the Regional Engineer (under instructions from H.Q. of the Sub-Commission) was relieved of responsibility for rehabilitation of plants and transmission lines except the small ones, viz. of below 30 K.V. capacity. Power rationing for civilian requirements remains a Regional responsibility. At least one more Electrical Officer is specially asked for, because of the serious problem of providing power for essential industries which serve both Army and civil requirements.

Changes in the "grid-system", with centralized control in Rome since the middle of January, and the effects of reduction in the "frequency figure", cannot be reported on fully for

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Changes in the "grid-system", with centralized control in Rome since the middle of January, and the effects of reduction in the "frequency figure", cannot be reported on fully for another month or two.

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(f) City of Florence.

For some months a senior officer of the Regional Engineer's staff has been acting, in effect, as City Engineer of Florence.

Preparation of plans for the re-building of the Ponte San Nicolò were completed and tenders invited for the work. For the re-construction of the Ponte della Vittoria competitive plans are being obtained. New piers for the bridge at Ponte alla Carraia were almost finished, these being designed to carry a semi-permanent bridge of the "Flambo" type (steel-sections, now made in Italy).

Within the City the electric supply situation was "still very bad", with little available for the civil population after Military requirements had been met. The Allocation Board controlling the rationing was working hard, to get the best results possible.

On the other hand the gas position was extremely favourable, repairs to mains and other equipment having resulted in a greater supply of "Metano" (natural gas) than the actual demand. Within the City 8,400 cubic meters a day are now available. Arising out of this, numerous vehicles are being converted to run on the gas, and at the end of January 100 of them were in service.

At the ordinary Gas Works retorts had been repaired and were being re-heated, and distribution mains were being checked to repair leakages.

Note: Tabular statements on pages 48 and 49 show the value of Public Works projects in January.

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Public Works Projects in Tuscano Region

Type	Initiated during month	Cost (Lire)	Completed during month	Cost (Lire)	In progress during month
Schemes of Military Priority					
Roads	8	9,254,620	2	2,585,000	5
Bridges	18	32,756,951	4	2,177,000	21
Retaining Walls	3	6,500,000	-	-	2
TOTAL	29	48,511,171	6	4,762,000	28
Schemes other than of Military Priority, but for which the approval of AC/MG was required.					
Roads	10	1,539,700	1	167,522	3
Bridges	29	9,221,371	8	1,627,734	16
Sewers, Water Works & Utilities	16	1,174,700	2	100,000	11
Flood control & Irrigation	30	19,720,189	3	1,982,603	37
Removal of Debris from Streets & Rivers	38	18,269,317	5	1,520,660	20
Hospitals, Schools & Prisons	17	5,696,611	-	-	24
Official & State Buildings	13	3,275,000	-	-	16
TOTAL to carry forward	147	65,905,808	19	5,276,716	247

Continued on next

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T.C.C.

Public Works Projects in Toscana Region

	Initiated during month	Cost (Lire)	Completed during month	Cost (Lire)	In progress during month	Cost (Lire)
Schemes of Military Priority						
	8	9,254,620	2	2,585,000	5	9,859,000
	18	32,756,851	4	2,177,000	21	3,171,100
	3	6,500,000	-	-	2	1,110,000
	29	18,511,171	6	4,762,000	28	44,421,300
Schemes other than of Military Priority but for which the approval of AC/AM was required.						
	10	1,530,700	1	167,522	3	1,533,500
	23	9,221,371	8	1,627,736	46	22,908,201
	36	3,174,700	2	100,000	31	16,188,710
	30	14,738,109	3	1,982,600	57	41,851,704
	38	16,269,317	5	1,98,870	70	47,421,620
	17	5,696,611	-	-	24	8,901,138
	13	3,275,000	-	-	18	8,016,966
	167	65,905,608	19	5,276,716	247	146,925,277

Continued on next page.-

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Continued from previous page.

Type	Initiated during month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during month
Total carried forward	117	65,905,808	19	5,276,716	259
Housing	12	5,375,900	1	129,000	7
Fine Arts	22	1,779,370	-	-	3
Harbour repairs	-	-	-	-	4
TOTAL	151	73,061,078	20	5,39,716	273

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	Initiated during month	Cost (Lire)	Completed during month	Cost (Lire)	In progress during month	Cost (Lire)
d	117	65,505,606	10	5,270,716	259	116,925,277
	12	5,375,900	1	123,000	7	2,502,000
	22	1,779,370	-	-	3	174,881
	-	-	-	-	4	3,016,000
	161	73,061,076	20	5,393,716	273	152,648,158

22. EMILIA REGION - (Regional Engineer: Lt.Col. W.M. SPANN)

(NOTE : - Outside A.M.G. 8th Army area).

Engineering personnel (Public Works) in this Region are mainly engaged on duties in the 8th Army area. Such officers became, in effect, staff officers of A.M.G. 8th Army as from the middle of December.

All occupied territory in the Emilia Region is either in the 5th or 8th Army zones. In the former, covered by parts of Modena, Bologna and Forlì provinces, there is no normal Regional activity.

Officers are working with and for 8th Army A.M.G., thus giving them knowledge and experience for the future, when full responsibility will be shouldered.

The Regional Engineer reports that cars are available but there are no tyres. The small staff of Italian engineers try to get round their districts on bicycle or on foot (whilst for the Allied officers there is one Jeep with a spare tyre, and one Italian car with neither spare tyres, tools, nor chains. For all practical purposes four officers have only one Jeep, for tours of inspection and supervision.)

23. A.M.G. 8th Army.

(a) The report from A.M.G. (H.Q. 8th Army) for January notes that Lt.Col. Spann was responsible as Senior Engineer Officer, with two others, Major Weeber and Capt. Rogers. Major Gamble was temporarily transferred to duty on engineering (materials) supplies, working with the Senior Supply Officer A.M.G., and specially concerned with industrial reconstruction. Another officer, Lieut. Natale, was temporarily attached to Forlì Province, at Rimini assisting the Civils Affairs Officer there with special housing problems.

(b) Activity covered within the 8th Army area the whole of Forlì Province, and about three quarters of Ravenna Province. On Route 71 there were 8 bridges under construction, and 4 on Route 72. Surveys and plans for bridges on Provincial and Communal roads were also in hand, and regarding water supply restoration; other surveys concerned the drainage of flooded areas, repairs to river banks, and the housing program in

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(c) Buildings.

The principal project is at Rimini, where out of 30,000 people about 15,000 are "merely existing in very badly-damaged houses, many of which are beyond repair ". A group of Italian architects, engineers, and contractors have been engaged on re-planning for the last four months, and a comprehensive and sound long-range plan has been developed. I the immediate future all work will be concentrated on repairable structures, using recovered materials, and the clearing of the streets of debris. The Sindaco has appointed a special committee to work with the architects and engineers.

(d) Power Supplies and Industries.

Transmission lines from the south and west are being rebuilt. Industrial needs for power have not yet been settled, but as already noted one of the Regional Engineer's officers (Major Gamble) was loaned specially to assist in getting essential factories re-started.

(e) Public Services.

Both water and sewerage repairs are being done at Rimini. Water supplies at Forlì are very limited, but conditions will be better when electricity is available for pumping.

The water-main supplying Ravenna is being repaired by 8th Army R.E., broken sections being dealt with by the insertion of small pipes (the only ones available) which may enable 25 % of the normal flow to reach the town.

Genio Civile staff is preparing a 9 ML. + project for land-reclamation, in five areas between Cesena and Ravenna.

On five small rivers dykes are to be repaired at a cost of 7 ML.

+ M.L. = millions of Lire.

(f) Transportation.

The 8th Army provided a fair number of transport vehicles.

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(g) Bridges.

In Forlì Province alone there are 350 destroyed bridges. Of the more important ones 11 were in hand in January, with surveys and plans for 30 more in the immediate future.

The number destroyed in Ravenna Province is not known, the northern part being still in German hands.

9167 The Commune of Cesena had 63 bridges destroyed, of which 30 were temporarily repaired to carry light traffic.

In the higher mountain areas the Regional Engineer's contractors had considerable difficulty in getting labour to the various sites due to snow, to which difficulty was added very poor boots and inadequate clothing for large numbers of the men.

24. PIEMONTE-LIGURIA REGION - (Regional Engineer: Lt.Col. C.R. BIRCHETT).

LOMBARDIA REGION - (Regional Engineer: Col. C.F. BOLICK, F.A.)

VENEZIA REGION - (Regional Engineer: Major W. KNIGHT, M.C.)

(a) In Lombardia Region there are only at the moment two officers assigned, including the Regional Engineer. The latter was on temporary duty with the Lazio-Umbria Region, and the other (Major Crowther) on similar duty with A.M.G. 5th Army.

(b) As for Piemonte-Liguria Regions there was nothing of active interest to report, beyond the fact that the nucleus of officers assigned did a great deal of preliminary planning work, of exceptional scope and thoroughness.

(c) Venezia Region not being (as yet) active, no report is rendered.

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25. A.M.G. FIFTH ARMY.

Major Gaither is the A.M.G. Engineer Officer with 5th Army.

His report for January was brief, merely stating that conditions remained static. There was severe shortage of electric power which meant that small cement factories could not operate, shortage of the product itself slowing down a number of bridge and general repair projects.

Five mobile electric power generators were received in January for lighting service, thus releasing equivalent energy for industries.

Pump-operations for the drainage of flooded lands had to be reduced to only 8 hours out of the 24, which will greatly delay agricultural operations in the planting of parts of the areas.

Repairs to the water-aqueduct supplying Pistois were expected to be finished by February.

L.A. JENNY,
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HEADQUARTERS ALLIED COMMISSION
AFO 394
Public Works and Utilities Sub-Commission

10 Jan. 1945
JAN 15 1945

SUMMARY OF ACTIVITIES DURING DECEMBER, 1944

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HEADQUARTERS ALLIED CO[illegible]SSION
APO 394
Public Works and Utilities Sub-Commission

10 Jan. 1945

SUMMARY OF ACTIVITIES DURING DECEMBER 1944.

1. Italian Government.

Following the re-constitution of the Italian Cabinet at the end of November the office of Minister of Public Works was filled by Sig. Ruini. His predecessor was Sig. Mancini, who had been in office for some months. The first half of 1944 had also seen two Ministers, Signori De Caro and Tarchiani.

During the year, therefore, there were no less than four Ministers with whom the Sub-Commission had successively to maintain close contact. Each of them may have had similar objectives, but each approach to these objectives was, as a rule, quite different from that of the preceding one. These frequent political changes did involve disruption of certain plans, and militated against steady recovery of the Italian Public Works Department (Genio Civile), faced as it was and still is with immense tasks of physical re-construction of every kind of structural and engineering undertaking.

Throughout these changes the Sub-Commission endeavoured to act as stabilising influence, and in this it was assisted by the fact that the Director General of the Ministry, Sig.Tizzano, (corresponding to Chief Engineer) remained in office throughout the year. In the second half of December proceedings were instituted against him "(Epurazione)" resulting in his dismissal. These proceedings had been taken in direct contravention of requests made by the A.C. at its highest levels in November, since Sig. Tizzano was considered to hold an important, and to the Sub-Commission an essential, key appointment. As soon as his dismissal became known drastic action was taken at the same level, resulting in his immediate reinstatement.

43/4

2. Extension of Powers to Italian Government (Public Works)

The extent and nature of this considerable handing-over of powers was explained in para 3. (pages 1 & 2) of the Sub-Commission's November report. Projects of Military necessity, mainly roads and bridges but with numerous other things such as buildings, pumping stations and power stations would continue to be handled and approved direct by the Sub-Commission. The year 1944 showed that such projects probably accounted for between 60% and 70% of the sum total of the Sub-Commission's

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At a meeting of Regional Engineers held in Rome early in January opportunity was taken to find out how these powers were being exercised, though it was realised that the short period of about six weeks during which they had been in force might not give a fair indication.

The Regional Engineer, Sicilia, thought that political or ecclesiastical pressure is being brought to bear, directed towards the execution of some secondary and unnecessary repairs and projects; but the evidence is not yet very clear. The Regional Engineer, Southern Region, thought that the public are still being told that the Allies, and particularly the Allied Commission, are responsible for delays in approvals either from the point of view of necessity, engineering design, or finance. As to very many schemes this is no longer true, and it was decided to ask for the assistance of the Public Relations Branch, and probably also Psychological Warfare, so that the general public may be fully informed on this important matter, viz. that the Allies have no further concern with such schemes. The paragraph (mentioned in the November report) also referred to the fact that the Italian Government had taken over responsibility for the control of critical materials (Local Resources). The Regional Engineer, Umbria Lazio stated at the meeting that such organisation as had been set up by the Italian Government, if any, was very far from being in operation even by the end of December.

3. Genio Civile. (Staff Organisation and Salaries.)

Paras. 4 and 5 of the November report dealt with these inter-connected matters, both having been repeatedly referred to in the Sub-Commission's monthly reports during 1944. The Genio Civile, as a Service, offers poor prospects and a deplorably inadequate salary having regard to depreciation in the value of the Lira. The Sub-Commission had pressed on the four successive Ministers during the year thedesperate urgency of the matter. Each and all made promises, but nothing was done. In the meantime the Genio Civile needs a very large number of experienced and fully qualified civil engineers, and probably also hydraulic, mechanical, and electrical. To face the tasks ahead it may well be that the total strength, as compared with pre-war conditions, should be doubled or quadrupled; it is impossible to say. Three facts emerge (a) ever-widening powers and responsibilities, already noted, demand more personnel, (b) they are not forthcoming, and (c) Regional Engineers allege that in numerous instances the only way in which the Genio Civile Engineer can legitimately improve his economic position is by an exchange of his professional status for that of a skilled, or even semi-skilled, ordinary workman.

The Sub-Commission has strong reason to believe that undesirable expedients are being resulted to, such as the holding of dual appointments by the same individual, thus drawing a double salary; or by the equally undesirable system

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The Sub-Commission has strong reason to believe that undesirable expedients are being resulted to, such as the holding of dual appointments by the same individual, thus drawing a double salary; or by the equally undesirable system of paying to these wholetime professional men a fee or bonus, nominally related to the value of the projects they are designing or executing. It is easy to see, in such a case,

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that there may be strong temptation towards inflated estimates in order to bring in higher fees.

Developments of this kind are being carefully observed, and when the new Minister (Sig. Ruini) has had time to settle down to his new responsibilities the results will be brought to his notice. He has already been personally advised, on two separate occasions, of their inherent dangers and the disrepute into which they may bring the Department of which he is the Head.

In the meantime the Minister promised (letter to the Sub-Commission dated 18th Dec. 1944) that he was fully aware of the "necessity of engaging more technicians", possibly on a temporary or casual basis, with better pay and prospects. He had the matter under discussion with the Minister of Finance.

4. Defascism.

The Sub-Commission is responsible to the C.A. Section of the Allied Commission for seeing that the Minister carries out the various Decrees and Orders promulgated in recent months. The procedure has been speeded up, all officials in Grades 1 to 4 now being due to be completed by the end of December, with an extension of a month in special cases. All cases are to be lodged before the "Commissione di Epurazione" by the end of January, and all decisions are to be announced by the end of April. As at the end of December, referring to Grades 1 to 4 only, out of a total of 11 officials 9 investigations by the Commission had been completed, and 6 of them had been removed from office. The latter had all lodged appeals. (These figures include the case of Sig. Tizzano the Director General, referred to above who, within the last few days, has been reinstated under orders of the A.C.).

All grades included (down to grade 9), out of a total number of 346 the Minister had made preliminary investigations in 164 cases, and the Commission had dealt with 149 cases.

The matter is being actively pursued in direct contact with the Minister, and with the Secretary to the Italian Epuration Commission. The task is a distasteful and difficult one.

5. Sardinia, Sicilia, and Calabria.

Since September Sardinia has had no representative of the Sub-Commission, his duties being merged in those of the "Provveditore ai Lavori Pubblici" at Cagliari. The Regional Commissioner reported at the end of December that that official had come to Rome early in November, and had not returned to his duties in the Island. Both the Commissioner and this Sub-Commission are concerned about the matter and inquiries have

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In the meantime the Minister promised (letter to the Sub-Commission dated 18th Dec.1944) that he was fully aware of the "necessity of engaging more technicians", possibly on a temporary or casual basis, with better pay and prospects. He had the matter under discussion with the Minister of Finance.

4. Defascism.

The Sub-Commission is responsible to the C.A. Section of the Allied Commission for seeing that the Minister carries out the various Decrees and Orders promulgated in recent months. The procedure has been speeded up, all officials in Grades 1 to 4 now being due to be completed by the end of December, with an extension of a month in special cases. All cases are to be lodged before the "Commissione di Epurazione" by the end of January, and all decisions are to be announced by the end of April. As at the end of December, referring to Grades 1 to 4 only, out of a total of 11 officials 9 investigations by the Commission had been completed, and 6 of them had been removed from office. The latter had all lodged appeals. (These figures include the case of Sig. Tizzano the Director General, referred to above who, within the last few days, has been reinstated under orders of the A.C.).

All grades included (down to grade 9), out of a total number of 346 the Minister had made preliminary investigations in 164 cases, and the Commission had dealt with 149 cases.

The matter is being actively pursued in direct contact with the Minister, and with the Secretary to the Italian Epuration Commission. The task is a distasteful and difficult one.

5. Sardinia, Sicilia, and Calabria.

Since September Sardinia has had no representative of the Sub-Commission, his duties being merged in those of the "Provveditore ai Lavori Pubblici" at Cagliari. The Regional Commissioner reported at the end of December that that official had come to Rome early in November, and had not returned to his duties in the Island. Both the Commissioner and this Sub-Commission are concerned about the matter and inquiries have been made, since an obligation was placed on the Provveditore to submit regular reports, in the same way that our own officers had done.

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It was intended to withdraw the one officer remaining in Sicily, located at Palermo, on the 1st January 1945 but for various reasons he is being left there a little longer. The one officer (a Civilian) was withdrawn from Calabria on 31st Dec. and his duties merged with those of the senior Genio Civile Official there.

6. Highways, Bridges and Public Works.

(i) Peninsular Base Section - Military Highways.

On 17 December a letter was received from Chief Engineer A.F.H.Q., requesting the Sub-Commission to assume full responsibility for bridge reconstruction and road maintenance on all P.B.S. (Priority 1) Military Highways as far north as Leghorn. Activity had been in hand for several months on many of the roads by civilian contractors under the direction of the Sub-Commission, but due to inadequacy of plant and transport P.B.S. Engineer Units had been rendering some assistance. Every effort is being made now to relieve P.B.S. to a greater degree by maximum utilization of all contractor's equipment, operation of additional stone quarries, and even the use of animal-drawn transport for materials.

(ii) Roads Conference - No.1 District (Military)

On 14 December 1944 a conference was held at Perugia, called by Chief Engineer, No.1 District, to discuss all problems relevant to military highways. This was attended by Lt.Col. Thompson, Chief of Public Works Division and the Regional Engineers of Lazio-Umbria, Toscana, Emilia and Marche-Abruzzi Regions. Plans for future operation were decided, as follows:-

(a) Handing over of additional roads to the Sub-Commission for maintenance.

(b) Maintenance and repair policies; contracts; supply of materials and plant.

(c) Bridge reconstruction policy, properly to utilise all available resources.

(d) Bailey-bridge releases, and removal schedules.

(iii) Inspections.

During the month special inspections were made by Engineer Officers of this Headquarters covering the following Routes:-

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(c) Bridge reconstruction policy, properly to utilise all available resources.

(d) Bailey-bridge releases, and removal schedules.

(iii) Inspections.

During the month special inspections were made by Engineer Officers of this Headquarters covering the following Routes:-

Route	1	Rome to Leghorn
"	2	" to Florence
"	3	" to Perugia
"	4	" to Rieti
"	5	" to Avezzano
"	6	" to Caserta
"	7	" to Caserta
"	87	Caserta to Naples
"	75	Capua to Naples
"	67	Leghorn to Florence

Visits were also made to Regional Engineer's Offices in the Lazio-Umbria, Toscana, and Southern Regions.

(iv) Construction Equipment.

Advice was received from A.F.H.Q. during December that certain items of construction equipment which had been on requisition for many months were scheduled to arrive in January. Even though the items in question represent only a small part of the total requirements (about 4,000 tons) any progress towards ultimate delivery was encouraging. Unfortunately no advice was received about dates of delivery of the transport items, which continue to be a most vital need.

(v) Release of Bailey Bridges.

Very good progress was made during the month in the release of the sectional Bailey-type bridges, by the completion of permanent structures. On Route 6 (Rome to Cassino) permanent masonry or concrete bridges were completed at six of the seven locations where Baileys had been in use, thereby releasing the latter for use in forward areas. Work is well advanced at the seventh site and should be completed by 15 January 1945. In areas northwards from Rome the program is progressing satisfactorily, though winter weather conditions are a retarding factor. No delays have been occasioned by material shortages, due largely to more substantial allocations of cement during the month. Plans are now being made for the reconstruction of 25 bridges in this area, heretofore untouched due to the magnitude of the various tasks. Plans and estimates will be completed and contracts awarded, in readiness for starting reconstruction as soon as weather conditions permit. These bridges are all on high priority Military roads, which must be kept open with Baileys until replacement can be effected, even though it is recognized that the period involved may be six to

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(vi) Transport.

No improvement is reported in the bad conditions outlined in last month's description of the transport situation. The relatively few trucks available to contractors have become even less efficient, due to lack of spare parts and tyres. By wide-spread surveys of all available contractors' plant some military projects are becoming more adequately equipped, but independent operation can never be attained until trucks are made available for the use of civilian contractors.

(vii) Volume and Value of Public Works.

The following tables have been prepared to show, under three main classifications, the present aggregate volume of Public Works throughout liberated Italy (excluding the Island of Sardinia):-

Tables on page 7.

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TYPE	Initiated during month	COST (Lire)	Completed during month	COST (Lire)	In progress during month	
TABLE A	Schemes of Military Priority					
Roads	34	50,224,359	50	143,838,320	175	
Bridges	73	63,241,350	81	66,801,100	286	
TOTAL	107	123,865,709	137	210,639,720	461	1,
TABLE B	Schemes other than of Military Priority (but for which approvals of AC/mat was required)					
Roads	41	19,922,250	61	24,042,857	132	
Bridges	42	29,105,280	95	38,908,525	212	
Public buildings, Schools, etc.	36	14,356,676	81	2,791,516	102	
Debris Removal	47	36,828,850	12	7,141,000	112	
Water works, Sewers & Flood control	21	13,166,000	9	7,275,000	128	
Housing	36	17,705,000	-	--	13	
TOTAL	225	151,083,456	258	80,158,898	699	
TABLE C	Schemes handled Independently by Italian Agency					
Roads	26	26,893,012	32	25,997,000	37	
Bridges	5	2,441,873	10	1,809,500	54	
Public buildings, Schools, etc.	116	38,803,320	88	27,955,736	300	
Debris Removal	61	36,772,275	36	19,511,097	160	
Water works, Sewers & Flood control	35	22,447,167	49	30,937,185	66	
Housing	38	19,190,736	6	2,057,813	56	
TOTAL	281	146,548,683	221	111,268,327	673	

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PUBLIC WORKS PROJECTS IN DECREE

Initiated during month	COST (Lire)	Completed during month	COST (lire)	In progress during month	COST (lire)
Schemes of Military Priority					
30	38,324,352	56	143,838,320	175	590,819,816
73	65,311,350	81	66,801,400	206	113,736,968
109	123,865,709	137	210,639,720	461	1,004,552,811
Schemes other than of Military Priority (but for which approvals of AC/AMG was required)					
41	19,922,250	61	24,042,857	132	203,124,149
42	29,105,280	93	38,908,525	212	227,327,021
36	14,356,076	81	2,791,516	102	49,726,304
17	36,628,850	12	7,141,000	112	58,822,237
21	13,166,000	9	7,275,000	125	122,621,426
36	17,705,000	-	--	13	1,085,000
223	151,083,456	258	80,158,898	699	662,709,157
Schemes handled independently by Italian Agency					
26	26,893,012	32	25,997,000	37	57,212,529
5	2,111,873	10	1,869,500	54	47,483,772
118	38,803,320	88	27,955,732	300	379,004,359
61	36,772,275	36	19,511,097	160	166,367,183
35	22,447,467	49	30,937,185	66	65,905,761
39	19,190,736	6	2,057,813	56	154,616,538
284	146,548,603	221	111,268,327	673	871,280,842

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(ix) Summary of Work in Hand (Roads & Bridges only)

Military

	Number	Cost (Lire)
Roads	175	590,815,846
Bridges	266	413,736,968
		1,004,552,814

Civil

	Number	Cost (Lire)
Roads	169	260,367,078
Bridges	266	274,810,793
		535,177,871

The above does not include a large number of small culverts rebuilt under Sub-Commission control.

Accomplishment to Date

Roads repaired and under maintenance to date 6000 Km.

Bridges reconstructed to date 736.

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7. Road Organisation and Policy.

The position as to highways, bridges and public works generally was noted in the preceding paragraph, but mention should be made of an important circular issued by the Chief Engineer No.3 District D.M.E. on 12th Dec. 44 to the six Cs. R.E. responsible for the whole of the Italian Mainland up to the combat zones, and with the concurrence of the Chief Engineer A.F.H.Q. The circular suspended all previous ones and laid down the precise responsibilities of the Allied Commission (operating through this Sub-Commission) in its relationship to the Army Engineering services. It did not deal with the manner in which this Sub-Commission actually operates through the Genio Civile, but covered such things as:-

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(i) categories of Military Highways

(ii) priority classifications

(iii) responsibility for contracts for new work e.g. on bridges, as opposed to routine road maintenance contracts.

(iv) Methods of obtaining stores and materials

(v) Plant and mechanical equipment

(vi) Financial accounting

(vii) Snow-clearance operations

(viii) Civil road organisation

The circular included a number of appendices giving a list of highways, covering many hundreds of miles, that are to be treated as A.F.H.Q. priorities, with others as District priorities. One appendix defined methods of obtaining bitumen for surfacing, cement for bridges, transport in certain cases, and the vitally important matter of obtaining explosives for the operation of quarries, (stone-blocks for bridges and culverts; and crushed-stone for road foundations and consolidation). Terms of agreement were laid down for plant and machinery loaned from the Armies to the Allied Commission (this Sub-Commission and its firms of contractors), and still other appendices dealt with methods of making damage reports, charts showing the precise relationship in all areas (Calabria, to the extreme North) between Officers of the Royal Engineers, P.B.S., and our Regional Engineers and Field Engineers (names, location, and telephone numbers).

8. Housing.

(i) Decrees.

A Decree concerning repairs to war-damaged properties, which had been the subject of study and exchange of ideas on the part of the P.W. Ministry and this Sub-Commission was published in the Gazzette Ufficiale No.93 dated 12 December 1944.

Prior to and since publication the Sub-Commission consulted with and prepared, as advice to the P.W. Ministry, data concerning necessary financial and organisational implementation to operate the Decree, which originally did not contain these provisions.

Progress was made in respect to final plans for this implementation, and the new Minister (Sig. Ruini) promised to present them in a workable form early in January 1945. Basic points on which agreements have tentatively been reached include the use of Advisory Committees to be organised in each war-damaged Commune, and the temporary enrolment of Commune local Engineers

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The Decree was endorsed by A.C. and published, applicable to all A.M.G. and Italian Government areas, in the "Gazzetta Ufficiale" No. 101 of 30 December 1944.

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(ii) Materials and Transport.

In parallel with work on the Decree, a start was made towards arranging (through other Sub-Commissions) the procurement of, and making available to the Italian Government, construction material and necessary transport for it

(iii) Field Trips.

Inspection trips covering the Devastated Areas (1944 battle lines) were made and conditions as to roofless persons, building material resources, mines clearance etc. were ascertained, for assimilation into plans for quick application of the new Decree provisions.

(iv) Damage Costs.

Appraisals of statistics received from the Ministry, covering 28 of the 52 so far liberated Provinces, were made and results are being charted as guides to the financial aspects involved.

(v) Summary.

Evidence was clear during the month (Dec.) that the matter of housing is being dealt with diligently and keenly by the Italian Government through the Ministry of Public Works.

9. Electrical Division.

(i) Generation

During the month 21,000 KW generating equipment was restored to service in Central Italy, mainly hydro-electric. It should be stated that this is the nominal rating of the plants repaired, and not the true output they may be able to deliver to the system. That output will depend on rain-fall and stream-flow conditions, and will vary from month to month throughout the year.

(ii) Transmission.

In Central Italy 124 Km. of high-voltage transmission lines were repaired and put back into operation during December, bringing the total of repaired lines up to 2000 Km. In addition approximately an equal number of Km. of low-voltage distribution--lines have now been repaired. Plans were formulated to establish a high-voltage trunk line from Rome north through Terni, thence to Florence and eventually to Bologna.

The scheme will include lines which will radiate to the East and West Coasts to provide electric power to Military areas which are now short of energy, as well as for power-

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The scheme will include lines which will radiate to the East and West Coasts to provide electric power to Military 7359 areas which are now short of energy, as well as for power--interchanges.

In order to accomplish this interchange of power it is essential to arrange for the "frequency" of the supply to be standardized. It has therefore been decided to standardize the Central Italy System at 45 cycles, thus allowing for

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interconnections in the 42 cycles area in the north, this being only slightly different. The initial combining of areas will include the Terni area, Rome, and the hydro-plants and lines south and east of Rome.

As rapidly as possible other areas and systems will be connected to the new Central Italy "Grid".

These consolidations will insure better flexibility of power, and better loading of plants and lines.

Such an arrangement demands that a Central Control be established for the purpose of directing the operation of the plants; and the "despatching" of loads. Numerous conferences have been held with engineers of the Power Companies and of the Italian Government, with the result that the first stage is scheduled to begin on 20 Jan. 45. The Control will be from a selected building in Rome, with special telephonic equipment.

These arrangements are a most important step in the progress of electric power rehabilitation in Central Italy, to meet the endless demands for electric power for military and industrial requirements, and to ensure better continuity of supply and voltage. It is a measure of far-reaching technical importance and one that has not, so far as is known, ever before been attempted in Italy.

(iii) Electrical Reconstruction Committee.

The second meeting of this Committee was held in the office of the Electrical Division (this Sub-Commission) on 18 Dec. 44, presided over by Maj. Gen. McCOACH, Chief Engineer A.F.H.Q., with representatives of A.C., 15th Army Group, Military Railways, P.B.S. and N° 1 and N° 3 Military Districts.

The following figures showed the trend of the rehabilitation programme, and were presented by this Sub-Commissin:

June 1944.....50,000 KW plant in operation

Jan. 1945.....110,000 " " " "

Mar. 1945.....170,000 " " estimated in oper.

June 1945.....300,000 " " " " "

The Central Italy " Grid " and the establishment of the 45 cycle frequency for Central Italy was discussed and recommended and also other matters, including transport facilities for the power Companies, and repair materials and supplies needed in reconstruction work.

(iv) Power Allocations.

At the monthly meeting of the Electric Power Committee of the Allied Forces Local Resources (Italian) Board on 18 Dec. 1944 applications for electric power for occupied Italy were considered and approved, where possible. No additional allocations could be allowed for the Terni and Rome areas for January 1945, since previous allocations had exceeded the

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(v) Supplies (Materials)

During December the cement situation improved, and by the end of the month all outstanding demands for the rehabilitation programme had been met. Insulating materials, which are still urgently needed, continue to arrive but not in sufficient quantity to satisfy the demand. Transformer parts ordered early in 1944 are arriving at intervals, and these will enable some much-needed transformers to be put back into operation. Steel and ironwork demands are being filled through Army sources. The Electrical Division now has a special officer and staff engaged on supplies of materials for the Sub-Commission, and an improvement has taken place in deliveries.

(vi) Transport.

Transport equipment, and especially tyres, still remain a serious obstacle to rehabilitation work, and to the day-to-day operational and maintenance needs of the various Companies.

(vii) War Damage to Electric Installations.

Under new arrangements now in force most of the detail work of handling applications for repairs projects and their financing will be done by the Italian Government, with this Sub-Commission acting in an advisory capacity. The Ministry of Public Works will receive applications direct from the Companies for funds to repair damage to generating plants, transmission and distribution lines, and other properties.

After approval by the Ministry the proposals will be considered by the Sub-Commission, to ensure that they accord with policy, established priorities, and above all with essential Military needs and the general war effort.

(viii) Remarks.

Eng. Asta was appointed by the Electrical Division of the Ministry of Public Works as liaison representative, and now works in the offices of the Sub-Commission.

He will keep the Ministry informed on all major activities of the Sub-Commission, and be in a position to get information required from the Italian Government. This liaison will save time, eliminates many conferences, and will lead eventually to another transference of actual duties and responsibilities.

(ix) Rome City.

A special announcement was made on 31st Dec. to the general public of Rome, as a Press "release" (See Public Relations Branch No. 172 (R1) PRB of 31 Dec.44). There had been unauthorized and misleading statements in the Italian Press, giving the impression that the electrical position in the City might at an early date become much less critical.

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Eng. Asta was appointed by the Electrical Division of the Ministry of Public Works as liaison representative, and now works in the offices of the Sub-Commission.

He will keep the Ministry informed on all major activities of the Sub-Commission, and be in a position to get information required from the Italian Government. This liaison will save time, eliminates many conferences, and will lead eventually to smoother transference of actual duties and responsibilities.

(ix) Rome City.

A special announcement was made on 31st Dec. to the general public of Rome, as a Press "release" (See Public Relations Branch No. 172 (R4) PRB of 31 Dec.44). There had been unauthorized and misleading statements in the Italian Press, giving the impression that the electrical position in the City might at an early date become much less critical. The Sub-Commission informed the public, by the P.R.B. "release" mentioned, that of the 1,000,000 KW normally available in Central Italy less than 60,000 KW were available when Rome was liberated last June. The City itself normally required 115,000 KW, of which only 20,000 KW were then available, about 17%. The

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latter figure had been substantially increased by the end of December to over 30%. Allocation of all available energy is done by the Military Authorities on strict priorities, viz.

(a) Military needs.

(b) Public Utility Services, or other essential civilian needs.

(c) Basic industries.

(d) Civilian (domestic) needs.

Generally, the restriction was intended to keep the public properly informed of the position, and to warn them against unduly optimistic expectations.

10. Utility Companies (Rates and Charges)

Applications received from Companies for authority to increase rates are now referred to the Ministry for investigation.

In December the Ministry recommended that 23 Companies be permitted to add temporary surcharges to their basic rates.

This Sub-Commission concurred, following a general check and brief re-examination of the proposals.

The Companies were:-

14 Electric
5 Water
4 Gas

Two Companies, the Acqua Pia Antica Marcia (Water-Rome) and the Società Unione Esercizi Elettrici protested that the surcharges authorized were insufficient. The protests are being further considered by the Ministry.

Detail work in these cases has now been transferred to the Ministry, with the Sub-Commission acting only in a supervisory capacity in place of the procedure in force from January to September (1944), when the Sub-Commission dealt with the whole matter.

The Ministry is assisted by an Inter-Ministerial Price Committee, set up by Italian Government Decree published in the Gazzette Ufficiale 5th Dec. 44, No.90.

A Decree to legalize the authorization of surcharges (on bills to consumers) had been prepared some time ago and our comments had been submitted to the Italian Government in November, but no action has as yet been taken. This matter was called to the attention of the new Minister and the Decree is now being revised. In that Decree the procedure to be followed will be outlined, and responsibility for carrying out its provisions defined.

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(d) Civilian (domestic) needs.

Generally, the notification was intended to keep the public properly informed of the position, and to warn them against unduly optimistic expectations.

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11. Ports (Sunk Ships)

This matter has been referred to in successive monthly reports ever since March 1944. The last reference was in para.5, page 3, of the Sub-Commission's report for September, the Chief Commissioner having specially addressed the Prime Minister on the matter in that month. Since that time it can only be stated that the matter has "drifted on" with correspondence to and from the Commander-in-Chief Mediterranean, H.Q. Allied Commission, Navy Sub-Commission A.C., and Departments of the Italian Government. The last communication was from the Navy Sub-Commission to the Chief of Staff A.C. on the 28th Dec. 44 recommending, inter alia, that "no further action be taken by the Allied Commission, pending advice from the Commander in Chief, Mediterranean."

This Sub-Commission made surveys of the then position in South Italian ports about nine months ago and it appears, on present evidence, to be ufortunate that so long a time has elapsed without a final and permanent settlement as to the agency that will carry out the actual work of raising the many sunken vessels. Had we been permitted to continue our work many ships could now be in operation.

12. Clearance of Mines.

This matter has frequently been referred to in previous monthly reports, and reference may be made to the October one (para 7 page 2).

Since that date an organization has been established by the Italian Government which promises to go a long way towards solving the dangerous situation that still exists over wide areas. This Sub-Commission and the Ministry of P.W. are particularly interested from the standpoint that neither bridges nor buildings can be rebuilt, roads cannot be repaired, and not even debris clearance carried out in a proper manner so long as this acute mines-menace exists.

There was an informative statement on the position on page 5 of the publication called "Basic News" (United Nations News Service) on 13th Dec. 44, of such interest that it may warrant special perusal. No summary of that article is here necessary, except to say that it is estimated that the retreating Germans left behind them about 3 million mines in those parts of Italy so far liberated. It is hoped that progress from now onwards may be much more rapid, with consequent better reconstructional progress by the Genio Civil, their contractors, and labour in their direct employ.

In the next paragraph of this report (Regional Engineers' Conference), para 13, sub-para (f), it is noted that the Regional Engineer, Umbria Lazio, expects 150 men (specially trained civilians with detectors) to begin work in his Region very shortly.

4336

13. Conference (Regional Engineers).

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4336

13. Conference (Regional Engineers).

This conference was actually held in the first week of January, but as it referred mainly to facts and experiences of December, it is proper to refer briefly to the following matters:-

(a) A tendency in Sicily, since wide powers were given to the Italian Government, to carry out works of secondary importance (see also para.2 above).

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Naval Authorities are calling on the Regional Engineer to carry out certain urgent projects. Agreed that these should be dealt with on the same lines as those formerly required by No.1 District (Military) before it left the Island i.e. on a high priority.

(b) In Southern Region a disinclination on the part of the Genio Civile to accept responsibilities, until recently carried by Public Works officers of A.C. There is need for Press publicity notifying the widely extended powers recently given to the Italian Ministry, since responsibility for certain delays is now being incorrectly put on the Allied Commission (see also para. 2 above).

(c) Concerning transport, tyres and tubes are finding their way into the "black market", since they are now being distributed through Italian Agencies. At least a proportion should be handled solely by Allied Authorities, so that Public Works contractors employed by this Sub-Commission may not have to pay many times the proper price for them and, what is most important, get these supplies when they need them to carry out our Military responsibilities.

(d) The Regional Engineer Lazio-Umbria said that since last October the Minister of P.W., or Genio Civile, have approved projects, under their own powers, to the value of 66 million Lire. As at the end of December not a single Lira had been made available "in the Bank". Hence, those projects that have been started are going extremely slowly, contractors knowing that payments may be long deferred. In the meantime, on 16th Dec. the Finance Sub-Commission had brought the matter directly to the Minister's attention in the form of a special communication, following representations from this Sub-Commission, and an admission by the Director General (Sig. Tizzano) that the Administrative side of his Ministry was not functioning. This bears out, fully, certain views expressed in the Sub-Commission's report for September last (para.2, page 2), which pointed out weaknesses in the Administrative Branch of the Public Works Ministry, and stated that on 20th Sept. a letter had been sent to the Minister analysing the position, and making suggestions for improvement. Judging by results, of which this failure to provide funds is but one example, little or nothing has been done.

(e) In the same Region there is as yet no organisation for the release of critical structural materials, the control of which was transferred to the Italian Government some time ago (refer to para. 3 page 2 this Commission's November report).

(f) As to mines clearance, three squads of 50 men each (civilians specially trained), with detector instruments are starting work very shortly in the Region (Umbria-Lazio).

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(g) It is the responsibility of the Regional Commissioner to provide vehicles required by Regional Engineers serving on their staffs (vide Economic Section's letter No. 5.05/E/S of 27 Dec. 44).

(h) Abruzzi-Marche reported that the Genio Civile operating there are unorganized and seriously lacking in initiative; in part due to "utterly inadequate remuneration".

(i) Difficulties in obtaining structural materials in Toscana are, the Regional Engineer reported, due to several Allied Agencies "blocking" them. He is beginning bridge reconstruction in the City of Florence, and has been asked by 5th Army to take over numerous other bridge schemes and considerable additional lengths of highways. Stone-crushers and other quarry machinery present an even greater problem than that of supplies of bitumen.

(j) In the same Region (Toscana) the Genio Civile organisation is good, but more senior engineers are urgently wanted.

(k) The Regional Engineer, Emilia reported that A.M.G. 8th Army had presumed to change both his designation, duties, and status. (This matter is being taken up at once).

(l) Bailey-bridges in the same Region are required in great numbers in operational areas. Where possible such bridges are being replaced either by temporary wooden bridges on highways leading up to the front, or in some instances by permanent structures.

(m) In the same Region "Benifiche" (Land drainage and pumping) proceeded well in December. Two out of five large pumping stations in the Ravenna area had been found undamaged by the enemy and the other three are under repair.

(n) There are water-supply problems affecting the civil population, principally at Rimini.

(o) The manufacture of light pre-fabricated steel girders in large numbers was considered, to build up stocks to replace the many Bailey bridges that will be dismantled and taken northwards, if and when the enemy withdraws.

14. Miscellaneous.

(i) Lt.Col. G.E. Rhodes R.E. returned to duty on 13th Dec., following 18 days temporary duty at the War Office, London.

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(ii) Regarding structural materials supply for Public Works [illegible] the Governo Officer of Piemonte Region addressed

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14. Miscellaneous.

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(ii) Regarding structural materials supply for Public Works requirements, the Commerce Officer of Piemonte Region addressed to the Commerce Sub-Commission H.Q. a special communication on 16th Dec. pointing out the probable exceptional conditions that may be found to exist both in Piemonte and Liguria, and outlining a special and simplified procedure by which materials may be made available to this Sub-Commission and its Regional Engineer staffs, when the time arrives.

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(iii) An effort was made, following discussions with representatives of the Ministry of P.W. and leading contractors, to establish uniform prices for the hire of heavy plant and equipment such as rollers, concrete mixers, cranes, excavating plant etc.

(iv) A number of instances having occurred in which exaggerated and very misleading information had been given to the Sub-Commission by Italian Authorities, and indeed by the Ministry itself, copies of our own reports were sent to the Ministry on 19th Dec. These were the result of special inspection tours undertaken by Engineer Officers from this H.Q., giving first-hand and up-to-date information, and proving conclusively some of the inaccuracies and exaggerations mentioned.

A particular case related to condition at Pescara, regarding which alarmist reports had been received a short time previously. The Sub-Commission's own investigations gave a surprisingly different and better picture.

This, and other similar examples, emphasize the importance of frequent tours of inspection by the Sub-Commission's own officers, and indeed their indispensibility.

15. Personnel.

The following transfers have been effected:-

NAME OF OFFICER		FROM	TO
Maj. A.E. Preedy	(B)	H.Q.	104 Br Gen.Hosp.(Sick)
Maj. Edwin. A. Shull	(A)		ASSIGNED Abruzzi-Marche
Maj. C.P.B. Goldsen	(B)		ASSIGNED H.Q. for re-assignment
Maj. Robert A. Bell	(A)	H.Q.	(Ceases to be attached) Lazio-Umbria
Capt.W.E.Trommershausen	(A)	H.Q.	(Ceases to be attached) Lazio-Umbria
Capt. J.S.C. Wilson-Heathcote	(B)	Venezia	Attached A.M.G. 8th Army
Lieut. P.A. Shrolla	(A)	Southern	ASSIGNED H.Q. for re-assignment
Capt. R.N.J. Hibbard	(B)	Southern	ASSIGNED H.Q. for re-assignment
	(A)	Southern	ASSIGNED

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Capt. R.N.J. Hibbard	(E)	Southern	ASSIGNED H.Q. for re-assignment
Mr. Conrad Repp	(A)	Southern	ASSIGNED Lazio-Umbria

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The following Officers of the Sub-Commission received promotion :-

Lt.Col.	Bolick	(A)	to	Col. (early in Jan.45)
Captain A.E.	Preedy R.A.	(B)	to	Major
Captain	Weeber	(A)	to	Major
Captain	Donald M. Gaither	(A)	to	Major
Lieut.	Butcher	(B)	to	Captain
Lieut.	Wade-Brown	(B)	to	Captain
Lieut.	Stephens	(B)	to	Captain
Sub. A.K.	King	(B)	to	J/Comd.

The next paragraph comprises a list of Officers and Allied civilian technicians of this Sub-Commission employed both at Headquarters and in the Region. At Headquarters there are 19, and also 3 awaiting re-assignment; in the Regions there are 51, making a total of 73; two Officers, (1 British and 1 American) joined the Sub-Commission during the month. As stated in paragraph 22 of the October report, six British Officers were nominated for service in another Theatre of Operations and it is therefore to be expected that in due course their services will be lost to the Sub-Commission making its duties more onerous for the remainder.

The following list includes two Colonels and seven Lieutenant-Colonels, five of whom are American and four British. Opportunity is taken to note, again, the long-standing anomaly (see paragraph 18 of September report and paragraph 22 of October report, also paragraph 19 November Report) that the Director (Am.) and the Deputy-Director (Br.) continue to hold the rank of Lieut-Colonel, although two full Colonels and five Lieut-Colonels are under their direction. (One Lt.Col. (Am.) was promoted early in January. This was the second such promotion within 3 months, both having been made without the Director or Deputy-Director knowing anything about them. <u>This is a serious matter, is subversive of all good organization and, indeed, also of discipline</u>.

<u>Nominal Roll of Officers.</u>

<u>AT HEADQUARTERS:-</u>

Lt.Col.Louis A. Jenny	0245627	C.E.	(A)	Director Sub-Commission
Lt.Col.George E.Rhodes	16671	R.E.	(B)	Deputy-Director
Major A.E. Preedy	161074	R.A.	(B)	Admin.Officer(in Hosp.)
J/Comd. A.K. King	287036	A.T.S.	(B)	Asst.Admin.Officer

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<u>Public Works Division.</u>

Lt.Col.V.S. Thompson		R.C.E.	(B)	Chief,Pub.Wks.Div.

Lieut.		Wade-Brown	(B)	to	Captain
Lieut.		Stephens	(B)	to	Captain
Sub.	A.K.	King	(B)	to	J/Comd.

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J/Comd. A.K. King	287036	A.T.S.	(B)	Asst.Admin. 4352

Public Works Division.

Lt.Col.V.S. Thompson		R.C.E.	(B)	Chief,Pub.Wks.Div.
Capt.Rufus W.Shepherd	0269899	S.R.	(A)	Asst.to Chief P.W.D.
Major Norbert W.Hyland	05225877	S.R.	(A)	P.W.O. South
Major C.P.B. Gelson	104395	R.A.	(B)	P.W.O.
Capt. R.N.J. Hibberd	236667	R.E.	(B)	Public Works Officer
Mr. D. Solomon	Civilian		(A)	Housing

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Electrical Division.

Lt.Col. W.M. Lapper	294812	G.L.	(B)	Chief,Elect.Div.
Capt.Louis W.Laughlin	0521392	S.R.	(A)	Asstte Chief El.Div.
Major Edmund J. Berry	0325044	C.E.	(A)	Elect.Generation Dept.
Major Vinal S.Renton	0299699	Inf.	(A)	Operations & Tran.Dept.
Major Robert A. Bell	0328685	Sig.C.	(A)	Elect.Util.Officer
Major H.W. Westwood	139095	R.E.	(B)	Water, Gas; Drainage
Major L.G. Price	142572	R.E.	(B)	Supply Officer (Atchd)
Capt. William E. Trommershausen	0342407	F.A.	(A)	Elect.Util.Officer
Capt.Paul M.Vanncy	0280920	C.E.	(A)	Elect.Util.Officer
Capt. Harry G. Best	86872	R.A.	(B)	Elect.Util.Officer (Atchd.Abruzzi-Marche Region)
1st Lt. P.A. Sbrolla	01551106	Ord.	(A)	Elect.Util.Officer

IN REGIONS :-

Sicilia Region

Major D.A. Boyd	163541	R.E.	(B)	Regional Engineer

Southern Region.

Col. Lester J.Hensley	0174226.2675	Rcmt.	(A)	Reg.Eng.Officer
Major William F. Chamberlin	03073335	F.A.	(A)	P.W.O.Liaison Off.N.2 District
Capt. D.K. Brown	0382133	C.A.C.	(A)	Highways
Capt. Ralph A. Ryan	0520275	S.R.	(A)	Elect.Util.Officer
Capt. F.M.H. Stephens	183578	R.E.	(B)	Highways
Mr. H.H. Townsend	Civilian		(A)	Reg.Eng. Staff.

Lazio-Umbria Region

Lt.Col.G. de C.E. Findlay V.C.	12396	R.E.	(B)	Regional Eng.Officer
Major A.G. Evans	181780	R.E.	(B)	Public Works Officer
Major A.E. Michel	0519275	S.R.	(A)	Public Works Officer
Capt. Warren P.Laughton	0383013	Inf.	(A)	Public Works Officer
Capt. Nathaniel M. Whitten	0376761	C.A.C.	(A)	Public Works Officer
Capt. William R.Gentry	0224642	C.M.P.	(A)	Highways
Capt. T.F. Springs	0302832	F.A.	(A)	Highways
Capt. A.J. Green	NONE	D.L.D.G.	(B)	Highways
Capt. E.P. Wade-Brown	212800	R.A.	(B)	Elect.Util.Officer
Capt. J.W.L. Butcher	265880	S-Lancs.	(B)	Elect.Util.Officer
2nd Lieut.Peter F.Natale	01691527	C.E.	(A)	Public Works Officer
Mr. Conrad H. Rapp	Civilian		(A)	Reg. Eng. Staff.

Abruzzi-Marche Region

Lt.Col. Letimer	0211161	C.E.	(A)	Reg.Eng.Officer
Capt. J.H. Walsh	0522486	S.R.	(A)	Highways
Major J.E. Foden	291969	G.L.	(B)	Elect.Util.Officer

[illegible] Harry G. Best	86872	R.A.	(B)	Elect.Util.Officer (Atchd.Abruzzi-Marche Region)
1st Lt. P.A. Sbrolla	01551106	Ord.	(A)	Elect.Util.Officer

IN REGIONS :-

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Mr. H.H. Townsend	Civilian		(A)	Reg.Eng. Staff.

Lazio-Umbria Region

Lt.Col.G. de C.E. Findlay V.C.	12396	R.E.	(B)	Regional Eng.Officer
Major A.G. Evans	181780	R.E.	(B)	Public Works Officer
Major A.E. Michel	0519275	S.R.	(A)	Public Works Officer
Capt. Warren P.Laughton	0383013	Inf.	(A)	Public Works Officer
Capt. Nathaniel M. Whitten	0376761	C.A.C.	(A)	Public Works Officer
Capt. William R.Gentry	0224642	C.M.P.	(A)	Highways
Capt. T.F. Spriggs	0302832	F.A.	(A)	Highways
Capt. A.J. Green	NONE	R.L.D.G.	(B)	Highways
Capt. E.F. Wade-Brown	212800	R.A.	(B)	Elect.Util.Officer
Capt. J.W.L. Butcher	265880	S-Lancs.	(B)	Elect.Util.Officer
2nd Lieut.Peter P.Natale	01691527	C.E.	(A)	Public Works Officer
Mr. Conrad H. Rapp	Civilian		(A)	Reg. Eng. Staff.

Abruzzi-Marche Region

Lt.Col. Latimer	0211161	C.E.	(A)	Reg.Eng.Officer
Capt. J.H. Walsh	0522886	S.R.	(A)	Highways
Major J.B. Foden	291969	G.L.	(B)	Elect.Util.Officer
Major Edwin L. Shuld	0335061	Inf.	(A)	Public.Works Officer
Mr. F.O. Griffith	Civilian		(A)	Reg.Eng.Staff.

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Sardegna Region.

Now under Italian Control.

Toscana Region.

Major P.S.L. Lee	181419	R.E.	(B)	Regional Engr.Officer
Lieut.L.J. Hodges	117600	R.A.	(E)	Public Works Officer
Capt. T.R. Brownlee	0152813	C.E.F.	(A)	Highways
Capt. F.R.C. Stephens	183578	R.E.R.	(E)	Elect.Util.Officer
Capt. J.W. Perkins	178091	R.E.	(E)	Public Works Officer
Capt.Bertwell J.Hasson	0516740	S.R.	(A)	Elect.Util.Officer (Atchd. H.Q.)
Major G. Boucher	74496	R.A.	(E)	Liaison Officer No 1 District
Capt. A.C.A. Seul	301428	C.E.	(E)	Highways
Major E.H.Richardson	0264555	R.A.	(A)	Public Works Officer

Puglia Region

Major W.M. Spann	0260170	S.R.	(A)	Regional Engr.Officer
Major Wilfred H.Gamble	263395	C.E.	(E)	Public Works Officer
Major Richard T.Weaber	0335955	C.E.	(A)	Atchd.A.M.G.5th Army
Capt. E.H. Rogers	0413256	C.E.	(A)	Elect.Util.Officer

Piemonte Region.

Lt.Col. C.R. Birchett	0962256	C.E.	(A)	Regional Engr.Officer
Major G.F. Buckley	176479	R.E.	(E)	Public Works Officer (Atchd.Lazio-Umbria Region)
Capt.J.A. Robb Jr.	0901613	S.C.	(A)	Public Works Officer
Capt. E.E. Smith	0520148	S.R.	(A)	P.W.O. Atchd.Toscana Region)
Major C.C. Eberle	0339841	C.E.	(A)	Highways Officer (Atchd.Toscana Reg.)
Major J.S. Bennett		C.E.	(E)	Elect.Util.Officer

Lombardia Region

Col.Clarence F.Pelick	0174447	F.A.	(A)	Regional Engr.Officer Promoted - Jan.1945. (Atchd.Lazio-Umbria Reg.)
Major A. Crowther	161969	R.E.	(E)	Attached Toscana Reg.)
Major Harry Larson	0196584	C.E.	(A)	Atchd.Lazio-Umbria Reg.

Venezia Region

Major W. Knight M.C.	181159	Essex Regt.	(E)	Regional Engr.Off. (Atchd.Toscana Region)
Capt.Edmund E.Feldman	0251776	S.R.	(A)	Public Works Officer (Atchd.Toscana Region)
Major A.G. Farley	NONE	R.C.O.C.	(E)	Highways
Capt.J.S.C. Wilson-				
	1816[illegible]	R.Corps	(E)	Highways att.A.M.G.

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[illegible] Perkins	178091	R.E.	(B)	Public Works Officer
Capt.Hartwell J.Masson	0516740	S.R.	(A)	Elect.Util.Officer (Atchd. H.Q.)
Major G. Boucher	74496	R.A.	(B)	Liaison Officer No 1 District
Capt. A.G.A. Beul	301426	G.L.	(B)	Highways
Major E.H.Richardson	0264535	F.A.	(A)	Public Works Officer

Emilia Region

Major W.M. Spann	0260170	S.R.	(A)	Regional Eng.Officer
Major Wilfred H.Gamble	263395	G.L.	(B)	Public Works Officer
Major Richard I.Webber	0338055	C.E.	(A)	Atchd.A.M.G.5th Army
Capt. E.H. Rogers	0413236	C.E.	(A)	Elect.Util.Officer

Piemonte Region.

Lt.Col. C.R. Birchett	0962266	C.E.	(A)	Regional Eng.Officer
Major G.E. Buckley	146470	R.E.	(B)	Public Works Officer (Atchd.Lazio-Umbria Region)
Capt.J.A. Rehl Jr.	0901613	Sig.C.	(A)	Public Works Officer
Capt. E.E. Smith	0520148	S.R.	(A)	P.W.O. Atchd.Toscana Region)
Major G.C. Eberle	0339841	C.E.	(A)	Highways Officer (Atchd.Toscana Reg.)
Major J.S. Bennett		G.L.	(B)	Elect.Util.Officer

Lombardia Region

Col.Clarence E.Kelick	0174447	F.A.	(A)	Regional Eng.Officer Promoted - Jan.1945. (Atchd.Lazio-Umbria Reg.)
Major A. Crowther	161969	R.E.	(B)	Attached Toscana Reg.)
Major Harry Larson	0196584	C.E.	(A)	Atchd.Lazio-Umbria Reg.

Venezia Region

Major W. Knight M.C.	141159	Essex Regt.	(B)	Regional Eng.Off. (Atchd.Toscana Region)
Capt.Edmund D.Feldman	0251776	S.R.	(A)	Public Works Officer (Atchd.Toscana Region)
Major A.G. Perley	NONE	R.C.O.C.	(B)	Highways
Capt.J.S.C. Wilson-Heathcote	101636	I Corps.	(B)	Highways Att.A.M.G. 8th Army
Major Mallory O.Webster	0236441	Sig.C.	(A)	Elect.Util.Officer (Atchd.Toscana Region)

A.M.G. 5th Army

Major Donald M.Gaither	0500954	C.M.P.	(A)	Engineer Officer
Lieut. MacCallum	214067	R.E.	(B)	Public Works Officer

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REGIONAL REPORTS.

16. SICILIA REGION - (Regional Engineer: Major D.A. BOYD, R.E.)

(a) Staff and Personnel.

The Regional Engineer is the only Public Works Officer, A.C., left in the Island.

(b) Highways and Bridges.

So-called Military Highways are now carrying little military traffic.

Road conditions both military and non-military - continue to deteriorate, principally due to lack of coal and petrol. A vast program of works would now be necessary to restore all the roads of Sicily to a reasonably good state of repair.

Action has been taken to obtain special issues of petrol (military highways only).

In regard to bridge reconstruction, the following extract from A.F.H.Q. E.T.B. Report No.43, dated 23 Nov.44, is of interest :

"On the North shore of the Island there are still a few detours where bridges were blown last year by the retreating Germans, but all are in the process of being repaired. One of the Group who made the same trip in the Summer stated that conditions were much better now, and that a considerable number of the bridges had been finished since that time. This is a definite feat considering the primitive methods used by the local persons doing most of the work. Stone is crushed by hand, and at one bridge women were carrying baskets of crushed rock on their heads down to the workers on the structure. The Germans did a thorough job of demolition along this coast, so that there has been much work to do".

(c) Other Public Works.

The Regional Engineer has proposed a more expeditious procedure for putting in hand works required by Allied Naval Authorities in Sicilian ports. Such works are usually urgent and provision should, therefore, be made for commencing them with the minimum of delay.

Severe gales at CATANIA have caused some damage in the port area. The Genio Civile is carrying out first-aid repairs.

(d) Electricity.

Up to the middle of December there had been hardly any rain in Sicily. An allocation of coal for thermal power stations had also been reduced there was, in consequence, a shortage of energy. Since the commencement of the rains later in the month, the situation has somewhat improved, but

So-called Military Highways are now carrying little military traffic.

Road conditions both military and non-military - continue to deteriorate, principally due to lack of coal and petrol. A vast program of works would now be necessary to restore all the roads of Sicily to a reasonably good state of repair.

Action has been taken to obtain special issues of petrol (military highways only).

In regard to bridge reconstruction, the following extract from A.F.H.Q. P.W.B. Report No.43, dated 23 Nov.44, is of interest :

"On the North shore of the Island there are still a few detours where bridges were blown last year by the retreating Germans, but all are in the process of being repaired. One of the Group who made the same trip in the Summer stated that conditions were much better now, and that a considerable number of the bridges had been finished since that time. This is a definite feat considering the primitive methods used by the local persons doing most of the work. Stone is crushed by hand, and at one bridge women were carrying baskets of crushed rock on their heads down to the workers on the structure. The Germans did a thorough job of demolition along this coast, so that there has been much work to do".

(c) Other Public Works.

The Regional Engineer has proposed a more expeditious procedure for putting in hand works required by Allied Naval Authorities in Sicilian ports. Such works are usually urgent and provision should, therefore, be made for commencing them with the minimum of delay.

Severe gales at C.P.N.A. have caused some damage in the port area. The Genio Civile is carrying out first-aid repairs.

(d) Electricity.

Up to the middle of December there had been hardly any rain in Sicily. An allocation of coal for thermal power stations had also been reduced there was, in consequence, a shortage of energy. Since the commencement of the rains later in the month, the situation has somewhat improved, but it is necessary to ration the available power more severely than before. The present strict rationing will probably continue throughout January and February.

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(e) Materials.

As the bridge reconstruction program draws to a close, more cement is becoming available for industrial and private purposes.

(f) Transport.

The Regional Engineer now complains, even more strongly, of shortages of petrol and vehicles.

(g) Summary of Projects.

The following table shows, under three main headings, the present volume and value of public works projects in Sicilia Region :-

Table on pages 23 and 24.

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(c) Summary of Projected Values

The following table shows, under three main headings, the present values of public works projects in Seattle Region 1:-

Table on pages 23 and 24.

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Public Works Projects in Sicilie region.

Type	Initiated during month	Cost (Lire)	Completed during month	Cost (Lire)	In progress during mo
Schemes of Military Priority					
Roads	-	-	2	3,749,800	8
Bridges	-	-	-	-	6
Miscellaneous	-	-	-	-	3
TOTAL	-	-	2	3,749,800	17
Schemes other than of Military Priority but for which the Approval of AC/AG was required.					
Roads	8	7,240,000	1	600,000	26
Bridges	-	-	3	5,748,000	37
Public Buildings	1	2,630,000	-	-	11
Sewers, Water Works & Utilities	2	1,500,000	-	-	2
Miscellaneous	1	3,000,000	-	-	3
TOTAL	12	14,390,000	4	6,348,000	79

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Public Works Projects in Sicilian Region.

Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month	Cost (Lire)
Schemes of Military Priority					
-	-	2	3,419,800	8	25,106,000
-	-	-	-	6	6,847,000
-	-	-	-	3	2,450,000
-	-	2	3,449,800	17	17,803,000
Schemes other than of Military Priority but for which the Approval of AC/AIG was required.					
6	7,2[illegible],000	1	600,000	26	55,956,949
-	-	3	5,718,000	37	70,516,111
1	2,690,000	-	-	11	7,209,000
2	1,500,000	-	-	2	1,300,000
1	3,000,000	-	-	3	2,690,000
12	14,390,000	4	6,318,000	79	177,671,060

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Schools handled independently by Italian Authorities

Type	Initiated during November	Cost (Lire)	Completed during November	Cost (Lire)	In progress during November
Roads	11	3,291,412	6	11,197,000	12
Bridges	-	-	3	805,300	5
Public buildings	65	13,438,320	22	5,445,720	15
Sewers, water works & Utilities	2	2,380,000	-	-	3
Total	78	19,106,732	33	17,434,220	35

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

Schemes handled independently by Italian Authorities

	Initiated during November	Cost (Lire)	Completed during November	Cost (Lire)	In progress during November	Cost (Lire)
	11	3,291,412	8	11,197,000	13	4,638,761
	-	-	3	800,300	5	2,816,000
	65	13,432,320	22	5,448,720	15	2,597,800
	2	2,300,000	-	-	3	6,796,000
	78	19,106,732	33	17,454,220	36	16,798,561

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17. SOUTHERN REGI - (Regional Engineer: Col. L.J. HEWSLEY,O.B.E.)

(a) Staff and Personnel.

No change in personnel since last month.

(b) The Regional Commissioner and Regional Engineer have jointly made a series of special inspection tours in Naples City and Province, principally in order to acquaint the former with the present state of public works and utilities operations. Similar joint inspection tours are planned for other Provinces.

(c) Highways and Bridges.

Routes 107 and 108, the Provincial road (along the south shore of Lake Ampollina) between Routes 108 and 109, the Provincial road (along the left bank of the River Neto) between Routes 106 and 107, and the portion of Route 106 that lies between CORIGLIANO and CROTONE have been classified as Military Highways by No.3 District. Plans have been made for keeping these roads free from obstruction by snow.

In the NAPLES, BENEVENTO and AVELLINO areas, approximately 15 more miles of Military Highways have been included in the maintenance program. In those areas, about 240 miles of military highways received maintenance during the month, and in the SALERNO area, about 112 miles.

In the BARI zone, airfield roads and some Communal roads of military importance are reported to be in bad condition. It is understood that the Civil Authorities cannot cope with the work that has been handed over to them for maintenance of these smaller roads.

Severe storms in MATERA and POTENZA Provinces caused much damage to highways, destroying 17 bridges and causing severe "wash-outs" on four roads. Estimated costs of the damage are 16 million Lire on State Highways, 20 million Lire on Provincial roads, and 1½ million Lire on Communal roads. Urgent temporary repairs are in hand. Also in the CATANZARO zone, six bridges were destroyed and six landslides occurred. The resulting interruptions have been overcome, except for two minor obstructions on non-military roads.

Maintenance work on non-military roads has been initiated over a further 40 miles, and was completed along 147 miles; other maintenance in hand on 125 miles.

Six bridges on Military Highways were completed during the month. On other roads, three bridge reconstructions were completed, five were initiated and ten were in hand.

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(d) Other Public Works.

General repairs to hospitals and to Public and Municipal buildings have continued throughout the month: so also has debris-clearance. No item worth particular mention.

A housing lay-out for REGGIO (Calabria), which will

[illegible] series of public works and utilities operations. Similar joint inspection tours are planned for other Provinces.

(c) Highways and Bridges.

Routes 107 and 108, the Provincial road (along the south shore of Lake Ampollino) between Routes 108 and 109, the Provincial road (along the left bank of the River Neto) between Routes 106 and 107, and the portion of Route 106 that lies between CORAZZO and CROTONE have been classified as Military Highways by No.3 District. Plans have been made for keeping these roads free from obstruction by snow.

In the NAPLES, BENEVENTO and AVELLINO areas, approximately 15 more miles of Military Highways have been included in the maintenance program. In these areas, about 240 miles of military highways received maintenance during the month, and in the SALERNO area, about 110 miles.

In the BARI zone, airfield roads and some Communal roads of military importance are reported to be in bad condition. It is understood that the Civil Authorities cannot cope with the work that has been handed over to them for maintenance of these smaller roads.

Severe storms in MATERA and POTENZA Provinces caused much damage to highways, destroying 17 bridges and causing severe "wash-outs" on four roads. Estimated costs of the damage are 16 million Lire on State Highways, 20 million Lire on Provincial roads, and ½ million Lire on Communal roads. Urgent temporary repairs are in hand. Also in the CATANZARO zone, six bridges were destroyed and six landslides occurred. The resulting interruptions have been overcome, except for two minor obstructions on non-military roads.

Maintenance work on non-military roads has been initiated over a further 40 miles, and was completed along 117 miles; other maintenance in hand on 125 miles.

Six bridges on Military Highways were completed during the month. On other roads, three bridge reconstructions were completed, five were initiated and ten were in hand.

(d) Other Public Works.

General repairs to hospitals and to Public and Municipal buildings have continued throughout the month: so also has debris-clearance. No item worth particular mention.

A housing lay-out for REGGIO (Calabria), which will provide shelter for 25,200 persons, has been submitted for approval.

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(e) Electricity.

The peak-load situation in the APULIA area during the month necessitated prompt action. It exceeded the allocated values and, in an effort to reduce them, the following action was taken:-

(i) Electric services for heating and for operation of passenger elevators was discontinued.

(ii) Shops, business offices, and schools were closed at an earlier hour in the afternoon.

(iii) Many factories were placed on "off-peak" operation.

Due to a break in the 150 KV transmission line serving the APULIA area it was necessary to curtail the supply to the BARI and FOGGIA zones for a period of 10 days. The only power available for these areas during that period was supplied over the BENEVENTO-FOGGIA 60 KV transmission line of the State Railways, and the power-supply was only 30% of normal. Damage to the trash racks on the intake of the TIMPAGRANDE penstocks caused the entire plant there to be out of operation from 6 to 18 December. During the period of repairs at this plant it was necessary to reduce the power-load throughout Southern Region to 75% of normal.

Reconstruction of the CALORE plant has been completed and the unit is now being tested. It is estimated that this plant will be in operation by 15 January. The movement of a 12,000 KVA transformer from BARI to TIMPAGRANDE has started. It is estimated that this transformer will be ready for operation at Timpagrande by 1 February. It will provide 12,000 KVA of additional capacity on the 150 KV system.

Flood damage interrupted the 150 KV power line feeding APUGLIA. The service was restored after ten days. Floods also destroyed the small hydro-electric station at VOLSINNI.

Electric energy used for heating and cooking purposes by both military and civilian consumers is being cut off. Authority for this is contained respectively in A.F.H.Q. circular AG-675/171 GDS-O of 31 Oct 44 and in the King's Decree No.95 of 5 Apr 44. This action is taken in order to keep within the electricity allocation.

There have been numerous written complaints from military sources, expressing protest and requesting special consideration.

(f) Other Public Utilities.

(i) Water.

Small aqueducts located in FIANO and MONTEFREDANE, which will augment the supply of NAPLES, are under repair. Repairs in various parts of the City's water

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(ii) Shops, business offices, and schools were closed at an earlier hour in the afternoon.

(iii) Many factories were placed on "off-peak" operation.

Due to a break in the 150 KV transmission line serving the APULIA area it was necessary to curtail the supply to the BARI and FOGGIA zones for a period of 10 days. The only power available for these areas during that period was supplied over the BENEVENTO-FOGGIA 60 KV transmission line of the State Railways, and the power-supply was only 30% of normal. Damage to the trash racks on the intake of the TIMPAGRANDE penstocks caused the entire plant there to be out of operation from 6 to 18 December. During the period of repairs at this plant it was necessary to reduce the power-load throughout Southern Region to 75% of normal.

Reconstruction of the CALORE plant has been completed and the unit is now being tested. It is estimated that this plant will be in operation by 15 January. The movement of a 12,000 KVA transformer from BARI to TIMPAGRANDE has started. It is estimated that this transformer will be ready for operation at Timpagrande by 1 February. It will provide 12,000 KVA of additional capacity on the 150 KV system.

Flood damage interrupted the 150 KV power line feeding AUGUSTA. The service was restored after ten days. Floods also destroyed the small hydro-electric station at VALSINNI.

Electric energy used for heating and cooking purposes by both military and civilian consumers is being cut off. Authority for this is contained respectively in A.F.H.Q. circular AG-675/171 GDS-O of 31 Oct 44 and in the King's Decree No.95 of 5 Apr 44. This action is taken in order to keep within the electricity allocation.

There have been numerous written complaints from military sources, expressing protest and requesting special consideration.

(f) Other Public Utilities.

(i) Water.

Small aqueducts located in MILANO and MONTEFREDANE, which will augment the supply of WATERS, are under repair. Repairs in various parts of the City's water distribution system are also in hand.

Flood-damage interrupted the service to 26 towns on the PUGLIESE supply system. Supply has been restored to two of these towns, and temporary repairs are being carried out urgently to overcome the other interruptions.

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A survey has been made of chlorine requirements for the sterilization of water supplies throughout the Region, and a consolidated requisition has been submitted through proper channels.

(ii) Gas.

The average daily gas production in NAPLES during December was 67,000 cu.m. This represents a reduction of 17,000 cu.m. per day in comparison with the production in November, and is attributable to the unsatisfactory quality of the coal supplied to the Company.

The 80,000 cu.m. gas holder has now been completely repaired and is expected to be in use early in January.

Repairs both to the Gas works and distribution systems continued during the month.

(g) Industries and Factories.

The Regional Engineer is aiding the rehabilitation of cement works at VIBO VALENTIA. This is of major great importance, since the product is badly needed.

(h) Materials.

All requests for material are now being referred to the "Camera di Commercio".

132 tons of solid bitumen have been released for the manufacture of bituminous-emulsion (road-surfacing).

(i) Transport.

Trucks and tyres are badly needed. Road transportation facilities available are quite inadequate for the work in hand. Rail transportation is also difficult.

(j) Summary of Projects.

The following table shows, under three main headings, the present volume and value of public works projects in Southern Region :-

Table on pages 28 and 29.

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production in November, and is attributable to the unsatisfactory quality of the coal supplied to the Company.

The 80,000 cu.m. gas holder has now been completely repaired and is expected to be in use early in January.

Repairs both to the Gas Works and distribution systems continued during the month.

(g) Industries and Factories.

The Regional Engineer is aiding the rehabilitation of cement works at VIBO VALENTIA. This is of major great importance, since the product is badly needed.

(h) Materials.

All requests for material are now being referred to the "Camera di Commercio".

100 tons of solid bitumen have been released for the manufacture of bitumineous-emulsion (road-surfacing).

(i) Transport.

Trucks and tyres are badly needed. Road transportation facilities available are quite inadequate for the work in hand. Rail transportation is also difficult.

(j) Summary of Projects.

The following table shows, under three main headings, the present volume and value of public works projects in Southern Region :-

Table on pages 28 and 29.

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Public works Projects in Southern Region

Type	Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Mon
Schemes of Military Priority					
Roads	22	11,192,359	28	91,373,870	121
Bridges	5	4,682,650	9	5,321,900	62
Miscellaneous	1	500,000	4	6,101,000	6
TOTAL	28	16,375,209	41	106,879,770	192
Schemes other than of Military Priority but for which the approval of AC/SC was required.					
Roads	4	3,132,000	-	-	18
Bridges	3	780,000	7	3,550,000	7
Public Buildings	2	160,000	-	-	3
Sewers, Water Works & Utilities	-	-	4	-	6
Miscellaneous	-	-	1	120,000	1
TOTAL	9	2,072,000	12	3,670,000	35

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Public Works Projects in Southern Region

	Initiated during month	Cost (Lire)	Completed during month	Cost (Lire)	In progress during month	Cost (Lire)
Schemes of Military Priority						
	42	11,192,357	28	94,373,870	121	107,[illegible]312
	5	1,682,650	9	9,324,900	62	111,811,968
	1	500,000	4	6,101,000	6	23,[illegible],300
	28	19,[illegible],269	11	106,879,770	192	345,[illegible],11[illegible]
Schemes other than of Military Priority but for which the approval of AC/SCG was required.						
	4	1,132,000	-	-	16	21,011,200
	3	780,000	7	3,550,000	7	7,757,000
	2	160,000	-	-	3	1,1[illegible],000
	-	-	-	-	0	2,57[illegible],000
	-	-	1	120,000	1	230,000
	9	2,092,000	8	3,670,000	35	32,726,700

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Schemes handled independently by Italian Authorities.

Type	Initiated during November	Cost (Lire)	Completed during November	Cost (Lire)	In progress during November
Roads	10	20,324,000	12	11,415,000	9
Bridges	5	2,441,873	4	2,101,000	22
Public Buildings	46	20,280,100	23	15,388,100	206
Housing	19	5,751,500	6	2,057,813	18
Sewers, Water Works & Utilities	33	20,067,467	25	16,595,185	38
Debris Removal	51	18,993,730	19	7,446,980	61
Miscellaneous	10	17,830,545	14	9,194,277	47
TOTAL	174	105,817,015	103	64,198,355	401

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Schemes handled independently by Italian Authorities.

	Initiated during November	Cost (Lire)	Completed during November	Cost (Lire)	In progress during November	Cost (Lire)
	10	20,[illegible],600	12	11,415,000	5	13,733,243
	5	2,441,879	4	2,401,000	22	17,932,772
	16	20,280,100	23	15,328,100	206	263,799,809
	19	5,751,500	6	2,057,619	18	16,152,300
	33	20,967,467	25	16,595,185	38	31,911,261
	51	18,933,738	19	7,445,980	61	51,611,592
	10	17,838,545	11	9,194,277	17	60,173,891
	174	105,817,815	103	64,498,355	401	455,314,868

18. CENTRO-UMBRIA REGION. - (Regional Engineer: Col.G.de C.E. PINDLAY, V.C., M.C., R.E.)

(a) General Remarks.

Recent decentralisation and delegation of responsibility for works in UMBRIA is proving satisfactory, and is expediting administrative procedure necessary for the initiation and execution of projects. It was referred to in para.23 (b) of the November report, in which it was noted that the Engineering organisation for Umbria A.M.G. territory had been strengthened by unifying it (under immediate control of Major A.G. Evans,R.E.)

The following extracts are quoted from the Regional Engineer's remarks on the financing of projects by the Italian Government :-

"The allocations reported in my November Report for Housing and other Services amounting to 566 million have been CANCELLED and are again under RECONSIDERATION by the new MINISTER.

100 million Lire was allocated by the Ministry of Agriculture under Decree signed 12th Oct., but not published until the Gazzette of 2nd December.

Up to 31st December NO Funds had been received.-

A few of these works have been started using borrowed funds.

The MAJORITY await financing, some after 4 months.-

This is a deplorable situation and most disheartening to the Genio Civile who have worked hard to prepare the Projects.

Contractors despair of ever being paid by the Italian Government, and are enquiring about work in AMG territory.

IT IS IMPERATIVE to REMEDY this SITUATION and approval held up which are interdependent."

(b) Staff and Personnel.

No change in Allied Officer personnel since the previous month.

The Genio Civile organisation in A.M.G. Territory has been reinforced by the addition of one engineer and nine assistants (Staff of the Sectional Engineer for State roads.)

The beneficial results of this additional supervision have been amply demonstrated. Some improvement in supervision has also been affected in Italian Government territory; but an adequate staff of capable technicians will almost certainly be unobtainable so long as the salaries offered to temporary officials remain inadequate.

[The Regional Engineer has previously referred to this as a long-outstanding problem and has stated that the solution of it is a prerequisite to the acceleration of work (see para.23 (b) of the November Report)]

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(c) Highways and Bridges.

The highways of Military priority are generally in a fairly good state of repair. Supplies of road-metal and bitumen are, however, badly needed for maintenance work in some places.

Four roads to the East and West of PERUGIA are particularly in need of attention, shortage of stone being here the principal difficulty.

In the early part of December, bad weather "washed-out" some temporary culverts which were replacing demolished bridges on military highways. The possibility of this, owing to the inadequate water-way of the culverts, had been foreseen but the Military Authorities preferred to accept the risk in order that labour and materials might be devoted to other urgent work. There is now no alternative but to reconstruct the bridges at these places and much of the work has, therefore, had to be put in hand under most adverse seasonal conditions.

The Regional Engineer has inspected 60 of the bridges in course of reconstruction and reports that progress is generally very satisfactory.

In UMBRIA, much has had to be done in the matter of regularising and financing works which were taken over from Army UMG. A.C.H.Q. approval has been obtained for a credit of 280 million Lire for these works. The previously imminent danger that contractors would suspend work for want of payment has thus been overcome.

(d) Other Public Works.

(i) Housing.

There is a marked contrast in housing activity between the Provinces of PERUGIA and TERNI. In the former, where there is no serious housing problem, no schemes were initiated during December, whereas the projects initiated in TERNI Province amounted to 20 million Lire and the work actually in hand was estimated at 10 million Lire. The progress of re-housing in TERNI Province has been good, although severely hindered by lack of roofing materials. Unfortunately, the "wash-out" of bridge 128, South of FRATTA, on 13 December, has cut off the small supply of roofing tiles.

(ii) Bonifiche.

Good progress was maintained on major schemes in the PONTINE MARSHES area. Progress in the reconstruction of the flood-gates at PONTE MAGGIORE is, however, suspended owing to lack of funds. Although, as will be understood from para 16 of the November report, the completion of this particular work is not a matter of particular urgency, the financial delay that has arisen is being investigated.

Other "bonifica" schemes approved in principle (by A.C.) in this Region account in estimated value to

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Other "bonifica" schemes approved in principle (by A.C.) in this Region amount in estimated value to 630 million Lire, but very few of them have received Ministerial approval and none has yet been financed.

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Civil Affairs.

The administration of No.561 Company has improved, but the unit is still in need of clothing. The company showed much better results during the period 16 Nov to 16 Dec, having swept an area of 176,360 sq.m. and lifted 276 mines. Two soldiers of this Italian Company were killed.

A civilian contractor has swept an area of 162,236 sq.m. during the month, and has lifted 152 mines.

(iv) Sewerage, etc.

Repairs to the sewerage system of the City of ROME have continued, and are now about 75% complete.

Some difficulty is expected owing to lack of suitable vehicles for emptying cesspools, attention to many of which is already long overdue.

(v) Fiumicino Harbour.

Work at PORTO ROMANO harbour has been slowed down by inclement weather. However, the first fuel-ship, one of 8ft draft, has entered the harbour and been unloaded, but there was a danger only small clearance between the keel of the vessel and some of the remaining submerged wrecks.

Projects for repair of the wharf, in order to minimise the likelihood of further flooding of the town, are in the hands of the Italian Ministry of Public Works, where they still await approval. A contract for clearing the channel of debris from the partially destroyed mole has been let by the Genio Civile.

(a) Electricity.

The month has shown a general improvement in power availability in the Region, the generating capacity having risen from 12.6% to 13.5% of the pre-war total.

Rather more than 230 Km. of transmission lines were repaired during December, which shows a considerable improvement on the progress attained in November. A total of 2,480 transmission and distribution lines remain to be repaired. 44.5% of the lines in the Region are in service.

Early in December the electrical situation in PERUGIA was difficult, mainly on account of excessive loads in Military installations, the allocation having approached too closely to peak-production.

The rationing scheme in ROME City has worked well, the meters of only 4% of the consumers having recorded excesses over the ration. It is known, however, that meters are being tampered with in order to falsify the recording.

(f) Other Public Utilities.

(i) Water.

Except for disruptions due to failure of electric power to pumping stations, both the A.C.E.A. and the Acque Marcie Companies' systems have given to the City of ROME their full pre-war rates of discharge.

Good progress has been made in the rehabilitation of the PIETRALATA pumping-station of the Acque Marcie supply.

The Mayor of ROME has appointed Professor Colosimo as adviser to the Commune on water supply matters, and as liaison official between the Regional Engineer and the City Authorities. This action is warmly welcomed.

(ii) Gas.

The ROME gasworks has continued to supply gas to its consumers for one hour daily, at mid-day. A little extra was supplied at Christmas.

Out of 180,000 consumers, 24,000 were reported to have maliciously tampered with their meters in order to obtain an unfair share of gas at the expense of their fellow citizens. The supplies to these consumers are being cut off. A gas-rationing scheme is scheduled to come into operation on 10 January.

(iii) Tramways.

Work has started on repair of the tramway between C.P.NICOLE and CIAMPINO, a length of 4 Km.

(g) Materials.

Although the control of materials (other than Allied imports) was handed over to the Italian Government on 1 Nov 44, by 31 December no administration had been set up to handle the work in any of the Provinces of this Region. The Regional Engineer says: "A most unsatisfactory state of affairs.- I have been definitely informed after 6 weeks delay that all outstanding demands, including cining for ITRI and the 3,200 tons of cement, have had to be re-bid for to non-existent Italian Chambers."

The supply of bricks for work on military highways has almost met requirements, but none available for civil needs.

Glass is virtually unobtainable and there is a serious shortage of sawn timber. A few roofing tiles are available in UMBRIA but none in the South.

The supply of bitumen for military highways is improving, but there is as yet none for non-military roads.

(h) Transport.

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Out of 160,000 consumers, 24,000 were reported to have maliciously tampered with their meters in order to obtain an unfair share of gas at the expense of their fellow citizens. The supplies to these consumers are being cut off. A gas-rationing scheme is scheduled to come into operation on 10 January.

(iii) Tramways.

Work has started on repair of the tramway between CAPANNELLE and CIAMPINO, a length of 4 Km.

(g) Materials.

Although the control of materials (other than Allied imports) was handed over to the Italian Government on 1 Nov 44, by 5 December no administration had been set up to handle the work in any of the Provinces of this Region. The Regional Engineer says: "...most unsatisfactory state of affairs.- I have been definitely informed after 8 weeks delay that all outstanding demands, including piping for ITRI and the 2,200 tons of cement, have had to be re-bid for to non-existent Italian Chambers."

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(h) Transport.

The Regional Engineer epitomises his copious remarks on the road transport and petrol situation by saying: "TRANSPORT remains an acute problem affecting every phase of work."

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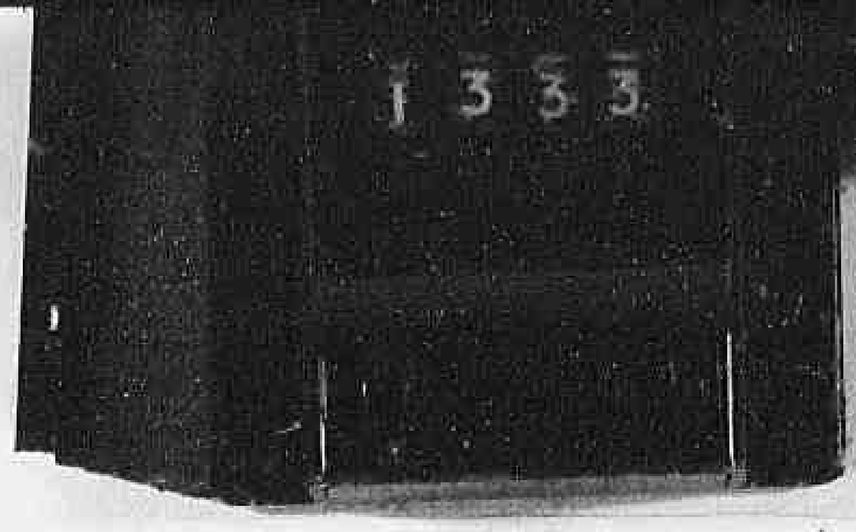


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(E) Summary of Invention.

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Reels 34 thru 35 and 36.

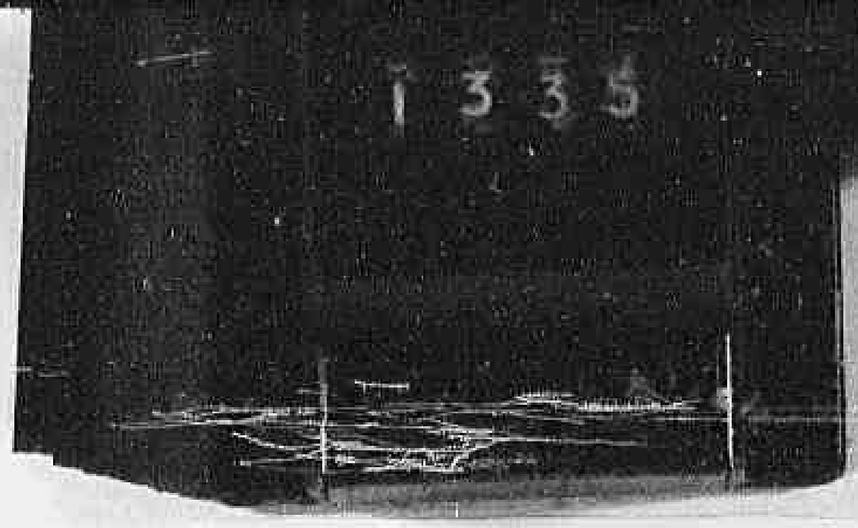
1334

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Public Works Projects in Lario-Uberia Region.

Type	Initiated during month	Cost (Lire)	Completed during month	Cost (Lire)	In progress during month
Schemes of Military Priority					
Roads	5	1,016,000	3	5,345,000	26
Bridges	38	40,328,000	41	39,123,000	175
Retaining Walls & Parapets	2	2,320,000	-	-	-
TOTAL	45	53,641,000	44	44,468,000	201
Schemes other than of Military Priority but for which the approval of AC/AG was required.					
Roads	29	11,550,250	28	8,052,040	52
Bridges	21	16,505,280	14	12,388,000	93
Public Buildings, Schools, etc.	15	4,054,000	18	1,691,316	40
Debris removal, etc.	35	27,115,000	9	6,196,000	38
Aqueduct, Water Works & Sewerage.	5	2,000,000	8	7,075,000	25
Hotels	36	17,705,.00	-	-	11
TOTAL	144	79,371,530	77	37,402,356	459

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Public Works Projects in Ionic-Umbria Region.

	Initiated during month	Cost (Lire)	Completed during month	Cost (Lire)	In progress during month	Cost (Lire)
Schemes of Military Priority						
	5	1,826,000	3	5,325,000	26	108,048,000
	38	49,328,000	41	59,123,000	175	231,100,000
ajeto	2	2,320,000	-	-	-	-
	45	53,474,000	44	64,448,000	201	342,148,000
Schemes other than of Military priority but for which the approval of AC/AuC was required.						
	29	11,552,250	28	8,052,040	52	3,711,000
	24	16,585,280	14	11,388,000	93	90,101,572
	15	1,0[illegible],000	16	1,691,516	40	20,165,100
	35	27,115,000	9	6,196,000	98	15,9[illegible]00
	9	2,000,000	8	7,075,000	25	69,351,812
	36	17,705,[illegible]00	-	-	11	10,101,000
	144	79,371,530	77	37,102,556	259	215,312,984

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Schools handed lately by Italian Authorities.

Type	Initiated during November	Cost (Lire)	Completed during November	Cost (Lire)	In progress during November
Roads	4	1,140,000	3	2,120,000	9
Bridges	9	14,136,000	5	2,020,000	29
Public Buildings, Schools, etc.	21	10,158,900	18	4,103,912	117
Debris Removal, etc.	15	32,281,000	3	2,869,840	62
Aqueducts, Water Works & Sewerage.	5	1,736,000	13	13,929,000	21
Mooring.	58	27,698,150	-	-	57
TOTAL	112	88,518,050	42	25,102,752	295

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Schemes handled locally by Italian authorities.

	Initiated during November	Cost (Lire)	Completed during November	Cost (Lire)	In progress during November	Cost (Lire)
	4	1,116,000	3	2,120,000	9	38,272,500
	9	15,136,000	5	2,020,000	39	29,865,000
	21	10,198,900	18	4,183,912	137	125,507,160
te.	15	32,281,500	3	2,869,610	62	56,507,000
Works	5	1,716,000	13	15,929,000	21	25,290,200
	58	27,630,150	-	-	57	111,951,588
	112	88,518,650	12	25,182,752	255	426,393,388

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19. ABRUZZI-MARCHE REGION - (Regional Engineer: Lt.Col. C.A. LATIMER, C.E)

(a) General Remarks.

North of the Eighth Army control line, which follows Route 5 from Fano, considerable difficulty is experienced in executing by civil contract any works other than of Military importance.

There is a noteworthy difference between the policies of C.E. No.1 District and C.E. No.3 District in regard to road-works. Whereas the former, who is in the more forward territory, wishes to place the initiative for road maintenance and repair with the Regional Engineer at the earliest possible time, the latter, who is in the rear, maintains that such initiative must remain with the Army, the C.E. making decisions regarding Category "A" roads, and C's. R.E. deciding on Category "B" roads. In regard to this the Regional Engineer says:- "Either system is acceptable so long as it understood by all concerned."

At the request on the Devested Areas Committee, the Regional Engineer ascertained and supplied considerable information, copies of which he also sent to the Headquarters of this Sub-Commission.

(b) Staff and Personnel.

Major J.C. Rively, having been re-assigned, is no longer on the staff of the Regional Engineer. Capt. E. Milani, of the Italian Army, has taken over Major Rively's duties in connexion with the roads of ABRUZZI Compartimento. Capt. H.G. Best, Utilities Officer, reported for duty and is now assisting Major J.E. Foden, Electrical Officer, in MARCHE, but he will proceed to take up duties at ASCOLI as soon as transport can be provided for his use at that station. Major J.S. Bennett, who is temporarily attached, continues to render valuable assistance to Public Works and Utilities in ABRUZZI.

In regard to the civilian staff of the Italian Authorities, particularly the Genio Civile, the Regional Engineer says:-

> "An appreciable let-down has occurred in Abruzzi since the change in policy permitting fuller control by Italian Authorities. This trend has substantially been contributed to by the existing shortage of transport and the tyre situation. Also, salary adjustments must be made for Italian Civil Personnel if they are expected to function efficiently. They in most cases receive less than labourers under the new schedules. This is causing grave distress and an increasing shortage of Engineers. Many spend more time in other activities, to augment their salaries, than official duties."

(The Regional Engineer of Lazio-Umbria makes a similar complaint.)

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(The Regional Engineer of Lazio-Umbria makes a similar complaint.)

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(c) Highways and Bridges.

About half of the road and bridge projects turned over to Regional A.M.G. from Eighth Army A.M.G. have now been put into proper documentary form for the initiation of a regular procedure, and have been forwarded to the Headquarters (of the Sub-Commission) for approval. The remainder will be similarly dealt with, and many of them are in process of documentary preparation.

The Regional Engineer has experienced difficulty in taking over these projects and there is good reason to assert that Eighth Army A.M.G. might well have been more co-operative. According to the Regional Engineer, the entire transition was possible only because Capt. J.E. Welsh had personal knowledge of the works that had been in progress.

New work on Military Highways and bridges in general progressed satisfactorily, but the extensive maintenance required by bitumen-surfaced roads under their present volume of military traffic cannot be adequately dealt with owing to lack of transport.

On the whole, therefore, the maintenance of highways must be described as poor.

Among non-military highways, the necessity of opening the road to SCANNO (Aquila Province) and other isolated communities is at present of outstanding urgency. This work will involve the construction of a tunnel, 90 metres long, to replace a mountain-side road cut that has been destroyed, and will also necessitate the reconstruction of several bridges. A request for the execution of the tunnel-work was made to 21 C.R.E. who has given assurance that he will provide a working party.

Snow-removal preparations were made for all threatened roads. P.O.L. Depots, with stocks and equipment, have been established in readily accessible locations.

Several schemes for the erection of wooden bridge structures were submitted for approval in order to permit resumption of communications with isolated places. These wooden bridges are proposed for the sake of speed, where the building of permanent structures would be indefinitely delayed by lack of cement and other materials.

(d) Other Public Works.

Emergency re-housing projects are progressing in AQUILA Province and several similar projects have been approved for execution in other Provinces. Regarded collectively, however, the progress in repair of buildings has not come up to expectation during the past month, principally on account of lack of materials.

(e) Electricity.

Reconstruction of power stations and transmission lines has continued to make satisfactory progress. In the four Northern Provinces, 20 C.R.E. works has considerably assisted the "UNES" and other electric power-undertakings by providing materials, labour and transport. At PONTE CENTRALE (TOLENTINO), a

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Reconstruction of power stations and transmission lines has continued to make satisfactory progress. In the four Northern Provinces, 20 C.R.E. works has considerably assisted the "UNES" and other electric power-undertakings by providing materials, labour and transport. At PONTE CENTRALE (TOLENTINO), a generator of 350 KW capacity - the first to be re-commissioned at that station - has been restored to operation. Work on the

restoration of a second set at the same station, and two sets in the near by station of ADDOLORATA, is in hand. In the restoration of power transmission, effort was concentrated on the ANCONA - FANO 30 K.V. line which is now repaired as far as SENIGALLIA. When this has been completed attention will be transferred to the ANCONA - JESI line, which is to operate at 5 K.V. Repairs are progressing at the CAMERINO sub-station which will be the receiving point for bulk-allocations of power to this Region from the TERNI Group, when the GALLETO power stations has been put into operation.

In ABRUZZI less obvious progress has been made. Repairs to plant in the FARA - FILIORUM- PIETRA power-station were completed during the month, but when the drive water was turned on the head-conduit failed, thus delaying operation of the station by another 15 days for the necessary repairs. In the VERDE Group two small alternators of 160 and 200 KW capacity burned out. However, repairs to another alternator of 750 KW capacity have been finished and it has been running on a light load, prior to being put on full duty. Repair work on the 60 KV line from CUPELLO to LANCIANO is nearing completion and progress has also been made on the 30 K.V. line from CHIETI to SCAFA. Lack of transport for collecting salvaged materials from other lines has caused delays.

In AQUILA Province a 250 KW generator at PETTORIANO has been started up and the whole of SULMONA is now continuously supplied. Repairs to a second similar set are nearing completion, and it will be put into operation as soon as possible in order to ease the situation at AVEZZANO.

Discussions are being held with the Regional Legal Officer with a view to producing uniform Provincial (AMG) and Prefects' orders, to be applied throughout the Region, for restricting the use of electricity. These orders will be based on AFHQ Circular AG-675/171 6DS-O, dated 31 Oct.44. The extent to which Prefects can be compelled to enforce these orders is under consideration.

Improved facilities for industrial consumers in ANCONA Province are dependent upon the acquisition of power from GALLETO. The allocation has already been made but the GALLETO station is not yet in operation. Meanwhile military demands are absorbing most of the limited amount of power generated locally.

A breakdown in the S.M.E. 150 KV line between FOGGIA and BARI, together with the failures at VERDE and FARA FILIORUM PIETRI, already mentioned, created serious difficulties in CHIETI, PESCARA and TERAMO but the situation has now improved.

(f) Materials.

In MARCHE, no cement works are in operation, and the only brick and tile works that are producing are those that have been supplied with coal by the C.R.E.

In ABRUZZI, confusion exists over the prices established for bricks and tiles. In some instances, the manufacturer's [illegible] alone exceed by several times the established sale [illegible] reluctance to

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(f) Materials.

In MARCHE, no cement works are in operation, and the only brick and tile works that are producing are those that have been supplied with coal by the C.R.E.

In ABRUZZI, confusion exists over the prices established for bricks and tiles. In some instances, the manufacturer's fuel costs alone exceed by several times the established sale value of his products. There is also a prevalent reluctance to

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manufacture bricks and tiles during the winter, especially in unshedded establishments.

(g) Transport.

The following are the Regional Engineer's own remarks on this subject:-

"Lack of transport continues to be chief retarding factor in the Region and daily grows steadily worse. No tires or batteries for civilian transport have as yet been furnished. Formal requests and requisitions bring no results. The flow of construction materials has almost stopped on all other than Military projects and those are seriously retarded.

Transportation for Officers for duty-performance in this Section as well are not available; as in the case of Captain Best, who was recently assigned to this Section. The Regional Engineer has been advised that Capt. Best cannot be furnished a car to take forward with him to his assignment in Marche because there is none available in the Region. There is no point in sending more Engineers to this Region unless transport is sent here with them."

(h) Miscellaneous.

The following remarks, being of particular interest, are quoted verbatim from the Regional Engineer's report:-

"Difficulties have been experienced in the Abruzzi Compartimento because Italian Financial Agencies were unprepared to take over from AMG/AC, funds not being readily available when required. This has created several delays but is being rapidly settled, through the assistance of the Regional Finance Officer working in cooperation with this P.W. Section.

P.O.L. Supplies have improved and a system devised whereby stocks are utilized more nearly to the purpose intended. Failure of civilian transport is lessening the normal demands.

The labor situation, as in the last period, remains very unsteady. Uncurbed black-market manipulation, inadequate housing in many localities, little or no supply of fuels, insufficient food, oil, and clothing is contributing to an increasing unrest, the outcome of which is unpredictable."

(i) Summary of Projects.

The following table shows, under three main headings, the present volume and value of public projects in Abruzzi-Marche Region:-

Table on pages 41 and 42.

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Public Works Projects in Abruzzi-Marche Region

Type	Initiated during month	Cost (lire)	Completed during month	Cost (lire)	In progress during month
Schemes of Military Priority					
roads	-	-	1	300,000	-
bridges	10	2,210,500	26	16,801,500	31
TOTAL	10	2,210,500	27	17,101,500	31
Schemes other than of Military Priority but for which the approval of AC/AC was required.					
roads	-	-	27	13,574,600	33
bridges	11	10,304,000	64	13,758,700	22
public buildings	2	810,000	1	1,100,000	7
Sewers, water works & utilities	1	680,000	-	-	4
TOTAL	14	11,794,000	92	28,433,300	66

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Public Works Projects in Abruzzi-Marche Region

Initiated during month	Cost (Lire)	Completed during month	Cost (Lire)	In progress during month	Cost (Lire)
Schemes of Military Priority					
-	-	1	300,000	-	-
10	2,310,500	20	16,601,500	31	30,751,000
10	2,310,500	21	17,101,500	31	30,751,000
Schemes other than of Military Priority but for which the approval of A.C/A.C was required.					
-	-	27	13,574,600	33	15,652,000
11	10,304,000	64	13,750,700	22	33,119,000
2	810,000	1	1,100,000	7	5,810,000
1	680,000	-	-	4	1,900,000
14	11,794,000	92	28,433,300	66	86,846,000

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Schemes handled recently by Italian Authorities

Type	Initiated during November	Cost (Lire)	Completed during November	Cost (Lire)	In progress during November
Roads	5	3,061,000	9	1,265,000	13
Public buildings	7	5,930,000	25	2,633,000	11
Housing	20	13,432,250	-	-	9
Sewers, water works & Utilities.	-	-	11	415,000	6
Total	32	21,591,130	45	4,313,000	69

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Schools building loans recently by Italian authorities

	Initiated during November	Cost (Lire)	Completed during November	Cost (Lire)	In progress during November	Cost (Lire)
	5	3,061,000	2	1,265,000	13	2,110,925
	7	5,000,000	5	2,650,000	11	6,810,750
	20	13,435,236	-	-	9	667,000
	-	-	11	113,000	6	581,500
	32	21,596,136	15	4,313,000	69	10,200,175

20. SARDEGNA REGION - (No. Regional Engineer)

(a) Foreword.

Ing. Buttini, the civilian official of the Italian Government who was appointed to represent this Sub-Commission in Sardinia, travelled to Rome on an official visit some weeks ago and has not yet returned.

In forwarding a report prepared by Ing. Buttini's Secretary, the Regional Commissioner says: "The absence of Ing. Buttini is detrimental to the Public Works Organisation of the Island as he has the final say in all fresh projects". (Ing. Buttini holds the Head appointment, as "Provveditore" for Sardinia).

(b) Highways and Bridges.

Road maintenance, entrusted to the "Ufficio Speciale del Genio Civile per la Viabilità", has been regularly carried out, but the Italian engineers find difficulty in exercising proper supervision, owing to lack of transport and a very small allowance of petrol.

(c) Other Public Works.

Debris clearance in CAGLIARI has continued satisfactorily and it is now reckoned that 88% of the original agreed program has been carried out. The number of vehicles available for this work has unfortunately suffered a reduction.

Repair of buildings has also continued and a number of schools in Cagliari are now useable. There is, however, still a great shortage of glass.

The plan, mentioned in the November Report, for repairing 99 slightly damaged houses is already in course of execution and other work on restoration of private buildings has proceeded without interruption.

Approval of the "92 million lire" program of land-reclamation and anti-malarial works, mentioned in the November Report, is still awaited.

(d) Electricity.

Rehabilitation of the Higher FLUMENDOSA Hydro-electric generating station has shown further progress, but work on the dam has suffered interruption owing to lack of cement and transport facilities. Reinstatement of the distribution network in CAGLIARI has made steady progress, and the street-lighting system has been further extended.

(e) Other Public Utilities.

Further rains have improved the water supply situation and it is estimated, under restrictions now in force, that the reservoirs of the CAGLIARI supply contain enough water to meet [illegible] of the City up to the end of February.

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About one quarter of CAGLIARI is now supplied with gas, and service to the Civil Hospital has also been restored.



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(e) Materials.

The "snowmobiles" purchased at the sealcis sale are "war-worn" vehicles and are presently restricted security of Alien and Classified materials.

(f) Expenses.

The availability of sufficient vehicles to enable Public Works officials to carry out their duties as again stressed.



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24. TOSCANA REGION - (Regional Engineer: Major F.S.L. LEE, R.E.)

(a) General Remarks

The volume of work of all kinds has continued to increase, but the augmentation of the Regional Engineer's staff by attaching more officers on temporary duty will make for better control of field-work provided that transport facilities can be obtained to enable them to cover the districts to which they have been allocated. The Regional Engineer says that Provincial Commissioners have been most helpful in this matter, realising that an Engineering Officer is useless unless he is mobile.

Bad weather conditions experienced during December greatly obstructed work on flood-control, and on repair of power transmission lines.

(b) Staff and Personnel.

Two changes were made in the assigned officer personnel during the month:- Capt. A.G.A. Saul (Highways) reported for duty and has been stationed at AREZZO for work in the area of 64 C.R.E. works. Capt. E. Smith (Electrical) was assigned to Fifth Army A.M.G.

In order to take full advantage of the officers attached on temporary duty, the supervision of works has been largely decentralised, and Engineering Officers are now stationed in the Provinces of GROSSETO, AREZZO, LUCCA and SIENA. Another officer, operating from Headquarters of the Regional Engineer, is working on roads and bridges in the Army area north of FLORENCE.

The assigned officers are employed on general supervision and in control of Italian civilian personnel, in order to ensure continuity of administration when officers on temporary duty are withdrawn.

(c) Highways and Bridges.

The increased bridge-building programme foreseen in previous reports is now commencing. In addition to the great number of small Communal bridges and culverts, several large bridges are shortly to be put in hand.

Besides the work being carried out under A.M.G. arrangements (for military units in Fifth Army), No.1 District, and P.F.S. areas, the two latter formations have now decided to relieve troops previously employed on maintenance of certain military highways and to hand over the work to A.M.G. Whereas up to now Army Units have utilised the "Cantonieri", reinforced with extra local labour, the new arrangement will necessitate the employment of contractors for maintenance work and will impose increased responsibility for supervision on both A.M.G.

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The action of flood waters on the bridge over the river Ombrone near Grosseto has resulted in clear evidence that one of the remaining brick arches is failing, and that immediate action will have to be taken if the Route is to remain open.

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A considerable amount of work will be necessary on this bridge. Other bridge works of magnitude are being discussed with C.E. 15 Army Group. It is proposed to replace certain Bailey bridges over the river Arno at FLORENCE with "FLAMBO" bridging, as a temporary expedient, and to rebuild two of the larger bridges for carrying through-traffic.

(d) Other Public Works.

At the request of the Agricultural Division, repair works over large land drainage areas (Bonifiche) have been authorized during the month, particularly the "Bonifiche" of FUCECCHIO and VAL DI CHIANA. In the case of the latter, the M.R.S. have co-operated well: several culverts and small bridges, previously filled for rapid reconstruction of the railway to AREZZO, have been opened up to allow passage of flood waters.

Numerous repair projects for emergency housing have been put in hand. There is also a steady succession of first-aid repairs etc. required by the Fine Arts and Monuments Division.

The Labour Division has asked the Regional Engineer to modify his Public Works program, with a view to relieving unemployment in certain areas. All possible co-operation is being given.

(e) Electricity.

The PIAN DELLA ROCCA Power station has now been restored to operation, but output is much restricted because drive-water is obtainable only from two small sources. The main source of water and the conduits have been severely damaged, and are still in enemy hands. Approximately 1,000 KW are available from the station, and Peninsular Base Section has ordered that this energy is to be transmitted to PISA, LIVORNO, GROSSETO and AREZZO.

Some further difficulties have been experienced at the LARDERELLO Power station, where a second 3,000 KW generator set is now giving trouble.

The 125 KV transmission line, PIAN DELLA ROCCA-S.ROMANO, is now near completion. All towers are in place, and the line itself is 90% restored.

Progress on the 125 KV line, S.ROMANO-TAVERNUZZE, has been slow owing to the inability of transport to reach the less accessible parts of it during recent bad weather. Completion is, nevertheless, expected early in January.

The 125 KV line, TAVERNUZZE-RIFREDI, is also expected to be finished early in January.

The 60 KV line, PIAN DELLA ROCCA-PESCIA, is being inspected, and progress is reported in the lifting of lines from under and around the towers.

The Electricity Rationing Board continues to control the allocation of power in the City of FLORENCE, and in certain

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The Electricity Rationing Board continues to control the allocation of power in the City of FLORENCE, and in certain other districts fed from the City supply.

Voltage and frequency "drops" are causing difficulty, particularly in the operation of water-pumping stations and olive-oil separators.

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(f) Other Public Utilities.

(i) Water.

At the request of the Public Health Officer of Fifth Army A.M.G., water-supply repair works have been put in hand at LEGHORN, in addition to three major schemes for repairing the main aqueduct from the Appenine Tunnel to PRATO. Water supply rehabilitation projects are also in hand at PISA and PISTOIA.

(ii) Gas.

Preparations for reactivating the FLORENCE gasworks continue, but the regular supply of coal that will be essential for operation must depend on completion of the railway line to FLORENCE.

(g) Materials.

Confusion caused by unregulated "blocking" of materials by various formations, and even by more than one officer of the same formation, is resulting in wastage of time and transport.

(h) Transport.

The Regional Engineer says: "The remarks made in previous reports relative to necessity for action to obtain tyres and tubes for civilian officials, and our own officers, cannot be too strongly reiterated."

(i) Summary of Projects.

The following table shows, under two main headings (Military and non-Military), the present volume and value of public works projects in TOSCANA Region:-

Table on page 48.

(ii) Gas.

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Public Works Projects in Toscana Region.

Type	Initiated during month	Cost (Lire)	Completed during month	Cost (Lire)	In progress during month
Schools of Military Priority					
Roads	4	3,000,000	12	37,480,350	5
Bridges	12	9,020,000	5	1,552,000	12
Retaining Walls	2	5,400,000	-	-	3
TOTAL	18	18,420,000	23	39,040,350	20
Schools other than Military Priority but for which the approval of AC/AMG was required.					
Roads	-	-	5	1,816,217	3
Bridges	4	1,436,000	7	1,463,625	53
Sewers, Water Works, Sanitation, Flood Control, etc.	13	9,906,000	1	200,000	85
Debris Removal	11	6,113,850	2	825,000	70
Public Utilities, Schools, Hospitals, etc.	16	6,680,076	-	-	11
Housing	-	-	-	-	2
Harbour Repairs	-	-	-	-	2
TOTAL	44	24,135,926	15	4,305,842	260



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Public Works Projects in Toucana Region.

	Initisted during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month	Cost (Lire)
Schemes of Military Priority						
	4	3,[illegible],000	18	37,[illegible],350	5	3,[illegible],000
	12	9,020,000	5	1,552,000	12	27,227,000
	2	3,400,000	-	-	3	2,[illegible]0,000
	18	15,[illegible],000	23	39,0[illegible],350	20	3[illegible],302,000
Schemes other than Military Priority but for which the approval of AC/AEC was required.						
	-	-	5	1,816,217	3	760,000
	4	1,436,000	7	1,[illegible]3,625	33	25,501,930
, etc.	13	5,906,000	1	208,000	85	45,[illegible]37,11[illegible]
	11	6,41[illegible],850	2	82[illegible],000	70	39,972,737
s,	16	6,[illegible]80,[illegible]76	-	-	11	1[illegible],107,204
	-	-	-	-	2	753,000
	-	-	-	-	2	1,860,000
	44	21,435,926	15	4,305,042	260	12[illegible],851,393

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22. EMILIA REGION - (Regional Engineer: Major W.M. SPANN.)

(a) General Remarks.

All liberated parts of EMILIA Region are entirely within Army Zones and, therefore, there is as yet no active Regional A.M.G. Administration. Consequently, the Regional Engineer and his staff are working as part of the Eighth Army A.M.G. Organisation. Their activities during December have been mainly in the Provinces of FORLI' and RAVENNA. In these two Provinces the Genio Civile has organised its forces and, in addition to carrying out emergency repair work on water supplies, roads, bridges, sewers and electricity supplies, it is also actively engaged on the preparation of further rehabilitation plans.

(b) Staff and Personnel.

The only change in personnel since the last report has been the addition of a Technical Sergeant, who is an inspector and interpreter. The entire staff is, however, now operating from the Regional Engineer's Headquarters at RICCIONE.

(c) Highways and Bridges.

Routes 9, 16 and 67 are Military Highways of prime importance, and are being dealt with by the Army Engineers.

The Provincial roads are being studied in order to determine the priority of necessary repairs and maintenance work. Contracts have been awarded for the reconstruction of eight bridges on Route 71. These have been let on a "cost-plus" basis. Plans are being prepared for several other bridge reconstruction contracts, for which competitive tenders will be invited.

(d) Other Public Works.

The sewerage system of RIMINI is being repaired as rapidly as possible.

The "Bonifica" pumping station at CERVIA was put into operation early in December and is showing good results.

The station at CLASSE, south of RAVENNA, is under repair and should be in operation soon. The machinery here was intact, though not operable, but the buildings was badly damaged. A loan of 400,000 Lire has been made to the "Bonifica" by A.M.G. Plans have been made for repairing the earth dykes along the RONCO, MONTONE, UNITI, BEVANO and SAVIO rivers, all in RAVENNA Province, at an estimate aggregate cost of about 4,700,000 Lire. These are all urgently needed.

Repair of the school building at FORLIMPOPOLI, 4311 scheme involving the use of critical materials; is under consideration, and an estimate of the cost has been prepared.

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mainly in the Provinces of FORLI' and RAVENNA. In these two Provinces the Genio Civile has organised its forces and, in addition to carrying out emergency repair work on water supplies, roads, bridges, sewers and electricity supplies, it is also actively engaged on the preparation of further rehabilitation plans.

(b) Staff and Personnel.

The only change in personnel since the last report has been the addition of a Technical Sergeant, who is an inspector and interpreter. The native staff is, however, now operating from the Regional Engineer's Headquarters at RICCIONE.

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(e) Electricity.

Inspection of hydro-electric generating stations has revealed the following:-

The QUARTO plant at SARSINA, which had an installed capacity of 5,400 KW has been totally destroyed, excepting the hydraulic head-works. The BRENTAGLIA plant at CESANA, of 64[illegible] KW capacity, is undamaged and is in operation. The MATELICA plant at CASTIGLIONE, of 330 KW, is totally destroyed.

(f) Other Public Utilities.

Through the co-operation of Army Engineers, water-supplies have been provided for RIMINI, FORLI' and CESANA. The C.R.E. is repairing the pipe line from TORRE PEDERE to supply RAVENNA, which is at present dependent on unsuitable water, from local sources, which has to be sterilized before use. The water distribution system of RIMINI is under repair.

(g) Transport.

Referring to three bridges under reconstruction on Route 71 near MERCATO, the Regional Engineer remarks: " Lack of adequate trucks will slow down completion ".

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23. PIEMONTE and LIGURIA REGION - (Regional Engineer : Lt.Col. C.R. Birchett)

LOMBARDIA REGION - (Regional Engineer: Col. C.T. Bolick,E.A.)

VENEZIA REGION - (Regional Engineer: Major W. Knight, L.C.)

There is no noteworthy change to report regarding the Engineering Divisions of these three Regions and the present employement of their assigned Officers. The situation remains substantially as stated in paragraphs 28, 29 and 30 of the November report.

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

G.E. Rhodes

G.E. RHODES,
Lt-Colonel, R.E.,
Deputy Director.

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= 51 =

Engineering Division of this department has been employed three months and the present employment of those men cannot be continued beyond the 28th inst. Other Divisions. The situation remains substantially as stated in my report of November 26, 29 and 30 of the month.

Yours very truly,

C.E. Rhodes
Chief Engineer.

C.E. RHODES,
Lt-Colonel, R.E.,
Deputy Director.

Lt.-Colonel, D.S.O.,
Director.

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APO 394
Public Works and Utilities Sub-Commission

14 Dec. 44.

JAN 16 1945

SUMMARY OF ACTIVITIES DURING NOVEMBER, 1944.

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

14 December 1944

SUMMARY OF ACTIVITIES DURING NOVEMBER 1944.

1. Condensation of Report.

As in the case of this Sub-Commission's report for October, every endeavour has been made to submit the present Summary of Activities in the shortest practicable form and, therefore, the hope is again expressed that its deliberate condensation, both in subject matter and in text, will be borne in mind.

2. Absence of Senior Officers.

Lt.Col. Jenny (Director) returned from his official visit to Washington and resumed his duties at Headquarters on 1st November. He submitted to the Vice President of the Economic Section a report on the success of his mission, stating that his request for readily available electric generating equipment had been approved, partly as a military requirement (40,000 KW) and partly as a civil requirement (20,000 KW), and that his requisition for highway construction equipment, which was prepared last Spring, had been approved as a military need. Certain items of the latter were to be made available from Army stocks.

Lt.Col. Lapper (Chief, Electrical Division), who accompanied Col. Jenny to Washington, returned to Headquarters on 14 November, after continuing his mission both in London and at S.H.A.E.F.

Lt.Col. Rhodes (Deputy Director), in response to an urgent War-Office telegram, departed for London by air on 20 November, expecting to be absent for about three weeks.

3. Extension of Powers to Italian Government(Public Works).

Perhaps the most important single item among this Sub-Commission's activities during November was a great increase of the powers and responsibilities accorded to the Italian Ministry of Public Works.

In Appendix "A" of the October Report (relating to paragraph 14 of that Report) the appropriate powers of the several

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In Appendix "A" of the October Report (relating to paragraph 14 of that Report) the appropriate powers of the several Authorities concerned with approval of projects were tabulated. Without prior reference to this Sub-Commission or its Regional representatives, the Italian Authorities were at that time empowered to approve, in Italian Government territory, projects not exceeding 500,000 lire in estimated cost, provided that no

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critical materials were involved. Now, however, by a letter addressed to all Regional Commissioners on 16 November and a letter of 18 November to the Minister of Public Works, authority is granted the Italian officials to approve, in Italian Government Territory, public works projects of any type and value that do not involve the use of critical materials to be imported by the Allies. (Projects of Military necessity, however, will of course continue to be handled and approved directly by this Sub-Commission). The control of critical materials from local sources having also been delegated to the Italian Government shortly afterwards, it will be seen that the Civil Authorities now possess very wide powers for the execution of all classes of public works.

In A.M.G. Regional Territory the limitations defined in the aforesaid Appendix of the October Report remain in force.

Under its increased powers, the Ministry of Public Works will now see to the preparation of, and will approve, the plans and calculations of schemes; it will arrange for financing them, will provide supervision and will in every way see the works through to completion. At the Italian Ministry of Finance there are Officers of the Finance Sub-Commission, A.C., who will check expenditure and will review all relative financial questions. All this was explained to the Minister of Public Works by the Director of the Sub-Commission in a personal interview, and it was emphasised to the Minister that, in the exercise of his now wide powers, he must be prepared to take a firm stand against political and private interests and should not hesitate to reject schemes of an unessential nature. It was pointed out, for example, that it would be considered extremely unfortunate if at any time it should be found that labour, materials and money were being spent on colleges, churches or numerous other unessential works whilst there remained hundreds of bridges to be rebuilt and hundreds of thousands of people without proper homes. The Minister said that he was in full agreement with these views. The Director promised him the assistance and support of this Sub-Commission in cases of special difficulty or urgency, and particularly if political or private interests should press for approval of unessential projects.

4. <u>Reconstruction of Italy. - Basic Organisation.</u>

" In view of the vast amount of work to be done in Italy in the near future, as well as in connection with the post war problem, it is essential that, first and foremost, a proper organisation be set up to cope with this serious problem ". Those were the opening words of a recommendation which the Director of this Sub-Commission addressed to the Vice President, Economic Section, on 11 November, regarding both the Italian and the Allied organisations for handling the overall task of reconstruction. The substance of the recommendation was secret and may not, therefore, be repeated here but the following paragraph, which [illegible] organization, may

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" Since it is a part of our function to assist in the proper functioning of the Italian Government, and since the reconstruction problem here is Italy's Number One problem, it behoves us to do everything we can to guide it along proper and effective channels. It is recommended that this matter be discussed with Prime Minister Bonomi."

5. Salaries of Staff of Genio Civile.

The low pay of officials of the Genio Civile was briefly referred to in paragraph 25 (i) of the October report. In a letter dated 9 November, addressed to this Sub-Commission, the Minister of Public Works raised this same matter, pleading the need for increasing the remuneration of the said officials, but saying that a straightforward raising of salaries would be unacceptable because it would give the Genio Civile a pay scale more favourable than those of other Government Administrations. In consideration of this, the Minister proposed that the remuneration of Genio Civile officials should be augmented by paying them percentages on the value of the works planned and directed by them, the percentages being varied according to the officials' grades. This Sub-Commission took an unfavourable view of the suggestion and promptly referred it to the Labour Sub-Commission for a ruling. The Labour Sub-Commission took a similar view. It expressed the opinion that it would be inadvisable to approve the granting of percentage fees to Italian engineers in the Public service and stated that any justifiable increases in remuneration ought to be provided by raising the basic salaries. The Minister of Public Works has been informed of the Labour Sub-Commission's recommendation and has been advised to prepare a well studied statement, showing the comparison between salaries paid to engineers in the Government employ and salaries paid to engineers in comparable positions in the employ of private engineers, industries and contractors. Such a statement should form a clear basis upon which to determine any increase in the regular salaries of the Technical Staff of the Ministry of Public Works and its dependent Bodies.

6. Defascism.

Defascistization of the Staff of the Genio Civile, and of certain agencies partially dependent upon it, was referred to in paragraph 6 of the October report. Despite the special efforts therein mentioned, the progress made by the Ministry of Public Works during the past month has not come up to expectations. It is evident that in this matter the utmost continual pressure upon the Ministry in necessary, and there is nothing more to say than that it will be deligently exerted.

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Remuneration of Staff of Genio Civile.

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7. Funds for Housing.

In paragraph 9 of the October report, mention was made of a proposed Decree which was to be further considered by the Council of Ministers on 7 November. It was duly approved by the Council on that date and has since been signed by all parties concerned, including the Lieutenant General of the Realm. At the time of writing, the Decree is being registered at the Corte dei Conti and it is understood that its publication in the Gazzetta Ufficiale may be expected very soon. This important Decree will essentially provide for the granting of subsidies and loans for housing repairs.

At a meeting on 14 November, the Minister of Public Works said that the Italian Government was really determined to go ahead with this urgent work of widespread national necessity but that financing of projects had been the constant difficulty. He had, however, been granted a bulk financial allotment of five hundred million lire to be used at his discretion, and this would enable a number of projects to be put in hand.

8. Funds for Electric Rehabilitation.

In paragraph 9 of the October report, reference was made to an important conference with the Minister of Public Works on 26 October, at which the financing of electrical rehabilitation was discussed. Legislative measures for the allocation of two billion lire for reconstruction of hydro-electric plants have now been approved by the Cabinet of Ministers, and the Ministry of Public Works is being urged to hasten them to effective fruition in the form of a published Decree.

9. Road Reports Bureau.

The establishment of a small "Road Reports Bureau" by this Sub-Commission was announced in paragraph 7 of the September report and was further discussed in paragraph 10 of the October report. In order to assist the Bureau in maintaining and improving its Service, all Officers returning to Headquarters from journeys in which they have experienced difficult road conditions are urged kindly to report all relevant information to the Bureau, in order that it may thus be made available not only for the benefit of other travellers but also as useful intelligence in connection with the work of the Highways and Public Works Division of this Sub-Commission.

10. Control of Building Materials.

Being much concerned by the present excessive cost of many construction projects, and having particularly in mind the

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Being much concerned by the present excessive cost of many construction projects, and having particularly in mind the forthcoming expenditure on the housing program (see paragraph 7), this Sub-Commission has pointed out to the Vice-President of the Economic Section that the principal factor contributing to excessive costs is the high price of building materials, many of

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which have to be purchased in the "Black Market", and has proposed strong measures - which it has clearly defined - for establishing proper control over the manufacture and distribution of such essential materials. In putting forward this recommendation the Director of the Sub-Commission has said: " While the ..... proposal may seem somewhat radical in its concept, it is believed that, under present conditions, it is a necessary procedure and we strongly believe that it will save the Italian people not only many millions of lire, but actually many billions of lire, something worth thinking about."

11. Number of Persons engaged on Public Works.

The Director General of the Italian Ministry of Public Works has been asked to furnish every month a statement of the number of persons employed on public works of all kinds conducted by the Genio Civile. This monthly statement is to embrace persons working for contractors and persons directly engaged by Local Authorities. There is reason to believe that vast numbers of people in many parts of the country are employed in one way or another on public works because there is no other work for them to do, and it is very important that both the Ministry of Public Works and this Sub-Commission should be aware of the extent of such employment.

12. Sardegna, Sicilia and Calabria.

This Sub-Commission has had no representative in Sardegna for the past three months, and it is expected that by 1st January 1945 a similar situation will obtain in Sicilia and Calabria, the present intention being to withdraw from these Regions the one Public Works Officer as yet remaining in each.

13. Appointment of a Commissioner for Electricity in Rome.

The Minister of Public Works recently expressed the desire to appoint a "Commissario per l'Elettricità in Roma " and he named Sig. ROMITA as the official selected for the appointment. The Minister was told that, whilst no objection was raised to the appointment, it must be clearly understood that it will carry no power whatever in connection with the electrical rehabilitation program (in view of A.F.H.Q. Memorandum no. 43, mentioned in paragraphs 16 and 22 of the October report), nor any power as to the allocation and distribution of electricity in the Capital.

14. Public Utility Rates for Water, Electricity and Gas.

This subject was dealt with in paragraph 11 of the October report, wherein were mentioned the endeavours that were being made to hasten the approval and publication of a much needed Decree. On 18th November, after further consultations at this Headquarters, a letter was addressed to the Minister of Public Works, recommending important modifications in the draft of the Decree and asking him

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15. Water Supplies and Sewerage.

Rehabilitation of water supplies and sewerage systems continues, but without any outstanding feature worthy of addition to what was said in paragraphs 17 and 18 of the October report. It may be remarked, however, that the Rome Water supply has shown further improvement during the month, the quantity of water supplied to the city now being between 98 and 99 per cent of the normal supply.

16. Bonifiche, etc.

It was stated in paragraph 19 of the October report that work was well in hand for restoring grevitational drainage in the Pontine Marshes area (i.e. the "Bonifica di Littoria " and the "Bonifica Pontina"). Progress has been well maintained, but it is difficult to indicate what has been accomplished unless one enters into a detailed technical description of the projects. The following notes may, however, be of value to those who have some knowledge of the area:-

Bonifica di Littoria. (By far the larger area, and almost wholly drained by gravity). The Acque Alte main channel has been cleared, except at its mouth which is still mined, and it is now considered to be free from likelihood of overflowing. The main channel of the Acque Medie has been cleared sufficiently to preclude any danger of its flooding Route 7, but there is still further work to do. The River Sisto has been cleared sufficiently to pass its flood waters, whilst clearance of the River Astura is all but completed.

Bonifica Pontina. (This, the smaller area, is largely drained by pumping and, in consequence of the extensive damage done by the enemy to the mechanical plant, presents on the whole the greater problem). - The River Uferte is now almost entirely cleared of debris, as also is the River Amasene which can now carry its full flood waters. Excellent progress has been made in the removal of obstructions from the channel of Porto Badino, at the mouth of the Amasene River, and very little work remains to be done at this point.

Some of the smaller pumping stations have with difficulty been restored to operation, including particularly one near Ponte Maggiore, which will contribute to the avoidance or alleviation of flooding on Route 7 in this locality. The likelihood of such flooding, however, is thought to have been practically obviated by the recent construction of temporary dams in the diversion channel and navigation canal at Ponte Maggiore. These will prevent flood waters of the River Amasene from flowing in either direction along Route 7. The dams are part of the engineering operation of replacing the destroyed flood gates and will, of course, be removed when the new gates are in operation; but in the meantime they are themselves serving the essential

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16. Bonifiche, etc.

It was stated in paragraph 19 of the October report that work was well in hand for restoring gravitational drainage in the Pontine Marshes area (i.e. the "Bonifica di Litteria " and the "Bonifica Pontina"). Progress has been well maintained, but it is difficult to indicate what has been accomplished unless one enters into a detailed technical description of the projects. The following notes may, however, be of value to those who have some knowledge of the area:-

Bonifica di Litteria. (By far the larger area, and almost wholly drained by gravity). The Acque Alte main channel has been cleared, except at its mouth which is still mined, and it is now considered to be free from likelihood of overflowing. The main channel of the Acque Medie has been cleared sufficiently to preclude any danger of its flooding Route 7, but there is still further work to do. The River Sisto has been cleared sufficiently to pass its flood waters, whilst clearance of the River Astura is all but completed.

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The most important, and by far the largest, pumping station is that of Mazzocchio, and from the agricultural standpoint it is the the one that could most contribute to improvement of the flooded area, but unfortunately it remains utterly useless for

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lack of the large electric motors, transformers and other equipment which were removed by the Germans. In paragraph 9 of the October report, mention was made of endeavours to locate these and other electrical machines removed from the Pontine Marshes area, but as yet these endeavours have met with no success.

Other Bonifiche Projects, etc. Numerous other projects for repair and restoration of " bonifica" works and flood defences are also in hand, particularly in Toscana Region. Although important, and generally very urgent, these schemes are relatively small in comparison with those in progress in the Pontine Marshes. Among them are included flood control and other works in the basins of the Rivers Arno, Elsa, Albegna, Ombrone and Rapido.

Po Valley Area. The potentialities and development of deliberate flooding in the Po Valley and the coastal plains of the northern Adriatic are being continually studied and observed, from the veluable confidential reports, plans, and aerial photographs that are regularly furnished by H.Q., A.A.I. The grave difficulties which will undoubtedly have to be faced in this extensive low-lying zone are, however, being anticipated (with the support of the Agriculture, Public Health and Industry Sub-Commissions) by urgently requisitioning from Allied sources the supply of standardized transportable pumping units, totalling 10,000 HP. This, incidentally, is an extremely modest demand, for it represents no more than about ten per cent of the present installed pumping capacity of the area; and in order to appreciate this statement one should bear in mind the conditions that were met in the Pontine Marshes area, where about ninety per cent of the pumping plant had been rendered entirely unusable.

17. Highways, Bridges and Public Works.

(a) Routes 1 and 7.

Conferences were held during the month with Engineer Officers of Peninsular Base Section, in connection with Route 1 (Rome to Leghorn) and Route 7 (Rome to Naples). It was agreed that additional work on both these highways should be undertaken and that civil contracts should accordingly be let as quickly as possible. The work is already well under way and the contractors are making rapid progress both on bridge reconstruction and on surface repairs, with very satisfactory co-operation from Engineer Units of Peninsular Base Section.

(b) Route 6.

This route, which runs from Rome to Caserta, continues to be of the utmost importance and calls for the execution of much urgent work. Being accorded high priority as a through artery for military traffic, it cannot be allowed to suffer any obstruction, and for this reason the permanent reconstruction of numerous bridges

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(c) Access Roads to Air Fields in Foggia Area.

This Sub-Commission has been requested to undertake responsibility for maintenance work on access roads to Air Fields in the Foggia area. These are actually Communal and Provincial roads, previously maintained by U.S. Army Air Force Engineers who, however, no longer have adequate facilities for the work. These additional responsibilities have been included in the Sub-Commission's highway program, and maintenance contracts are accordingly being let.

(d) Work necessitated by Floods.

As a result of recent floods in the North, an increasing number of demands has been received from Military Districts for works of road and bridge reconstruction. Responsibility for the execution of such works has been accepted in so far as the Sub-Commission's limited Officer personnel and inadequate transport facilities - both now taxed to the utmost - will allow. In order to contend with these emergency works, Officers are being withdrawn from more southerly Regions and stationed at the most critical locations in forward areas. The situation is further complicated by certain weaknesses in the organisation of the Genio Civile, mainly due to inadequacy of staff and transport.

(e) Replacement of Bailey Bridges.

On all military routes the most urgent problem is the need for rapid reconstruction of permanent bridges so that the existing sectional military bridges (Bailey) may be removed for re-use in operational areas. The progress of this program, as revealed by the latest inspections, is very satisfactory. For example, a survey carried out in the area north of Rome has indicated that, of all the Bailey bridges still in position, 72 per cent will, at the end of January, have been replaced by permanent bridges the construction of which is now well under way. A further 14 per cent are being replaced by "Flambo" bridges, which are semi-permanent sectional bridges of mild steel, now being manufactured in Italy. The program of Bailey bridge replacement must, of course, continue to be treated as urgent, and for these sites where reconstruction is not yet in hand, contracts will be placed as expeditiously as possible.

(f) Bitumen.

During the month, a detailed estimate was prepared and a demand was submitted for supplies of bitumen, required for roads of solely Civil importance, throughout Italian Government territory. All bitumen is, and has been, under the control of the Allied Armies and, therefore, has been available only for roads of military importance. This situation has resulted in a complete lack of proper surface maintenance on the 6,000 Km. of State, Provincial and Communal roads which, though having no military significance, are nevertheless of great civil value. It will not, however, be too late to rectify the situation if the 6,000 tons of bitumen demanded by this Sub-Commission

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If bitumen be not made available in the very near future, extensive sections of the aforesaid important roads will become beyond repair and will need to be completely reconstructed at a prohibitive cost.

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(g) Transport.

The transport situation, both for personnel and constructional materials, remains extremely grave. Whilst no additional trucks have been made available during the past month, general deterioration and the lack of spare parts have further depleted the number of vehicles available in an operable condition. All efforts to obtain tyres and tubes for cars and trucks belonging to the Genio Civile and to Contractors have been unsuccessful. It must be perfectly evident that, unless some solution to this problem can be found, a rapid decline in reconstruction activities will result. We are gradually increasing our demands on Italian facilities in forward areas and are returning greater responsibilities to the Civil Administration in Italian Government territory, but the result of this trend cannot be satisfactory unless the transport problem, in all its aspects, receive immediate attention and corrective action.

(h) Volume and value of Public Works.

The following tables have been compiled to show at a glance, under three main classifications, the present aggregate volume of public works throughout liberated Italy (excluding the island of Sardinia) :-

Tables on pages 10 and 11.

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Public Works Projects in November

TYPE	Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Mon
Schemes of Military Priority					
Bridges	18	17,730,500	43	53,699,650	149
Roads	40	49,761,060	42	42,956,650	169
Total	58	67,491,560	85	96,656,300	318
Schemes other than of Military Priority but for which the approval of AC/AMG was re					
Roads	44	32,098,820	43	36,950,681	179
Bridges	79	75,263,602	47	53,662,821	121
Public Buildings, Schools, etc.	126	103,775,077	79	45,797,052	280
Debris Removal	76	48,469,300	72	28,539,633	218
Waterworks, Sewers & Flood control	45	47,351,015	32	27,218,127	95
Housing	51	25,124,000	=	=	29
TOTAL	421	332,081,814	273	194,168,314	922

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Public Works Projects in November

	Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month	Cost (Lire)
			Schemes of Military Priority			
	18	17,730,500	43	53,699,650	149	216,07[illegible].985
	40	49,761,060	42	42,956,650	169	403,245,358
	58	67,491,560	85	96,656,300	318	619,322,343
Schemes other than of Military Priority but for which the approval of AC/AMG was required.						
	44	32,098,820	43	38,950,681	179	250,650,886
	79	75,263,602	47	53,662,821	121	116,791,370
ings,	126	103,775,077	79	45,797,052	280	377,823,904
al	76	48,469,300	72	28,539,633	218	174,013,741
Severe & l	45	47,351,015	32	27,218,127	95	119,724,562
	51	25,124,000	=	=	29	139,640,000
	423	332,081,814	273	194,168,314	922	1,178,644,463

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Schemes handled independently by Italian Authorities

TYPE	Initiated during October	Cost (Lire)	Completed during October	Cost (Lire)	In progress during Octob
Roads	19	2,813,225	2	1,210,000	50
Bridges	7	1,014,217	4	1,708,000	13
Public Buildings, Schools, etc.	109	12,087,304	2	1,360,000	55
Debris Removal	2	65,000	36	5,580,510	18
Waterworks, Sewers, Flood Control	6	1,972,000	15	5,273,000	167
Housing	4	3,264,000	-	--	27
TOTAL	147	21,815,746	59	15,131,510	330

NOTE : The above totals of schemes handled independently by the Italian Authorities are incomplete because full information was not available in all Regions. It is hoped that it will be possible to give a complete statement in the next report.

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Schemes handled independently by Italian Authorities

	Initiated during October	C o s t (Lire)	Completed during October	C o s t (Lire)	In progress during October	C o s t (Lire)
	19	2,813,225	2	1,210,000	50	7,449,000
	7	1,014,217	4	1,708,000	13	4,034,000
lings, c.	109	12,687,304	2	1,360,000	55	11,678,100
val	2	65,000	36	5,580,510	18	4,573,000
od Control	6	1,972,000	15	5,273,000	167	38,076,100
	4	3,264,000	-	--	27	9,282,000
	147	21,815,746	59	15,131,510	330	75,092,200

NOTE : The above totals of schemes handled independently by the Italian Authorities are incomplete because full information was not available in all Regions. It is hoped that it will be possible to give a complete statement in the next report.

18. Electrical Division.

(a) Generation.

During the month, 19,920 KW of power generating equipment was restored to service to meet the increasing military and essential civilian needs of electric power in Central Italy. This brings the restored generating capacity in Central Italy to a total of about 100,000 KW.

Good progress is being made in the restoration of the remaining repairable plant, and a sharp increase in available capacity may be expected in the next three months. Additional transport facilities (2 to 3 - Ton vehicles) would speed up the work of rehabilitation.

The moving of transformers for the Terni Company (a program which was started in October) was finished during November. Included in the movements was the transfer of four 20,000 KVA transformers and two regulating transformers from Rome to Terni for use at the Galleto generating station, now being rehabilitated. Supervisory and other personnel for this work were provided by the Allied Commission. Other equipment moved during the month under the Allied Commission's supervision included exciters from a plant at Terni to one in Toscana Region.

(b) Transmission.

In Central Italy, 162.85 Km. of high voltage transmission lines were repaired and put back into operation during November.

In the Abruzzi-Marche Region, rehabilitation under the Regional Electrical Officer's direction continued both on small generating stations and on transmission lines. Capt. H.G. Best has been attached to that Region as an additional electrical Officer. Capt. Albert Duran, of this Sub-Commission, in his capacity of Liaison Officer with the Region, is also assisting in rehabilitation work wherever possible.

Electrical rehabilitation in Toscana Region has included the repair of an important transmission line between San Romano and Florence. The Electrical Officer of the Region has supervised the work and has arranged for transportation and other necessary assistance.

The electrical Officers originally assigned to the three northern Regions are at present engaged on electrical rehabilitation work in more southerly areas.

Outstanding among the duties performed by the Southern Region Electrical Officer was the obtaining of transportation and other assistance for the repair of a serious break which occurred on 28 November in the transmission line feeding Apulia. The "outage" was probably the most serious one to have affected the area since the Allied occupation. The normal electric power demand there, after rationing, has been approximately 50,000 kilowatts, and this was reduced by the "outage" to 17,000 KW. The repair was completed by 7 December, whereupon normal supply was resumed.

Such breakdowns in the high voltage transmission system

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Such breakdowns in the high voltage transmission systems are generally due to lack of transport which normally would be used in carrying out routine maintenance. It is recommended, however, that while transport is in short supply the occasional breakdown should be accepted, and the available transport be fully utilised for the more urgent work of restorating the electrical plants.

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(c) Electrical Reconstruction Committee.

The first meeting of this Committee was held in the office of the Chief of the Electrical Division of this Sub-Commission on 22 November, under the chairmanship of Maj. Gen. D. McCoach, C.E., of AFHQ. Representatives of AFHQ, Flag Officer Western Italy, A.A.I., A.C., and P.B.S., were present.

Plans for the rehabilitation of power plants and transmission lines in Central Italy were discussed and approved. Much of this work is already under way, or in development stage. Plans for supplying power to the forward areas, and to territory not yet liberated, were also discussed and approved. This work is being carried out by AAI, PBS and Eighth Army engineer units.

Lt. Col. W.M. Lapper, Chief of the Electrical Division of this Sub-Commission, reported upon his mission to the U.S.A. and the U.K., and also to France, in connection with obtaining portable electric generating equipment for Italy. He also reported on certain emergency electrical equipment of the Central Electrical Board (England) which is to be made available to the War Department. In view of this information, AAI are requisitioning some of the said equipment for use in Northern Italy.

In connection with electrical rehabilitation in Central Italy, mention should be made of a special meeting, convened by this Sub-Commission on 10 November, at which were present engineers of the principal Electric Power Companies of Central Italy and representatives of the Italian Ministry of Public Works. The meeting was presided over by Major E.J. Barry of the Electrical Division. After a general discussion, the companies were requested each to submit a plan for rehabilitation of all of its generating plant that could be brought into operation by the close of 1945. This has extended by about 9 months the original 6 months plan which commenced in September 1944. These new plans are now being received from the companies.

(d) Allocations.

At the monthly meeting of the Electric Power Committee of the Allied Forces Local Resources (Italian) Board on 22 Nov. 44, applications for electric power for occupied Italy were considered and allocations were made. Representatives of all the Military Districts were present and they submitted bids for available power for both military and essential civilian needs.

Capt. L.W. Laughlin of the Electrical Division of this Sub-Commission continues to act as coordinator between the Army Districts. He presented to the Committee a statement of recommended allocations of electric energy throughout occupied Italy.

A serious shortage of electric power for olive pressing in Perugia Province existed during the month. Electrical Officers of the Lazio-Umbria Region have instituted strict rationing in the Terni area in order that additional energy may be supplied in Perugia.

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(e) Supplies.

One of the many difficulties encountered in electrical rehabilitation has been that of obtaining materials. Major L.G. Price of the Electrical Division of this Sub-Commission is now responsible for dealing with these difficulties and has already effected considerable improvement in the situation.

Materials required for electrical reconstruction continue to be found on the open market, or through Engineer channels, but the position is becoming increasingly difficult owing to the fact that the open market is being drained of essential materials, particularly insulating materials, which can no longer be found in sufficient quantities for major repairs. However, insulating materials are now beginning to arrive in this theatre and it is hoped that steady importation will be maintained. Many transformers are out of commission for want of porcelain bushings, but there is a possiblity of putting a porcelain factory into production at an early date.

(f) Transport.

The transportation problem of the Electric Power companies, both for operating and for construction work, continues to assume more serious proportions. In Southern Italy the need of tyres for such vehicles as the Companies possess is being borne out by electrical breakdowns resulting from inadequacy of maintenance, which, as has been stated before, cannot be carried out without transport. Line failure repairs are unduly delayed owing to the difficulty of getting from place to place with a limited amount of transport. Consequently, interruptions in the electric supply of southern and central Italy must be expected so long as the present shortage of transport remains.

(g) General.

With the object of improving liaison with the Italian Government, this Sub-Commission has requested the Ministry of Public Works to appoint a representative who will be located in the Sub-Commission's office in order to keep in close touch with the Sub-Commission's work. This arrangement will provide a means of readily exchanging information without the necessity of calling the Ministry's representatives to this Headquarters, and it is hoped that it will result in closer collaboration in all matters affecting the supply of electricity.

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19. Personnel.

The following transfers and attachments have been effected :-

NAME OF OFFICER		FROM	TO
Maj. E.H. Richardson	(A)	Lombardia Region	(ASSIGNED) Toscana Region
Capt. A.G.A. Saul	(B)	Southern Region	(ASSIGNED) Toscana Region
Maj. G.C. Eberle	(A)	Piemonte Region	(ATTACHED) Toscana Region
Maj. M.O. Wooster	(A)	Venezia Region	(ATTACHED) Toscana Region
Maj. A. Crowther	(B)	Lombardia Region	(ATTACHED) Toscana Region
Maj. W. Knight, M.C.	(B)	Venezia Region	(ATTACHED) Toscana Region
Maj. R.A. Bell	(A)	H.Q.	(ATTACHED) Lazio-Umbria Reg.
Maj. G.P. Buckley	(B)	Piemonte Region	(ATTACHED) Lazio-Umbria Reg.
Capt. H.J. Rosson	(A)	Toscana Region	(ATTACHED) H.Q.
Capt.W.E. Trommershausen	(A)	H.Q.	(ATTACHED) Lazio-Umbria Reg.
Capt. H.G. Best	(B)	H.Q.	(ATTACHED) Abruzzi-MarcheReg.
Maj. J.C. Rively	(A)	Abruzzi-Marche Reg.	Off the strength of this Sub-Commission.
Mr. F.O. Griffith (Civilian)	(A)	H.Q.	(ASSIGNED) Abruzzi-Marche Reg.

The next paragraph comprises a list of the Officers and Allied civilian technicians of this Sub-Commission, employed both at Headquarters and in the Regions. At Headquarters there are 19, and in the Regions 53, making a total of 72. As stated in paragraph 22 of the October report, six of the British Officers have been nominated for service in another theatre of operations

4/3.

awaiting re-assignment

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Maj. E.H. Richardson	(A)	Lombardia Region	(ASSIGNED) Toscana Region
Capt. A.G.A. Saul	(B)	Southern Region	(ASSIGNED) Toscana Region
Maj. G.C. Eberle	(A)	Piemonte Region	(ATTACHED) Toscana Region
Maj. M.O. Wooster	(A)	Venezia Region	(ATTACHED) Toscana Region
Maj. A. Crowther	(B)	Lombardia Region	(ATTACHED) Toscana Region
Maj. W. Knight, M.C.	(B)	Venezia Region	(ATTACHED) Toscana Region
Maj. R.A. Bell	(A)	H.Q.	(ATTACHED) Lazio-Umbria Reg.
Maj. G.P. Buckley	(B)	Piemonte Region	(ATTACHED) Lazio-Umbria Reg.
Capt. H.J. Rosson	(A)	Toscana Region	(ATTACHED) H.Q.
Capt.W.E. Trommershausen	(A)	H.Q.	(ATTACHED) Lazio-Umbria Reg.
Capt. H.G. Best	(B)	H.Q.	(ATTACHED) Abruzzi-MarcheReg.
Maj. J.C. Rively	(A)	Abruzzi-Marche Reg.	Off the strength of this Sub-Commission.
Mr. F.O. Griffith (Civilian)	(A)	H.Q.	(ASSIGNED) Abruzzi-Marche Reg.

The next paragraph comprises a list of the Officers and Allied civilian technicians of this Sub-Commission, employed both at Headquarters and in the Regions. At Headquarters there are 19, and in the Regions 52, making a total of 71. As stated in paragraph 22 of the October report, six of the British Officers have been nominated for service in another theatre of operations and it is therefore to be expected that in due course their services will be lost to the Sub-Commission, thereby making its work still more onerous for the remainder of the staff.

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The following list includes one Colonel and eight Lieutenant-Colonels, five of whom are American and four British. Opportunity is taken to observe again upon the long-standing anomaly (see paragraph 18 of September report and paragraph 22 of October report) that the Director (Am.) and the Deputy Director (Br.) continue to hold only the rank of Lieut-Colonel, although one full Colonel and six Lieut-Colonels are under their direction.

20. Nominal Roll of Officers.

(A) At Headquarters.

Lt.Col. Louis A. Jenny	0245627	C.E.	(A)	Director, Sub-Commission
Lt.Col. George E. Rhodes	46671	R.E.	(B)	Deputy Director
Capt. A.E. Preedy	161074	R.A.	(B)	Admin. Officer
Sub. A.K. King	287036	A.T.S.	(B)	Asst. Admin. Officer

Public Works Division

Lt.Col. V.S. Thompson	None	R.C.E.	(B)	Chief, Pub. Wks. Div.
Capt. Rufus W. Shepherd	0269899	S.R.	(A)	Asst.to Chief P.W.Div.
Major Norbert W. Hyland	0525877	S.R.	(A)	P.W.O. South
Mr. D. Solomon	Civilian		(A)	Housing

Electrical Division

Lt.Col. W.M. Lapper	294812	G.E.	(B)	Chief, Elect. Div.
Capt. Louis W. Laughlin	0521392	S.R.	(A)	Asst.to Chief Elec.Div.
Major Edmund J. Barry	0925044	C.E.	(A)	Elect. Generation Dept.
Major Vinal S. Renton	0299699	Inf.	(A)	Operations & Transm. Dept.
Major Robert A. Bell	0328685	Sig.C.	(A)	Elect.Util.Officer (At'ch'd.Lazio-Umbria Region)
Major H.W. Westwood	139095	R.E.	(B)	Water, Gas, Drainage, Bonifiche.
Major L.G. Price	142572	R.E.	(B)	Supply Officer(At'ch'd).
Capt. William E. Trommershausen	0342407	F.A.	(A)	Elect.Util.Officer (At'ch'd. Lazio-Umbria Region)
Capt. Paul M. Vannoy	0280920	C.E.	(A)	Elect.Util. Officer
Capt. H.G. Best	86872	R.A.	(B)	Elect.Util. Officer (At'ch'd. Abruzzi-Marche Region)
Capt. Albert E. Duran	0228522	Sig.C.	(A)	Elect.Util.Officer

(B) In Regions.

Sicilia Region.

				Regional Engineer

20. Nominal Roll of Officers.

(A) At Headquarters.

Lt.Col. Louis A. Jenny	0245627	C.E.	(A)	Director, Sub-Commission
Lt.Col. George E. Rhodes	46671	R.E.	(B)	Deputy Director
Capt. A.E. Preedy	161074	R.A.	(B)	Admin. Officer
Sub. A.K. King	287036	A.T.S.	(B)	Asst. Admin. Officer

Public Works Division

Lt.Col. V.S. Thompson	None	R.C.E.	(B)	Chief, Pub. Wks. Div.
Capt. Rufus W. Shepherd	0269899	S.R.	(A)	Asst. to Chief P.W.Div.
Major Norbert W. Hyland	0525877	S.R.	(A)	P.W.O. South
Mr. D. Solomon	Civilian		(A)	Housing

Electrical Division

Lt.Col. W.M. Lapper	294612	G.L.	(B)	Chief, Elect. Div.
Capt. Louis W. Laughlin	0521392	S.R.	(A)	Asst. to Chief Elec. Div.
Major Edmund J. Barry	0925044	C.E.	(A)	Elect. Generation Dept.
Major Vinal S. Renton	0299690	Inf.	(A)	Operations & Transm. Dept.
Major Robert A. Bell	0328685	Sig.C.	(A)	Elect.Util.Officer (At'ch'd. Lazio-Umbria Region)
Major H.W. Westwood	139095	R.E.	(B)	Water, Gas, Drainage, Bonifiche.
Major L.G. Price	142572	R.E.	(B)	Supply Officer (At'ch'd).
Capt. William E. Trommershausen	0342407	F.A.	(A)	Elect.Util.Officer (At'ch'd. Lazio-Umbria Region)
Capt. Paul M. Vannoy	0280920	C.E.	(A)	Elect.Util. Officer
Capt. H.G. Best	86872	R.A.	(B)	Elect.Util. Officer (At'ch'd. Abruzzi-Marche Region)
Capt. Albert E. Duran	0228522	Sig.C.	(A)	Elect.Util.Officer

(B) In Regions.

Sicilia Region.

Major D.A. Boyd	163541	R.E.	(B)	Regional Engineer

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Southern Region.

Col.Lester J. Hensley	0174226	C.E.	(A)	Regional Engineer
Major William F.Chamberlin	03073335	F.A.	(A)	P.W.O.Liaison Officer No.2 Dist.
Capt. R.N.J. Hibbard	236667	R.E.	(B)	Liaison Officer No.3 Dist.
Capt. D.K. Brown	0382133	C.A.C.	(A)	Highways
Capt. Ralph A. Ryan	0520875	S.R.	(A)	Elect.Util.Officer
Lt.F.M.H. Stephens	183578	R.E.	(B)	Highways
1st Lt.P.A. Sbrolla	C1551106	Ord.	(A)	Elect.Util. Officer
Mr. H.H. Townsend	Civilian		(A)	Reg. Eng.Staff.
Mr. Conrad H. Rapp	Civilian		(A)	Reg.Eng.Staff.

Lazio-Umbria Region.

Lt.Col.G.de C.E.Findlay,V.C.	12396	R.E.	(B)	Regional Engineer
Major A.G. Evans	181780	R.E.	(B)	Public Works Officer
Major A.E. Michel	0519275	S.R.	(A)	Public Works Officer
Capt.Warren P. Laughton	0383013	Inf.	(A)	Public Works Officer
Capt.Nathaniel M. Whitten	0376761	C.A.C.	(A)	Public Works Officer
Capt. William R. Gentry	0224642	C.M.P.	(A)	Highways
Capt. T.F. Spriggs	C302832	F.A.	(A)	Highways
Capt. A.J. Green	None	P.L.D.G.	(B)	Highways
Lieut. E.P. Wade-Brown	212800	R.A.	(B)	Elect.Util.Officer
Lieut. J.W.L. Butcher	265880	S-Lancs.	(B)	Elect.Util.Officer
2nd Lieut.Peter F. Natale	01691527	C.E.	(A)	Public Works Officer

Abruzzi-Marche Region.

Lt.Col. C.A. Latimer	0211151	C.E.	(A)	Regional Engineer
Capt. J.H. Walsh	0522486	S.R.	(A)	Highways
Major J.E. Foden	291969	G.L.	(B)	Elect.Util.Officer
Mr. F.O. Griffith	Civilian		(A)	Regional Eng.Steff.

Sardegna Region.

Now under Italian Control.

Toscana Region.

Major P.S.L. Lee	181419	R.E.	(B)	Regional Engineer
Lieut. L.J. Hodges	117600	R.A.	(B)	Public Works Officer
Capt. T.R. Brownlee	0152813	C.M.P.	(A)	Highways
Capt. P.R.C. Stephens	183578	R.T.R.	(B)	Elect.Util.Officer
Capt. J.W. Perkins	178091	R.E.	(B)	Public Works Officer
Capt. Hartwell J. Rosson	0516746	S.R.	(A)	Elect.Util.Officer (Atchd. H.Q.)
Major G. Boucher	74496	R.A.	(B)	Liaison Officer No.1 Dist.
Capt. A.G.A. Saul	301428	G.L.	(B)	Highways
Major E.H. Richardson	0264535	F.A.	(A)	Public Works Officer

Lt.F.A.H. Stephens	183578	R.E.	(B)	Highways
1st Lt.P.A. Sbrolla	C1551106	Ord.	(A)	Elect.Util. Officer
Mr. H.H. Townsend	Civilian		(A)	Reg. Eng.Staff.
Mr. Conrad H. Repp	Civilian		(A)	Reg.Eng.Staff.

Lazio-Umbria Region.

Lt.Col.G.de C.E.Findlay,V.C.	12396	R.E.	(B)	Regional Engineer
Major A.G. Evans	181780	R.E.	(B)	Public Works Officer
Major A.E. Michel	0519275	S.R.	(A)	Public Works Officer
Capt.Warren P. Laughton	0383013	Inf.	(A)	Public Works Officer
Capt.Nathaniel M. Whitten	0376761	C.A.C.	(A)	Public Works Officer
Capt. William R. Gentry	0224642	C.M.P.	(A)	Highways
Capt. T.F. Spriggs	C302832	F.A.	(A)	Highways
Capt. A.J. Green	None	P.L.D.G.	(B)	Highways
Lieut. E.P. Wade-Brown	213800	R.A.	(B)	Elect.Util.Officer
Lieut. J.W.L. Butcher	265880	S-Lance.	(P)	Elect.Util.Officer
2nd Lieut.Peter F. Natale	01691527	C.E.	(A)	Public Works Officer

Abruzzi-Marche Region.

Lt.Col. C.A. Latimer	0211151	C.E.	(A)	Regional Engineer
Capt. J.H. Walsh	0522486	S.R.	(A)	Highways
Major J.E. Foden	291969	G.L.	(B)	Elect.Util.Officer
Mr. F.O. Griffith	Civilian		(A)	Regional Eng.Staff.

Sardegna Region.

Now under Italian Control.

Toscana Region.

Major P.S.L. Lee	181419	R.E.	(B)	Regional Engineer
Lieut. L.J. Hodges	117600	R.A.	(B)	Public Works Officer
Capt. T.R. Brownlee	0152813	C.M.P.	(A)	Highways
Capt. P.R.C. Stephens	183578	R.T.R.	(B)	Elect.Util.Officer
Capt. J.W. Perkins	178091	R.E.	(B)	Public Works Officer
Capt. Hartwell J. Rosson	0516746	S.R.	(A)	Elect.Util.Officer (Atchd. H.Q.)
Major G. Boucher	74496	R.A.	(B)	Liaison Officer No.1 Dist.
Capt. A.G.A. Saul	301428	G.L.	(B)	Highways
Major E.H. Richardson	0264535	F.A.	(A)	Public Works Officer

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Emilia Region.

Major W.M. Spann	0260170	S.R.	(A)	Regional Engineer
Major W.H. Gamble	263395	G.L.	(B)	Public Works Officer
Capt. Richard P. Weeber	0338955	C.E.	(A)	At'ch'd.A.A.C.5th Army
Capt. E.H. Rogers	0413238	C.E.	(A)	Elect.Util.Officer

Piemonte Region.

Lt.Col. C.R. Birchett	0902256	C.E.	(A)	Regional Engineer
Major G.P. Buckley	146479	R.E.	(B)	Public Works Officer (At'ch'd.Lazio-Umbria Reg.)
Capt. J.A. Robb, Jr	0901613	Sig.C.	(A)	Public Works Officer
Capt. D.E. Smith	0520148	S.R.	(A)	P.W.O.(At'ch'd. Toscana Region.)
Major G.C. Eberle	0339841	C.E.	(A)	Highways officer, (At'ch'd.Toscana Reg)
Major J.S. Bonnett		G.L.	(B)	Elect.Util.Officer

Lombardia Region.

Lt.Col.Clarence P.Bolick	0174447	F.A.	(A)	Regional Engineer (At'ch'd.Lazio-Umbria Region)
Major A. Crowther	161869	R.E.	(B)	(Attached Toscana Reg.)
Major Harry Larsen	0196584	C.E.	(A)	(At'ch'd. Lazio-Umbria Region)

Venezia Region.

Major W. Knight, M.C.	141159	Essex Regt.	(B)	Regional Engineer (At'ch'd.Toscana Reg.)
Capt.Edmund B. Feldman	0251776	S.R.	(A)	Public Works Officer
Major A.G. Perley	None	R.C.C.C.	(B)	Highways
Capt.J.S.C.Wilson-Heathcote	101636	I.Corps	(R)	Highways
Major Mallory O. Wooster	0236441	Sig.C.	(A)	Elect.Util. Officer (At'ch'd. Toscana Reg.)

Major G.F. Buckley	145479	R.E.	(B)	Public Works Officer (At'ch'd.Lazio-Umbria Reg.)
Capt. J.A. Robb, Jr	0901513	Sig.C.	(A)	Public Works Officer
Capt. L.D. Smith	0520148	S.R.	(A)	P.W.O.(At'ch'd. Toscana Region.)
Major G.C. Eberle	0339841	C.E.	(A)	Highways officer, (At'ch'd.Toscana Reg)
Major J.S. Bennett		G.L.	(B)	Elect.Util.Officer

Lombardia Region.

Lt.Col.Clarence F.Bolick	0174447	F.A.	(A)	Regional Engineer (At'ch'd.Lazio-Umbria Region)
Major A. Crowther	161869	R.E.	(B)	(Attached Toscana Reg.)
Major Harry Larson	0196584	C.E.	(A)	(At'ch'd. Lazio-Umbria Region)

Venezia Region.

Major W. Knight, M.C.	141159	Essex Regt.	(B)	Regional Engineer (At'ch'd.Toscana Reg.)
Capt.Edmund R. Feldman	0251776	S.R.	(A)	Public Works Officer
Major A.G. Perley	None	R.C.C.C.	(B)	Highways
Capt.J.S.C.Wilson-Heathcote	101636	I.Corps	(B)	Highways
Major Mallory O. Wooster	0236441	Sig.C.	(A)	Elect.Util. Officer (At'ch'd. Toscana Reg.)

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REGIONAL REPORTS.

21. SICILIA REGION - (Regional Engineer: Major D.A. Boyd, R.E.)

(a) General Remarks.

In the Giornale di Sicilia on 22 Nov, it was stated that the "Presidenza del Consiglio dei Ministri" had sent a telegram to the High Commissioner for Sicily which said that a first allotment of 400 million lire had been given for war damages, of which 100 million would be used for repairing private houses. A Committee, of which the Provveditore alle Opere Pubbliche will be President, will arrange the allocation of the funds on a provincial basis. This is a step in the right direction in the assumption of responsibility by the Italian Authorities (see paragraphs 3 and 7).

(b) Staff & Personnel.

The personnel of this Division remains the same, the Regional Engineer being the only Public Works Officer left in the island(see also paragraph 12).

(c) Highways and Bridges.

The roads declared Military Highways remain the same as in June. Works ordered are proceeding slowly, being delayed by lack of coal & petrol, as explained in paragraph 24 (j) of the October report. Until more coal and petrol are allotted, the condition of all roads in Sicily will continue to deteriorate.

(d) Electricity.

The Regional Engineer's detailed statistics regarding the electric power situation show, as before (paragraph 24 (k), October report), that the island continues to be in a fortunate position compared with the mainland of Italy, but rationing must, nevertheless, be continued. The maintenance of this Region's comparatively favourable position is, however, dependent upon the necessary fuel supplies, and in this connection the Regional Engineer has requested that for the month of December - in view of the seasonal uncertainty of hydro-electric production - a greater allotment of coal, even Sardinian coal, should be made to Catania.

As a result of a short circuit which gave rise to a fire on 1st November, the 5,000 KW Ganz alternator at Catania was damaged. The possibility of repairing it is being studied with the aid of expert assistance from the mainland.

(e) Other Public Utilities.

(i) Water. No difficulties have been experienced in connection with water supplies.

(ii) Gas. Coal has not yet been made available for gas production.

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President, will arrange the allocation of the funds on a provincial basis. This is a step in the right direction in the assumption of responsibility by the Italian Authorities (see paragraphs 3 and 7).

(b) Staff & Personnel.

The personnel of this Division remains the same, the Regional Engineer being the only Public Works Officer left in the island(see also paragraph 12).

(c) Highways and Bridges.

The roads declared Military Highways remain the same as in June. Works ordered are proceeding slowly, being delayed by lack of coal & petrol, as explained in paragraph 24 (j) of the October report. Until more coal and petrol are allotted, the condition of all roads in Sicily will continue to deteriorate.

(d) Electricity.

The Regional Engineer's detailed statistics regarding the electric power situation show, as before (paragraph 24 (k), October report), that the island continues to be in a fortunate position compared with the mainland of Italy, but rationing must, nevertheless, be continued. The maintenance of this Region's comperatively favourable position is, however, dependent upon the necessary fuel supplies, and in this connection the Regional Engineer has requested that for the month of December - in view of the seasonal uncertainty of hydro-electric production - a greater allotment of coal, even Sardinian coal, should be made to Catania.

As a result of a short circuit which gave rise to a fire on 1st November, the 5,000 KW Ganz alternator at Catania was damaged. The possibility of repairing it is being studied with the aid of expert assistance from the mainland.

(e) Other Public Utilities.

(i) Water. No difficulties have been experienced in connection with water supplies.

(ii) Gas. Coal has not yet been made available for gas production.

(iii) Tramways continue to run in Palermo, Catania and Trapani.

(f) Materials.

The first consignment of condenser tubes for the thermal generating station at Catania has now been received and further supplies are awaited.

Cement is available for industries, and there is also a small proportion for private uses. The Italian Authorities are now responsible for controlling its distribution.

(g) Transport.

The Regional Engineer again complains seriously of lack of transport and describes the situation as critical.

(h) Summary of Projects.

The following table shows, under three main classifications, the public works projects initiated during the month:-

PUBLIC WORKS PROJECTS IN SICILLA REGION.

Type	Initiated during Month	Cost (Lire)
Schemes of Military Priority		
Bridges	2	2,500,000
Roads	5	5,400,000
Total	7	7,900,000
Schemes other than of Military Priority but for which the approval of AC/AMG was required		
Roads	7	11,680,000
Bridges	3	7,370,000
Public Buildings, Schools, etc.	21	29,457,871
Debris Removal	--	--
Waterworks and Sewerage	9	22,495,000
Housing	--	--
Total	40	71,002,871
Schemes handled independently by Italian Authorities		
Roads	9	1,150,640
Bridges	7	1,014,217
Debris Removal	2	65,000
Public Buildings,		

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(h) Summary of Projects.

The following table shews, under three main classifications, the public works projects initiated during the month:-

PUBLIC WORKS PROJECTS IN SICILIA REGION.

Type	Initiated during Month	Cost (Lire)
Schemes of Military Priority.		
Bridges	2	2,500,000
Roads	5	5,400,000
Total	7	7,900,000
Schemes other than of Military Priority but for which the approval of AC/AMG was required		
Roads	7	11,680,000
Bridges	3	7,370,000
Public Buildings, Schools, etc.	21	29,457,871
Debris Removal	--	--
Waterworks and Sewerage	9	22,495,000
Housing	--	--
Total	40	71,002,871
Schemes handled independently by Italian Authorities		
Roads	9	1,150,640
Bridges	7	1,011,217
Debris Removal	2	65,000
Public Buildings, Schools, etc.	62	6,618,854
Housing	--	--
Waterworks, Sewers, and Flood Control	6	1,972,000
Total	86	10,820,711

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22. SOUTHERN REGION (Regional Engineer: Col.L.J. Hensley, C.E.)

(a) General Remarks.

Requests for materials needed by Italian organisations to carry out work of a non-military nature are now being directed to the "Consiglio di Economia" for action. Arrangements have been made with Military Authorities and Italian organisations for implementing the instruction (see para. 3) for extending the powers and responsibilities of the Italian Ministry of Public Works and its dependent Bodies.

(b) Highways and Bridges.

Ordinary repairs have been carried out on a little more than 400 miles of highways of military priority No.1 in the areas of Caserta and Salerno. Similar repairs have also been done on approximately 192 miles of Provincial highways of a military nature in the neighbourhood of Caserta. Ordinary maintenance on non-military roads in various parts of the Region has been executed over a total length of about 65 miles.

Lack of cement and transportation is reported to be impeding the maintenance of Military Highways in the Catanzaro zone.

It is reported that the Municipality of Bari is handicapped by lack of funds for road repairs. A sum of 200,000 lire has, however, been made available to the Prefect of Bari, in order that road works of military importance may be put in hand without delay.

Two reconstructed bridges (Busento and Cicineddu) have been opened to traffic. Eight other bridges are in course of being rebuilt.

(c) Other Public Works.

Repairs to hospitals, orphanages and prisons continue, but in general they are proceeding slowly on account of difficulty in obtaining materials. Debris removal also continues. Progress has been made in the initiation of Housing projects.

(d) Electricity.

(i) Generation.

The three 18,000 KW. units at the CRICHELLA hydro-electric generating station went out of service on 29 October as the result of a fault that developed in one of them (see paragraph 25 (c) of the October report). Two of the units were restored to operation within a week, but the third, which was severely damaged, will take about three months to repair.

On 15 November trouble developed in one of the 30,000 KW. units of the TIMPAGRANDE hydro-electric station. It is under repair and is expected to be in service again

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implementing the instruction (see para. 3) for extending the powers and responsibilities of the Italian Ministry of Public Works and its dependent Bodies.

(b) Highways and Bridges.

Ordinary repairs have been carried out on a little more than 400 miles of highways of military priority No.1 in the areas of Caserta and Salerno. Similar repairs have also been done on approximately 192 miles of Provincial highways of a military nature in the neighbourhood of Caserta. Ordinary maintenance on non-military roads in various parts of the Region has been executed over a total length of about 63 miles.

Lack of cement and transportation is reported to be impeding the maintenance of Military Highways in the Catanzaro zone.

It is reported that the Municipality of Bari is handicapped by lack of funds for road repairs. A sum of 200,000 lire has, however, been made available to the Prefect of Bari, in order that road works of military importance may be put in hand without delay.

Two reconstructed bridges (Busento and Cicineddu) have been opened to traffic. Eight other bridges are in course of being rebuilt.

(c) Other Public Works.

Repairs to hospitals, orphanages and prisons continue, but in general they are proceeding slowly on account of difficulty in obtaining materials. Debris removal also continues. Progress has been made in the initiation of Housing projects.

(d) Electricity.

(i) Generation.

The three 18,000 KW. units at the ORICHELLA hydro-electric generating station went out of service on 29 October as the result of a fault that developed in one of them (see paragraph 25 (c) of the October report). Two of the units were restored to operation within a week, but the third, which was severely damaged, will take about three months to repair.

On 15 November trouble developed in one of the 30,000 KW. units of the TIMPAGRANDE hydro-electric station. It is under repair and is expected to be in service again early in December.

Largely in consequence of the above mentioned failures, it has been necessary, in order to deal with peak loads, to operate two units of the CAPUANO steam plant (of the Societa Meridionale di Elettricita) and a diesel unit at the VIGLIENA plant (of the Volturno Co.)

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(ii) Reconstruction.

CALORE - The unit is still under test but is expected to be ready for operation early in December.

LETE - Reconstruction continued to be delayed by lack of materials and transport. (See paragraph 25 (c) (ii) of October report).

AVENTINO - Reconstruction has been delayed by lack of materials and transport.

MURO LUCANO - Was expected to have been finished sometime in November (see paragraph 25 (c) (iii) of October report): it is not yet ready for operation but the repairs are about 90 per cent completed.

CAPUANO - The third unit of this steam plant has been tested and is now ready to operate.

TIMPAGRANDE - There has been delay in obtaining transport to move the 12,000 KVA 150/10 KV. transformer from BARI to TIMPAGRANDE but it is expected that rail transportation will be made available early in December. The auxiliary equipment has already been installed.

(iii) Rationing.

The loads on the various substations have exceeded allotments on several occasions during the month. Plans have been devised for lessening peak loads by reducing tramway services and by operating factories during off-peak periods. The overall consumption of electricity in Southern Region during the month has been within the allocation.

(e) Other Public Utilities.

(i) Water.

The following works by the Naples Water Company are in progress:-

Reconstruction of the canal bridge at Pannorama; strengthening of foundations for 800 mm. diam. syphons near Vallone di Miano; reconditioning the bed of the River Fictraqua near the point where the principal aqueduct crosses it; preliminary work on the hydraulic booster pumping installation for the Chiaiano water system; sundry repairs to mains, and valves in the distribution system of Naples.

Elsewhere in the Region the water supply situation is generally satisfactory and presents no urgent problems.

In the Catanzaro zone the Genio Civile has instituted a new division for attention to water supplies and gas works.

(ii) Gas.

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(i) Water.

The following works by the Naples Water Company are in progress:-

Reconstruction of the canal bridge at Pannorama; strengthening of foundations for 800 mm. diam. syphons near Vallone di Miano; reconditioning the bed of the River Pietracupa near the point where the principal aqueduct crosses it; preliminary work on the hydraulic booster pumping installation for the Chiaiano water system; sundry repairs to mains, and valves in the distribution system of Naples.

Elsewhere in the Region the water supply situation is generally satisfactory and presents no urgent problems.

In the Catanzaro zone the Genio Civile has instituted a new division for attention to water supplies and gas works.

(ii) Gas.

The average production of gas in Naples during the month was 85,000 cu.m. per day. The repair of the gas generators and of the Woodall-Duckham distillation battery is being carried out simultaneously with the delivery of

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the necessary cast iron pieces from the "Navalmeccanica". The 80,000 cu.m. gas holder, which is under repair, is expected to be in working order by the end of December. Repair of the main pipe line in Via Galileo Ferraris is going on, and repairs have also been carried out to damaged mains in parts of the city which are as yet without a supply of gas, particularly the Corso Garibaldi zone, the Via Foria and the Vesuvian Communes.

(f) Industries and Factories.

A cement mill at Vibo Marina was inspected and it was found that with the use of about 200 tons of cement the factory could be put into an operable condition. Its production would then relieve the shortage of cement in that locality.

There is a factory in Bari called "Acciaierie e Ferriere Pugliesi" which, in the past, manufactured water pipes. This factory not only has on hand stocks of immediate use to the Naples waterworks, but its production is urgently needed throughout the Region. At present, however, the factory is requisitioned by a British military unit and its present stock of materials is frozen.

(g) Materials.

On this subject the Regional Engineer says:-

" The outlook on materials is very grim due to the change in the system of control. We have already had concrete examples of the inefficiency of the Consiglio di Economia here in Naples in its capacity of material control. We cannot point out one single case where materials requested by civilian agencies to them have been forthcoming."

(h) Transport.

As has been indicated in previous reports, there is a serious shortage of transport.

(i) Summary of Projects.

The following table shows the present volume and value of public works projects in the Region, excluding schemes handled independently by the Italian Authorities:-

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Public Works Projects in Southern Region.

T y p e	Initiated during Month	C o s t (Lire)	Completed during Month	C o s t (Lire)	In progress during Mont
Schemes of Military Priority					
Bridges	5	5,569,000	22	23,775,000	33
Roads	31	39,242,162	39	38,746,650	119
Total	36	44,811,162	61	62,521,650	152
Schemes other than Military Priority but for which the approval of AC/AMG was required					
Roads	8	4,135,400	26	30,704,051	80
Bridges	7	2,788,773	13	11,158,894	46
Public Buildings, Schools, etc.	29	23,414,446	55	24,834,052	209
Debris Removal	8	5,528,100	31	9,901,633	86
Waterworks, Sewers and Drainage	10	9,174,015	9	16,390,200	41
Housing	32	2,490,000	--	--	3
Miscellaneous	16	10,783,560	2	1,625,000	34
TOTAL	110	58,314,294	136	94,613,830	499

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Public Works Projects in Southern Region.

	Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month	Cost (Lire)
Schemes of Military Priority						
	5	5,569,000	22	23,775,000	33	73,982,000
	31	39,242,162	39	38,746,650	119	276,251,758
	36	44,811,162	61	62,521,650	152	350,233,758
other than Military Priority but for which the approval of AC/AMG was required						
	8	4,135,400	26	30,704,051	80	199,481,216
	7	2,788,773	13	11,158,894	46	52,940,916
ss,	29	23,414,446	55	24,834,052	209	335,476,501
	8	5,528,100	31	9,901,633	86	78,774,091
ers	10	9,174,015	9	16,390,200	41	68,329,358
	32	2,490,000	--	--	3	2,973,000
	16	10,783,560	2	1,625,000	34	21,294,815
	110	58,314,294	136	94,613,830	499	759,269,897

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23. LAZIO-UMBRIA REGION - (Regional Engineer Lt.Col. G. de C.E. FINDLAY, V.C.)

(a) General Remarks.

The Regional Engineer has observed that a recent Decree, under which the wages of labour were increased by 35 lire per day retrospectively from 15th August, appeared likely to introduce difficulties on account of necessity for contractors to make back-payments. These envisaged difficulties were suitably ventilated, and a commendably prompt decision was issued by the Italian Minister of Public Works which, in the opinion of the Regional Engineer, ought to obviate any possibility of disputes.

(b) Staff and Personnel.

The Regional Engineer reports that owing to the increased powers accorded to the Italian Authorities (see Para.3), and transfer to the Italian Authorities of the control of restricted materials, he has been able to strengthen his organisation for Umbria AMG territory by appointing Major Evans to that Region.

Lt. Butcher was assigned to the Regional Engineer's staff on 1st November. Major Bell, Major Buckley and Capt.Trommershausen were attached for temporary duty.

The Genio Civile has started to reinforce its personnel in Umbria, and shows promise of further extension; but increasing of staff is impeded by the inadequacy of salaries offered to temporary officials. The Regional Engineer refers to this as a long outstanding problem and states that a solution of it is prerequisite to the acceleration of work and the provision of adequate supervision.

The "Ufficio Speciale del Genio Civile per la Viabilità" now has its fifth "Ispettore" in three months. These frequent changes have, of course, adversely affected the work of that Department, which in any case is grossly understaffed and has not nearly enough engineers and surveyors for the necessary planning and supervision.

(c) Highways and Bridges.

The classification of Route 2 has been altered (again) from class 9 to class 2C.

Road maintenance under existing contracts has continued and three new contracts have been approved.

On Military Highways and State roads the number of bridges reconstructed to date is 32 and the number in course of reconstruction is 98. Nine new contracts were let in November. On other roads, during the month, 56 bridge reconstruction projects were handled in AMG territory, of which 53 were finally approved and financed, and in Italian Government territory 63 such projects were handled, of which only 4 were finally approved. In addition to the latter, however, 85 reconstruction projects, each not exceeding 500,000 lire in estimated cost, were finally approved by the " Ispettore [illegible] under his own powers. ("This", says the Regional

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reconstructions in Rieti, Viterbo and Perugia Provinces which were initiated by Army A.G.

Street repairs in Rome City, amounting to 37 million lire in estimated cost, are 90 % completed.

(d) Other Public Works.

(i) Housing.

New construction works in hand have made very satisfactory progress. Three more schemes have been approved during the month (viz. Cisterna - 250 persons; Minturno - 148 persons; and Castelforte - 148 persons), bringing the total to 3,346 persons catered for so far.

Repair of public buildings for the emergency accommodation of roofless families has made fair progress and some new projects have recently been commenced. Collectively these schemes should provide for about 10,000 persons.

In Italian Government territory, all further schemes of this kind will be engineered, approved and financed by the Italian Authorities (see paras. 3 and 7).

(ii) Bonifiche.

The progress of work in the Pontine Marshes area has already been reported in Para. 16.

(iii) Mine Clearance.

No. 561 Company has continued its work, but with very poor results, largely on account of lack of changes of clothing and coats, for which reason the troops have not operated in wet weather. During the month four men were killed and three wounded by the explosion of a single mine. The number of mines lifted by this Company since the last report appears to be NIL.

The civil contractor engaged on this work is reported to have swept 323,870 sq.m. during the month, which represents the clearance of 61 Km. of H.T. electric power transmission line. The number of mines lifted by the contractor since the last report is stated to be 2,786. The work carried out up to the present has shewn an average of one mine per 70 sq.m.

The average cost per mine lifted by civil contract has been 207 lire. The average cost per sq.m. of ground swept has been 2.96 lire. All the work has been done entirely by "prodding". There have been no casualties among the workmen of the civil contractor.

(iv) Sewerage.

Sewer repairs in Rome continue but have been delayed by inclement weather.

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(iv) Sewerage.

Sewer repairs in Rome continue but have been delayed by inclement weather.

(v) Fiumicino Harbour.

Three projects for temporary repairs to the moles have been completed. Three more fishing boats have been raised, and some improvement has been effected in the harbour mouth, where there is now nearly 7 ft. clearance

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above the remaining wrecks in the navigable channel. Progress has been greatly hindered by the weather conditions.

The exceptionally high water level in the Tiber on 5 November caused flooding of the town of Fiumicino. Owing to the extensive demolition of the quay, which will take many months to repair, it is possible that flooding will again occur.

(e) Electricity.

(i) Generation.

The power available in the Region as a whole has risen from 10.2 % of pre-war total to 12.6 %, the actual increase being 14,000 KW of generating capacity. The Comune of Rome, however, receives 20% of its prewar total, whereas the remainder of the Region receives only 6 %.

The addition of a further 45,000 KW is expected during December on completion of further repair work.

Due to an excess peak load, believed to have occurred in Toscana Region, two power plants were rendered unserviceable in Perugia on about 25 November. The resulting shortage has affected PERUGIA, TERNI, RIETI and TOSCANA and has necessitated a rebalancing which has been the subject of conferences between Officers of the Sub-Commission Headquarters and the E & M. Officers of Army Chief Engineers.

(ii) Reconstruction.

During the month, 169 Km. of transmission and distribution lines have been repaired. 2,400 Km. of such lines are now serviceable in the Region, whilst 2,000 Km. have yet to be repaired.

(iii) Rationing.

The new rationing plan in Rome was put into effect on 1st November. The peak loads, however, have so far been greater than were expected; partly, it is thought, because the idea of spreading the ration has not yet been grasped by the population, and partly owing to the scarcity of low power lamp bulbs. At peak periods 65% of the consumers are connected, and at off-peak times a higher proportion.

The tramways have been exceeding their allocation by as much as 30% and have accordingly been warned by R.A.A.C.

(f) Other Public Utilities.

(i) Water.

The ACEA water supply systems in Rome continued to furnish 10% of the peace time demand. The ACQUA MARCIA

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The addition of a further 40,000 KW is expected during December on completion of further repair work.

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The tramways have been exceeding their allocation by as much as 30% and have accordingly been warned by R.A.A.C.

(f) Other Public Utilities.

(i) Water.

The ACEA water supply systems in Rome continued to furnish 100 % of the peace time demand. The ACQUA MARCIA supply now yields 98 % of its pre-war quantity.

Several bursts in water mains have been repaired during the month.

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The water supply to the ARDEA area was restored on 16 November, after clearing 150 wooden mines from the track of the main and thereafter carrying out the necessary repairs to the pipe-line, which had previously been unapproachable at the points of damage. The supply to this area had been out of service for many months owing to the presence of the mines.

Repairs to four out of six pumps at the head-works of the Acqua Marcia were completed during the month.

Repairs to visible breaks in the OSTIA LIDO supply main have been repaired and water is now available from a few fountains. The seach for leaks continues.

As a result of a study made in October by Officers of the Regional Engineer's Staff, and of subsequent action, there has been a marked improvement in the regularity of pumping from the A.C.E.A. supply to the Acqua Marcia distribution system.

A complete survey has been made of electrically driven pumps installed in high buildings for boosting the supply up to the service tanks. They total 77?, of which 31? were installed subsequently to 1942. This shows that difficulties due to insufficiency of pressure in the higher zones of the city were increasing prior to the damage which occurred just before the arrival of the Allies.

A complete list of these pumps, and a map showing their locations, are now being studied by the Electrical Section with a view to improving the supply of the necessary electric power.

(ii) Gas.

The average daily production of gas in Rome during November has been 161,327 cu.m., from an average coal consumption of 192 tons per day. This has exceeded the allocation of coal by 42 tons per day (i.e. 1,260 tons in the month) but it should be borne in mind that the coal supplied was of inferior quality, as a result of which the production rate fell from 1,066 cu.m. to 840 cu.m. per ton. Neverthless, strong action has been taken to correct the excessive consumption.

(g) Materials.

When the Italian Authorities took over control of materials they were informed of all unfulfilled demands, two of which are worthy of note; viz. 7,000 m. of water pipes which were demanded as long ago as 2 August, and a total of 3,500 tons of cement. These examples give an idea of the extent to which work is delayed by waiting for the release of necessary materials.

The most serious shortages are of cement, bitumen, bricks, roofing materials, glass, oxygen, calcium carbide and various electrical materials.

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(c) Materials.

When the Italian Authorities took over control of materials they were informed of all unfulfilled demands, two of which are worthy of note; viz. 7,000 m. of water pipes which were demanded as long ago as 2 August, and a total of 3,500 tons of cement. These examples give an idea of the extent to which work is delayed by waiting for the release of necessary materials.

The most serious shortages are of cement, bitumen, bricks, roofing materials, glass, oxygen, calcium carbide and various electrical materials.

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(h) Transport.

The car situation has somewhat improved, but still seriously restricts the activities both of the Allied Officers and the Genie Civile officials.

Lack of tyres for cars and trucks continues to be very bad and is impeding work.

(i) Summary of Projects.

The following table shows, under three main headings, the present volume and value of public works projects in the Region:-

Tables on pages 30 and 31.

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Summary of Projects.

The following table shows, under three main headings, the present volume and value of public works projects in the Region:-

Tableson pages 30 and 31.

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Public Works Projects in Lazio-Umbria Region.

Type	Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month
Schemes of Military Priority					
Bridges	6	7,561,000	8	16,938,000	63
Roads	1	1,320,000	--	--	32
Total	7	8,881,000	8	16,938,000	95
Schemes other than of Military Priority but for which the Approval of AC/AMG was required.					
Roads	18	2,858,000	9	4,433,000	56
Bridges	26	28,609,000	25	19,356,000	18
Public Buildings, Schools, etc.	15	18,033,000	21	19,293,000	24
Debris Removal	39	31,238,000	29	15,626,000	107
Waterworks & Sewerage	1	564,000	18	8,634,000	13
Housing	19	22,634,000	--	--	26
TOTAL	118	103,936,000	102	67,342,000	244

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Public Works Projects in Lazio-Umbria Region.

	Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month	Cost (Lire)
Schemes of Military Priority						
	6	7,561,000	8	16,938,000	63	97,802,585
	1	1,320,000	--	--	32	90,285,000
	7	8,881,000	8	16,938,000	95	188,087,58[illegible]
other than of Military Priority but for which the Approval of AC/AMG was required.						
	18	2,858,000	9	4,433,000	56	19,355,000
	26	28,609,000	25	19,356,000	18	24,061,000
	15	18,033,000	21	19,293,000	24	17,088,000
	39	31,238,000	29	15,626,000	107	78,926,000
erage	1	564,000	18	8,634,000	13	27,639,000
	19	22,634,000	--	--	26	136,667,000
	118	103,936,000	102	67,342,000	244	303,736,000

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Schemes handled independently by Italian Authorities

Type	Initiated during October	Cost (Lire)	Completed during October	Cost (Lire)	In progress during Octobe
Roads	--	--	2	1,210,000	50
Bridges	--	--	4	1,708,000	13
Debris Removal	--	--	7	995,000	18
Public Buildings, Schools, etc.	--	--	2	1,360,000	55
Housing	--	--	--	--	27
Waterworks and Sewerage	--	--	--	--	4
TOTAL	--	--	15	5,273,000	167

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Schemes handled independently by Italian Autheritics

	Initiated during October	C o s t (Lire)	Completed during October	C o s t (Lire)	In progress during October	C o s t (Lire)
	--	--	2	1,210,000	50	7,449,000
	--	--	4	1,708,000	13	4,034,000
	--	--	7	995,000	18	4,573,000
gs,	--	--	2	1,360,000	55	11,678,100
	--	--	--	--	27	9,282,000
	--	--	--	--	4	1,060,000
	--	--	15	5,273,000	167	38,076,100

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24. ABRUZZI-MARCHE REGION. (Regional Engineer: Lt.Col. C.A. LATIMER, O.B.E.

(a) General Remarks.

The Provinces of Ancona and Pesaro-Urbino were transferred to Regional control in November. The entire Region is, therefore, now under the Regional Administration; and it may be noted that it comprises two Compartimenti: Marche, which is wholly Regional A.M.G. Territory; and Abruzzi, which is A.C. Territory.

An attempt is being made to hand over more responsibility to the Italian Administration in Abruzzi, but it is necessary to exert continual pressure upon that Administration in order to maintain initiative. Since the handing over of the four southernmost Provinces to the Italian Government on 16 October there has been a marked decrease in the number of schemes prepared and submitted by the Genio Civile.

In accordance with the Directive mentioned in Para.3 of this report, orders have been issued regarding the increased powers of the Italian Authorities.

In Ancona Province there are projects in progress, amounting in value to approximately 21 million lire, which were initiated by Eighth Army A.M.G. but of which only about 50% have been financed.

The "Capo" of the Genio Civile in Ancona, and the Engineer of the "Ufficio Speciale del Genio Civile per le Viabilità" for the Marche Compartimento, require about thirty rooms for use as offices and also about ten living apartments. The Regional Engineer remarks that these two departments must be centralized under their Chiefs if good results are to be obtained, and that the aforesaid accomodation, required for this purpose, is to be regarded as the necessary minimum. The need has been discussed with the Provincial Commissioner and it is believed that some progress has been made towards its fulfilment.

(b) Staff and Personnel.

Mr. F.C. Griffith, an American civilian of the F.E.A., has been assigned to the staff of the Regional Engineer for duty as Administrative Officer.

Major J.E. Foden now devotes his attention exclusively to electrical work, in which he has lately had the part-time assistance of Major J.S. Bennett (temporarily attached) and Capt. A.E. Duran (of Sub-Commission HQ.). The Regional Engineer declares that an additional Officer is necessary if adequate supervision is to be given in this field.

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Capt. J.H. Welsh has been appointed Public Works and Utilities Officer at Ancona and will supervise all projects in Marche except electricity generation and transmission.

Major J.C. Marsella, of the Italian Army, is attached to this Region and is assisting Capt. Welsh.

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Capt. E. Milani, of the Italian Army, who is now in uniform, carries out duties in the Headquarters office of the Regional Engineer in AQUILA.

Major J.C. Rively has been posted away and is no longer on the strength of this Sub-Commission.

A "Capo" of Genio Civile, Ing. Amoroso, has been appointed to Pesaro-Urbino. A protest was recently addressed to Eighth Army A.M.G., against their removing to a forward area an important Surveyor of the Province of Pesaro-Urbino together with a small truck belonging to the Regional A.M.G. engineering office of that Province. Important projects were in progress under the immediate supervision of that Surveyor and it is imperative that he be returned at once.

(c) Highways and Bridges.

All Military highways in Abruzzi are open except the following:- Route 84 from Palena to Rocorosso; all of Route 81 from Ascoli-Piceno to Chieti Scalo.

Progress of road works, on both military and non-military highways, is generally good, although projects are suffering some delay on account of lack of transport, petrol, cement, and timber.

(d) Other Public Works.

Rehabilitation of houses and public buildings in devastated areas, especially around last Winter's lines, has been considerably stimulated. Various studies and reports have been prepared for other interested departments of A.C.

Schemes for the reconstruction of prisons and police stations have been submitted for approval, and certain projects have been proposed for repairing museums and art galleries.

(e) Electricity.

(i) Generation.

Visits by Capt. Duran and Lt. Butcher, of Sub-Commission Headquarters, in connection with electricity generation and distribution problems have, in the opinion of the Regional Engineer, been very helpful.

There has been a general improvement in supply, due to bringing further plant into service and also to the increased amount of water available for hydro-electric generation.
Two features of importance were the resumption of operation of the PIANCELLA (Pioraco) generating station, which is now developing up to 1,500 KW, and the increase in output of the PIEDILAGO plant, which has risen from 1,500 KW to a peak of 3,700 KW. The benefit of the increased energy has been spread over the widest area possible. Unfortunately, transmission lines have frequently been broken by storms.

(ii) Reconstruction.

Repairs and reconstruction operations have continued.

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(ii) Reconstruction.

Repairs and reconstruction operations have continued. Progress on the Chieti-Scarfo line has been slow but endeavours are being made to accelerate the work by "cannibalising" non-essential lines in the vicinity, and completion is therefore expected very soon. The 60 KV line from Crapello to Lanciano is being repaired

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and should be in use by 15 December. This line will enable a further 1,500 KVA. to be drawn from the South.

(iii) Rationing.

Provincial orders were issued, regulating the consumption by industrial users. It has recently been suspected that these orders are being ignored and, therefore, spot checks are now being made. Control is difficult because power and lighting circuits cannot be separated. Instruments are scarce but in a few places it has been possible to instal time switches.

Generally the essential power requirements of industrial plants, such as flour mills, olive presses, saw mills, woodworking shops, and metalworking shops for agricultural tools, are being met. The match factory at Jesi and the sulphur mine at Cabernardi, in Ancona and Pesaro Provinces are as yet without electric power, but negotiations are in hand with No.20 C.R.E., as a result of which it is hoped that power will soon be made available to them.

(f) Other Public Utilities.

Waterworks rehabilitation projects were commenced during the month at Navelli, Castelvecchio Subequo and Capestrano. The Pesaro water supply scheme, commenced in October, has been completed.

(g) Materials.

The Regional Engineer complains of the general shortage of cement and also of difficulty in obtaining adequate supplies of timber for use in bridge reconstruction.

(h) Transport.

Lack of transport is the most serious limiting factor in the reconstruction program of this, as of every other, Region.

Although requisitions for tyres and batteries have been submitted many times in the past six months they have as yet produced nothing.

Regarding the mobility of personnel, the Regional Engineer says: "Unless our Genio Civile can be furnished with tyres and batteries almost immediately, they will be off the road except for jobs within walking distance, and others will cease." Regarding movement of materials, he points out that the Army has no transport to spare for Regional engineering needs, and he says: "Local material supplies in the advance area have been depleted. Unless transportation can be furnished from other sources, construction work will cease. I have eighteen bridges held up for material in March at the present time. In one case the Genio Civile asks to [illegible] essential damages unless the material

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Elsewhere in his report, the Regional Engineer also says: "The electrical situation as a whole is retarded by lack of transp

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(i) Summary of Projects.

The following table shows, under three main headings, the present volume and value of public works projects in the Region :-

Tables on pages 36 and 37.

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Cables on pages 36 and 37.

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Public Works Projects in Abruzzi-Marche Region.

Type	Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month
Schemes of Military Priority					
Bridges	5	2,100,500	12	5,486,650	40
Roads	1	155,000	-	--	1
Total	6	2,255,500	12	5,486,650	41
Schemes other than of Military Priority but for which the approval of AC/AMG was required					
Roads	5	3,141,000	6	3,647,000	37
Bridges	24	26,521,000	5	1,765,000	35
Public Buildings, Schools, etc.	17	10,933,000	-	--	2
Debris Removal	1	550,000	5	1,091,000	6
Waterworks and Sewerage	1	350,000	2	1,243,000	1
Housing	-	--	-	--	-
TOTAL	48	41,495,000	18	7,746,000	81

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	Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month	Cost (Lire)
Schemes of Military Priority						
	5	2,100,500	12	5,486,650	40	19,531,400
	1	155,000	-	--	1	155,000
	6	2,255,500	12	5,486,650	41	19,686,400
s other than of Military Priority but for which the approval of AC/AMG was required						
	5	3,141,000	6	3,647,000	37	30,530,250
	24	26,521,000	5	1,765,000	35	34,311,500
es,	17	10,933,000	-	--	2	205,000
	1	550,000	5	1,091,000	6	6,725,750
	1	350,000	2	1,243,000	1	400,0
	-	--	-	--	-	--
	48	41,495,000	18	7,746,000	81	72,175,500

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Schemes handled independently by Italian Authorities

Type	Initiated during October	Cost (Lire)	Completed during October	Cost (Lire)
Roads	10	1,663,225	8	--
Bridges	-	--	5	--
Debris Removal	-	--	29	4,585,310
Public Buildings, Schools, etc.	47	6,068,450	2	--
Housing	4	3,264,000	--	--
TOTAL	61	10,995,675	44	4,585,310

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Type	Initiated during October	Cost (Lire)	Completed during October	Cost (Lire)
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5. SARDEGNA REGION (No Regional Engineer).

(a) General Remarks.

This Sub-Commission has had no representative in Sardegna for the past three months. The information upon which the following brief report is based has been furnished by the "Provveditore alle Opere Pubbliche di Cagliari," through the Regional Commissioner.

(b) Personnel.

The Provveditore complains of inadequacy of personnel and remarks that his already insufficient staff recently suffered further reduction as a result of epuration.

(c) Highways and Bridges.

Road maintenance, entrusted to the "Ufficio Speciale del Genio Civile per la Viabilità," has continued steadily, although somewhat hindered by difficulty in finding supplies of road metal. Owing to high contract prices, this work is carried out by direct labour, a fact which enhances the problem of obtaining materials.

Sundry works of bridge repair and reconstruction are in hand but none is deserving of individual mention.

(d) Other Public Works.

(i) Debris clearance in Cagliari.

This work has continued, 6,900 cu.m. of debris having been removed during the month. The progress up to the present time, in clearance of debris and demolition of dangerous buildings in Cagliari, can be reckoned as 86% of the original agreed program.

(ii) Repair of houses and public buildings.

Repair of private houses damaged by military operations has continued without interruption. A plan has also been drawn up for attention to 90 houses which were only slightly harmed and which, when rendered habitable, will afford accomodation for 1,580 persons.

Although the repairs to school buildings were substantially completed by the beginning of November, it was not possible to re-open the schools on 6 Nov., as had been intended, owing to difficulty in obtaining glass for the reglazing of the windows. A limited quantity of glass has, however, since been obtained; sufficient to enable some of the more important schools to be opened.

Partial restoration of the Palazzo delle Poste e Telegrafi, Cagliari, has proceeded and is hoped to be finished

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Partial restoration of the Palazzo delle Poste e Telegrafi, Cagliari, has proceeded and is hoped to be finished by the end of the year.

(iii) Land drainage and Malaria control.

Anti-malaria work has continued during the month, and

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approval is awaited for a further program of urgent measures estimated to amount to 92 million lire in total cost.

(e) Electricity.

Rehabilitation of electrical plant has continued, particularly at the higher Flumendosa hydro-electric generating station. Reinstatement of the distribution network in Cagliari has made further progress, and the street-lighting system has now been extended to the Corso Vittorio Emanuele, the Via Manno and the Piazza Indipendenza.

(f) Other Public Works.

(i) Water.

Recent rains have slightly raised the water level in the reservoirs at Correnciu, and it is estimated that under the present strict rationing there is enough water in store to meet the needs of Cagliari until the end of December.

(ii) Gas.

The distribution of town-gas in Cagliari is still restricted to about one fifth of the city area. Limitation of coal supplies and lack of materials have jointly prevented any further extension.

(g) Materials.

The Provveditore complains particularly of scarcity of timber and glass, both of which materials are much needed in the repair of damaged houses and public buildings.

(h) Transport.

There is, of course, a shortage of transport.

26. TOSCANA REGION (Regional Engineer: Major P.S.L. IEE, R.E.).

(a) General Remarks.

The number and scope of projects handled by the Regional Engineer and his staff has further increased, and the area in which they are working has been enlarged, by mutual agreement between Fifth Army A.F.H.Q. and Regional A.F.H.Q., to include the Provinces of Pistoia and Lucca. It now covers approximately 8,000 square miles. This increase in area, introducing much work that would ordinarily have been handled by Army A.F.H.Q., has placed a heavy burden upon the Regional Engineer and his staff and it has, therefore, been necessary to attach a number of Officers temporarily from other Regions.

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(f) Other Public Works.

(i) Water.

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The large amount of work required in the City of Florence continues to necessitate the almost full-time services of Major Richardson, who has been attached to the S.C.A.O. Florence since the City was liberated. In addition, the greater part of the time of an Electrical and Utilities Officer is also devoted to rehabilitation and rationing problems in the City.

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(b) Staff and Personnel.

The following Officers have been temporarily attached to the Regional Engineer's staff in order to assist in coping with the large amount of work already mentioned:- Maj. Eberle, Maj. Wooster, Maj. Crowther and Maj. Knight.

(c) Highways and Bridges.

The floods of 2 November caused great damage to culverts and bridges throughout the Region, and a large volume of work has resulted. The Highways Officer has been strenuously engaged on the examination of projects and in organising contracts through the Genio Civile.

Reorganisation of the Cantonieri on both State and Provincial roads is in hand, and maintenance projects, necessitating additional labour, are being authorised in all Provinces of the Region.

Bridge repairs are in hand in the city of Florence.

(d) Other Public Works.

The volume of public works is steadily increasing, particularly in the Provinces of Florence and Grosseto, a total cost of over 100 million lire being now involved.

The more important works are removal of debris and dangerous structures, flood control works (including removal of bridge debris from rivers), and the repair of water supplies and sewers. Projects are also in hand for first-aid repairs to houses and other buildings (to accomodate the homeless) and to public buildings and hospitals, whilst protective works in ever increasing numbers are being carried out at the request of the Monuments and Fine Arts Sub-Commission, A.C.

The floods that occurred on 2 November caused great damage to river banks and also to flood prevention works in course of execution. The towns of Grosseto and Pisa suffered most, the former - where thirteen persons lost their lives in the flood of the River Ombrone - having been inundated to a depth of 2.8 metres. It is of interest to note that so rapid a rise in the level of the River Arno had not occurred since 8 November 1844, only six days less than a century before.

Prompt measures were taken to repair the more dangerous breaks in the banks of the River Ombrone, near Grosseto, but as military units were unable to render assistance with mechanical equipment, work proceeded slowly by hand, and a second flood which occurred on 28 November resulted in further damage.

Work on the Arno and Sorchio rivers is proceeding well.

1264

(e) Electricity.

(i) Generation.

The main changes in the production of electric power are

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1204

(e) Electricity.

(i) Generation.

The main changes in the production of electric power are a reduction in the generating capacity of the Larderello plant to about 3,000 KW, and the expectation that the Piano della Rocca generating station will be in operation shortly.

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(ii) Reconstruction.

Repair of the two 125 KV transmission lines, "Piano della Rocca - S.Romano - Tavernuzze" and "Tavernuzze - Rifredi", both requested by A.A.I., is proceeding. The Società Elettrica Selt-Valdarno, which is responsible for the former, is very active and co-operative, and is progressing well with the work. Some difficulty, however, has been experienced with the latter line owing to lack of initiative on the part of the engineers of the State Railways, but the difficulty is being overcome.

Considerable progress has been made in the rehabilitation of local 10 KV lines in the Province of Florence, which are required in order to permit the allocation of power to olive presses during off-peak periods.

(iii) Rationing.

The Rationing Committee for the City of Florence is working well, but the military load has been rapidly increasing.

(f) Other Public Utilities.

(i) Water.

No outstanding problems in connection with water supply have been experienced during the month. The supply to the City of Florence is now almost normal.

(ii) Gas.

Work has been initiated for rehabilitation of the Florence gas works, with the object of supplying sufficient gas to civilian consumers to enable them to cook a mid-day meal, and so to reduce the amount of road transport at present required for bringing fuel into the city. The operation of the gas works will be dependdnt on the railway situation, but it is hoped that, after the completion of repairs now in hand, there will be rail transportation facilities available for carrying supplies of gas coal to the city. In any case, however, a period of sixty days will be necessary for raising the ovens to operating temperature and this cannot even be commenced until adequate supplies of fuel are available. Actual production of gas cannot, therefore, be expected to commence before the end of February next.

The pipe line for conveying natural methene gas from Pietramala to Florence is under repair. When it is in operation, the responsibility for compressing and utilising the gas in lieu of petrol for road vehicles will be principally in the hands of the C.I.P.

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(ii) Gas.

Work has been initiated for rehabilitation of the Florence gas works, with the object of supplying sufficient gas to civilian consumers to enable them to cook a mid-day meal, and so to reduce the amount of road transport at present required for bringing fuel into the city. The operation of the gas works will be dependdnt on the railway situation, but it is hoped that, after the completion of repairs now in hand, there will be rail transportation facilities available for carrying supplies of gas coal to the city. In any case, however, a period of sixty days will be necessary for raising the ovens to operating temperature and this cannot even be commenced until adequate supplies of fuel are available. Actual production of gas cannot, therefore, be expected to commence before the end of February next.

The pipe line for conveying natural methene gas from Pietramala to Florence is under repair. When it is in operation, the responsibility for compressing and utilising the gas in lieu of petrol for road vehicles will be principally in the hands of the C.I.P.

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(iii) Tramways.

Rehabilitation of tramways in Florence has been expedited and certain lines have already been energized for test purposes. As soon as sufficient power can be spared, services will be put into operation for conveying workers to and from the city.

(g) Transport.

The Regional Engineer has again expressed his anxiety over the shortage of road transport and has complained particularly of the lack of tyres which is preventing some existing vehicles from being used. In this connection he says:-

"Unless something can be done at once, not only our own officers, but the officials of the utility companies and government departments, upon whom we are placing increasing responsibilities, will be "grounded" and unable to carry out the functions required of them."

(h) Summary of Projects.

The following table shows the present volume and value of public works projects in the Region, excluding the small schemes initiated and financed independently by the Italian Authorities:-

Table on page 43.

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Public Works Projects in Tuscana Region.

Type	Initiated during Month	Cost (Lire)	Completed during Month	Cost (Lire)	In progress during Month
Schemes of Military Priority					
Bridges	-	-	1	7,500,000	14
Roads	2	3,603,900	3	4,210,000	17
Total	2	3,603,900	4	11,710,000	31
Schemes other than of Military Priority but for which the approval of AC/AMG was required					
Roads	6	1,284,420	2	166,630	6
Public Buildings, Schools, etc.	28	8,201,773	1	45,000	11
Debris Removal	28	11,153,200	7	1,921,000	19
Waterworks, Sewers and Flood Control	24	14,795,000	3	950,927	10
Housing	-	-	-	-	-
Bridges	19	7,973,829	1	1,382,927	22
TOTAL	105	43,114,222	17	4,466,484	98

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	Initiated during Month	C o s t (Lire)	Completed during Month	C o s t (Lire)	In progress during Month	C o s t (Lire)
Schemes of Military Priority						
-	-		1	7,500,000	14	24,761,000
2	3,603,900		3	4,210,000	17	36,553,600
2	3,603,900		4	11,710,000	31	61,314,600
ner then of Military Priority but for which the approval of AC/AMG was required						
6	1,284,420		2	166,630	6	1,284,420
28	8,207,773		1	45,000	11	3,759,588
28	11,153,200		7	1,921,000	19	9,581,900
24	14,795,000		3	950,927	40	23,356,204
-	-		-	-	-	-
19	7,973,889		4	1,382,927	32	5,477,954
105	43,414,222		17	4,466,484	98	43,403,006

27. EMILIA REGION (Regional Engineer: Major W.N. SPANN)

(a) General Remarks.

All liberated areas in Emilia Region are entirely within Army Zones. Forli Province is almost free from enemy troops but there is still some operational activity in the western portion. Small areas in Ravenna, Modena and Bologna Provinces are occupied by Allied Troops.

As no part of the Region is yet under Regional AMG control, the Regional Engineer and his staff have been engaged in assisting Fifth and Eighth Army Headquarters and have, of course, worked under their direction.

(b) Staff and Personnel

The Regional Personnel has been divided as follows:

Fifth Army AMG.

Capt. Rogers (Electrical) - HQ. at Saltino
Capt. Wasber (Highways) - HQ. at Pistoia
Pfc. D'Angelo (Clerk) - At Pistoia.

Eighth Army AMG.

Maj. Spann (Regional Engineer) - HQ. at Riccione
Maj. Gamble (Public Works) - HQ. at Riccione
Pfc. Campanelli (Clerk) - At Riccione

No Italian Civilian assistants have yet been engaged.

(c) Highways and Bridges

Routes 16, 9, 72 and 67 are now being maintained as military highways. Route 71 no longer has military priority. All work is being done by military units and they are making use of civilian labour where necessary.

Reconnaissance surveys have been made in Forli Province to determine where bridges should be rebuilt for facilitating the distribution of civil supplies. The Genio Civile is being re-organised and will immediately start planning the most urgent works. The need for bridge reconstruction increases rapidly as Bailey Bridges are dismantled and withdrawn for operational use.

(d) Other Public Works

Buildings in the area that was covered by the Gothic Line were more severely damaged than those elsewhere. No detailed surveys of the damage have yet been made. The "lowlands" in the Ravenna area are flooded and much damage has been done to pumping

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(e) Electricity.

The area at present liberated obtained the bulk of its electric power from outside sources. Therefore, the only power now available is from small units set up under Army Control in Cattolica, Rimini, Cervia, Cesena and Meldola. It is hoped to provide a limited power supply for Forli before the end of December.

Electricity rationing is under Army control.

(f) Other Public Utilities.

(i) Water.

Damage has been great in all waterworks so far inspected, but limited supplies have been made available for Cattolica, Riccione, Rimini, Cervia, Cesena and Forli. The water supply of Ravenna was damaged and the main pipe line broken in many places. Plans are in hand for repairing those portions of the system that are in Allied hands.

(ii) Gas.

Gas installations so far seen are badly wrecked. In view of the acute coal shortage no early repairs are contemplated.

(g) Industries and Factories.

Data are not yet to hand regarding the electric power requirements of the various industries. Some flour mills are operatir

The survey of factories is not yet complete.

(h) Materials.

There is a shortage of cement and bricks for bridge reconstruction. The timber available is limited to salvaged material and the output of Army saw mills.

(i) Transport.

There is no civil transport in the area, and the enemy appears to have carried away all the trucks. Therefore, the transport necessary for constructional work, to convey both men and materials, is obtainable only from Army sources and its availability is very limited.

The civilian engineering officials have some cars but they are continually asking for tyres.

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28. PIEMONTE and LIGURIA REGION. (Regional Engineer: Lt.Col. C.R. BIRCHETT)

The organisation of the Regional Engineering Division remains the same as was outlined in Paragraph 28 of the September report. The Regional Engineer and some of his staff have been partly occupied in preparing a hand-book of relevent instructions, orders, forms and methods of procedure.

The Officer personnel nominally remains unchanged, but by 30th November only Lt.Col. Birchett (Regional Engineer) and Capt. Robb were left at Regional Headquarters, all other Officers of the Engineering Division having been attached to other Regions for temporary duty.

The Regional Engineer and his reduced Staff have been performing useful duty in the territory around the present temporary Headquarters of the Region. These services have been performed in collaboration with, and for the assistance of, the Regional Engineer officially responsible.

Planning for work in Piemonte and Liguria has continued, and studies have been made of available information on water supplies, drainage systems, electricity generation and distribution, highways, industries, and so on.

29. LOMBARDIA REGION. (Regional Engineer: Lt.Col. C.P. BOLICK, F.A.)

There is nothing to report from this Region apart from some further planning. Lt.Col. Bolick (Regional Engineer), who had gone forward to Advance Regional Headquarters early in October, was later recalled and attached to the Engineering Division of Lazio-Umbria Region, where he remains on temporary duty. Major Crowther, Utilities Officer, has been attached for temporary duty to Fifth Army A.M.G. since September. Other Officers nominally allocated to the Regional Engineer's staff have not yet been required to report for duty.

30. VENEZIA REGION. (Regional Engineer: Major W. KNIGHT, M.C.)

The Regional Engineer and his skeleton staff are attached to other Regions for temporary duty, but they are at the same time studying problems expected to be met in their own Region.

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Public Works and Utilities Sub-Commission

14 Nov. 44.

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SUMMARY OF ACTIVITIES DURING OCTOBER 1944.

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

SUMMARY OF ACTIVITIES DURING OCTOBER 1944. 14 Nov. 1944.

1. General Observations.

The opening paragraph of the September report announced that it would be found to be much shorter than its predecessors. In accordance with instructions since received, endeavours have been made to present the substance of the following report in an even more compressed form, and it is hoped that the deliberate condensation will be borne in mind.

2. Absence on duty of the Director and the Chief of the Electrical Division.

The absence of Lt.Col. Jenny (Director) and Lt.Col. Lapper (Chief, Electrical Division) continued throughout October. These Officers had departed for America on 22 Sept., upon a mission which was expected to occupy several weeks. Lt.Col. Jenny returned on 1st Nov. Throughout the month, therefore, there continued to be only two Lt.Colonels at Headquarters instead of four, and their responsibilities were correspondingly heavy.

3. Special Conferences.

Officers of this Sub-Commission attended, in October, a series of conferences with reprentatives of the Foreign Economic Administration and of the Ministry of Production (London), in connection with the intention to place Dollar-Sterling credits. It is unnecessary to go further into the matter in this Report, except to say that the Public Works and Utilities Sub-Commission is directly interested to an extent which is probably represented by about 60% of the estimated value of the proposed credits.

4. Confidential Maps for A.A.I.

At the request of A.A.I., this Sub-Commission has recently prepared and furnished maps, showing important confidential information which cannot, however, be defined herein. (see also para. 16 (e)). 1278

5. Eruption of Vesuvius (March 1944).

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5. Eruption of Vesuvius (March 1944).

In para. 12 of the September Report, reference was made to the dilatory procedure of the Genio Civile in preparing urgent measures for preventing landslides from the new cone of Vesuvius, and it was related that the Acting Director (Lt.Col. G.E. Rhodes, R.E.) and the Regional Engineer, Southern Region Col. L.J. Hensley, C.E.) had devoted a day to a personal site reconnaissance of the project. As a result of their investigations

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it was definitely concluded that no preventive measures could be effected this winter, that the period of extreme urgency had therefore passed, and that, in any case, the plans and estimates which had been put forward by the Genio Civile were considered to be technically unsound. Moreover, the scheme which the Genio Civile had prepared was probably extravagant and likely to be wasteful of money, materials and labour, an expenditure of several hundred million lire having, in fact, been contemplated. However, as such matters, requiring no critical materials, will be left to the Italians to decide, this Sub-Commission will only take an advisory interest in the future.

6. Defascism.

Defascistization of the staff of the Genio Civile, and of certain agencies partially dependent upon it, was referred to in para. 3 of the September report. During October, communications received from the Ministry of Public Works, regarding progress of epuration, continued to be satisfactory. Under instructions recently issued, special efforts are to be made in November to ensure that the Ministry will deal with cases down to and including Grade IV.

7. Mine Clearence.

Reference to this subject was made in para.5 (b), (c) and (d) of the August report and in para. (e) of the Lazio-Umbria section of the September report.

Arrangements that other departments of the Commission have already made for mine clearing need not be gone into here, but the extent of the task is well exemplified by the fact that in one comune alone (in Abruzzi-Marche Region) the estimated number of mines to be lifted is no less than 150,000.

The urgency and importance of the vast general problem of mine clearance cannot be over-emphasised and it is obvious that whatever measures be adopted for contending with it ought to be no less than commensurate with its own magnitude. It is hoped that the work of mine clearing will be prosecuted with the utmost vigour. In the meantime, lives are being lost and important works are being seriously delayed.

8. Flooded Railway Tunnel in Rome.

In the middle of October the Ministry of Communications (Italian Government) appealed for assistance in connection with a flooded portion of the partially constructed tunnel of the " Ferrovia Metropolitana di Roma ". The Ministry took the view that the accumulated water might menace public health by becoming a breeding ground for the larvae of anopheles mosquitos, thus possibly spreading malaria in the City. On the strength of this contention, the Ministry hoped that the A.C. would provide

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The flooded tunnel was inspected by Officers of this Sub-Commission who found that, although the quantity of flood water was great, and very extensive in surface area, it lay

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almost wholly in complete darkness. There were, admittedly, lesser pools of water exposed to daylight in the open excavations at each end of the flooded tunnel, but these presented no serious problem. After consulting Officers of the Malaria Control Division of the Public Health Sub-Commission, and obtaining from them confirmation of its own views, this Sub-Commission informed the Ministry of Communications that there was no need to pump out the water and that it would be sufficient to treat the exposed pools with Paris Green at weekly intervals during the Malarial season.

9. Funds for Housing and Electrical Rehabilitation.

An important conference with the Minister of Public Works and his Director General was held on 26th October. Primarily in connection with the financing of housing projects and electrical rehabilitation it had the essential purpose of hastening the preparation and promulgation of necessary Decrees. Notes on the findings of the conference were promptly sent to the Minister for his comments, and his reply contained an assurance that the proposed Decree relating to the construction and repair of dwellings would be further examined by the Council of Ministers at its meeting on 7th November.

Technical aspects of housing and electrical rehabilitation are dealt with elsewhere in this Report.

10. Report on Road conditions.

It was announced in para. 7 of the September Report that this Sub-Commission had established a small "Road Reports Bureau" with the object of collecting information on road conditions from officers returning from tours. It can now be reported that the Bureau is functioning well and promises to be of great value to travellers, especially during the coming winter. It has, in fact, already been of good service, for during the latter half of October, when many roads were closed on account of flood conditions, its fund of information was much in demand. Through the medium of dozens of telephonic inquiries each day the Bureau was able to furnish officers with advice on projected journeys in all parts of liberated Italy. It must be understood, however, that because the data are obtainable only from officers returning to this Headquarters, or from some casual sources, it may not always be possible to supply comprehensive information about every route.

11. Public Utility Rates for Water, Electricity and Gas.

4277

The provisional augmentation of Public Utility rates is a subject that has claimed much attention during the past ten months and has, in fact, been a heavy burden. So much has this work increased that, a month or so ago, it became evidently necessary to transfer to the Italian Government as much as

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were represented. In addition there have been private consultations and much inter-departmental correspondence. The purpose of all this activity was to frame future policy and to approve in a satisfactory form the draft Decree which the Italian Ministry of Public Works had proposed for regulating the matter. It is confidently expected that the final draft of the Decree will shortly be approved, and thereafter the Italian Government will be pressed to promulgate it with the utmost speed.

As the work is continually growing, it will readily be appreciated that the extensive financial investigation and complex calculations entailed in establishing Public Utility rates could not be permanently undertaken by the limited engineering staff of this Sub-Commission. Moreover, in Italian Government territory, excepting the Allied Commission's responsibility for maintaining an overall surveillance of prices, the adjustment of Public Utility rates is properly the concern of the Government.

12. Electricity Situation in Rome.

The inconveniences experienced in Rome on account of the general shortage of electric power, accentuated recently by unfortunate breakdowns in the local thermal generating stations, are not difficult to appreciate. Nevertheless, this Sub-Commission has not felt satisfied that the distribution of the limited power available has always been planned to the best advantage, although it must be conceded that the problem of electricity rationing in the Capital has never been easy.

Feeling dissatisfied with the situation, and firmly believing it to be capable of appreciable improvement, the Acting Director (Lt.Col. G.E. Rhodes, R.E.) conferred with the Acting Chief of Staff of the Economic Section and also addressed to him two letters on this subject, dated 21st and 30th October. The epitome of the Acting Director's contentions was that the inconveniences recently experienced, such as the prohibition of the use of lifts and the frequent interruptions of the lighting service, might have been obviated by a more judicious allocation of the available power. The rationing of electricity in Rome was, however, in the hands of the Electricity Control Board of Rome Allied Area Command and not in the hands of this Sub-Commission. The Acting Director expressed the opinion that the Allied Commission itself ought to be empowered to take a hand in the matter, and he emphasised that this Sub-Commission had in no wise been responsible for the inconveniences before mentioned, nor had it been in a position to endeavour to mitigate them.

In this connection it may be noted that the AFHQ letter of 18 October 44, entitled "Electricity Control ", after declaring that the responsibility for local electricity control will rest with the Military Commander in each area, goes on to state that "close co-ordination with the local Allied Military Government - Allied Control Commission representative will be

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appreciated that the extensive financial investigation and complex calculations entailed in establishing Public Utility rates could not be permanently undertaken by the limited engineering staff of this Sub-Commission. Moreover, in Italian Government territory, excepting the Allied Commission's responsibility for maintaining an overall surveillance of prices, the adjustment of Public Utility rates is properly the concern of the Government.

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The Acting Director also had a long interview with the Chairman (Major Hughes) of the Electricity Control Board, R.A.A.C., and the afterwards confirmed his views in a letter to the Chairman, dated 30th October. He learned that the A.C. had originally been directly represented on the Board, but that its

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Representative, Lt.Col. Andrews, had left Rome some time ago and had not been replaced. Arrangements were thereupon made for his place to be taken by Capt. L.W. Laughlin, an Officer of the Electrical Division in the Headquarters of this Sub-Commission. Very properly, therefore, the A.C. is now directly represented on the Board by a well-informed officer of the Department which carries the bulk of responsibility for power production. (Vide paras. 16(a) and 22).

13. Special Report on the Electric Power Situation.

A comprehensive report, entitled "The Electric Power Situation in Liberated Italy", setting out the whole electrical position as on 31st Oct., was furnished to the Acting Chief Commissioner for Presentation to the Advisory Council at its meeting on 3rd November.

14. Procedure for Approval of Projects.

As the program of general reconstruction and rehabilitation in all its phases has developed, it has been necessary from time to time to alter, and improve upon, the procedure laid down for the submission, examination and approval of projects. The culmination of these changes, all of which had the purpose of reducing delays to a minimum, is represented by the procedure which is now set out in Appendix (A) of this Report. Although quite recently evolved, it has already proved remarkably satisfactory.

NOTE: (Amendment, at p.5 para 14)
Appendix (A) is now inserted as page 16, herewith.

15. Highways, Bridges and Public Works.

(a) New contracts entered into in October:-

- Military highways and bridges ..... No. 53
- Miscellaneous work, including buildings, works in ports, and works on provincial roads and bridges ..... No. 41

Expenditure and commitments on Military Highways and Bridges - originally met from a special fund of 600 million Lire which was set up last February - have now reached a total of nearly 877 million Lire, the original fund having already been exceeded in September. The total of expenditure and commitments on miscellaneous work (defined above) since January last has reached approximately 446 million Lire. The total of expenditure and commitments on both classes of work (i.e. military highways and bridges and the miscellaneous items) amounts, therefore, to approximately 1,323 million Lire.

The rate of expenditure on these services still continues to increase.

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(b) Roads. (General)

In the September report, reference was made to difficulties that were expected to arise on certain main routes in which demolished bridges had been replaced, by the Armies, either by earth fills or by inadequate wooden structures. The anticipated

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trouble was realised during October in consequence of the extensive rains. Road blockages, caused by the washing away of earth fills or temporary bridge structures, occurred at various times on Routes 1,2,3,6 and 7, but by the execution of considerable emergency work, carried out both by contractors and by Military units, most of the interruptions were reduced to short periods. Route 1 still remains blocked in three places, but emergency repairs are well in hand and will be continued with all possible speed. Emergency repair crews are being organised on every main route to supplement the efforts of regular contractors. It is intended that these crews shall be as mobile as the transport situation will allow, and that they shall function as "floating gangs", available wherever the need may be most critical.

Permanent reconstruction of bridges is proceeding rapidly, although occasionally it is retarded by insufficient supplies of materials, particularly cement.

On route 6, near Ceprano, by means of day and night work, a large concrete arch bridge was hastened to completion on 20th October, in time to carry the heavy truck traffic occasioned by the "wash-out" of the main railway line near Cassino. All railway freight is being unloaded at Cassino and "ferried" by truck to Ceprano, where it is re-loaded on rail. This movement would have been severely hampered had it been necessary to use the one-way Bailey bridge that was in temporary service until completion of the permanent structure.

No serious difficulties are being encountered in the maintenance of road surfaces, which is progressing well and is limited only by bitumen supplies and restricted transport.

(c) Housing.

New schemes continued to flow in from the Italian Ministry of Public Works during October, all of them relating to projects in Lazio-Umbria Region. Up to the end of the month the schemes approved for execution can be summarised as follows:-

1.	Repairs	850 apartments	L. 31,484,000
2.	New constructions	494 "	L. 116,115,000
		1,344	L. 147,599,000

These projects relate to sixteen Communes situated variously in the Provinces of Littoria, Frosinone and Rome. They do not, of course, include widespread and extensive repairs to privately owned dwellings, which repairs are observed to be proceeding at a promising pace and are being encouraged and aided in every possible way by this Sub-Commission.

Current estimates of cost for public housing schemes still seem to be unreasonably high (vide para.17 (d) of the September report) but all efforts to secure better prices have as yet been of no avail.

Reference to the financing of housing projects is made

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Reference to the financing of housing projects is made also in para. 9 of this Report.

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16. Electrical Division.

(a) AFHQ Memorandum No. 43.

Reference to the above named Memorandum has already been made in para. 20 (b) of the September report, wherin the heavy additional responsibilities assigned to the A.C. by the provisions of that instruction were defined in detail. Even a cursory consideration of those responsibilities will have made it apperent that the Allied Commission - and therefore this Sub-Commission - has been made the "main spring" of electrical reconstruction activities in Italy. (The Sub-Commission's consequent need of additional specialist personnel is dealt with in para. 22 hereof).

(b) Conference with Electric Operating Companies.

A conference has been arranged with engineering representatives of the principal electric operating companies for the purpose of establishing a program relative to all generating plant and transmission systems that are capable of being restored to operation by 31st December 1944. This program, already prepared in draft, will extend by a further period of nine months the existing six months plan developed in detail by the Sub-Commission. As yet, however, there is not sufficient information available for a reliable statement to be made on the generating capacity expected to be made available under the scheme.

(c) Information for F.E.A. and Foreign Office.

Representatives of the Foreign Economic Administration, and the Ministry of Production (London), conferred with officers of this Sub-Commission, and were furnished with requisite information concerning the electric power situation in Italy, particularly Central Italy.

(d) Electrical Rehabilitation Projects and Funds.

The Sub-Commission has now received the first estimates of cost for rehabilitation projects relating to war damage of electrical utilities. They came from the Società Meridionale di Elettricità, which supplies power to Southern Italy. The estimates have been approved by the Sub-Commission and have been forwarded to the Italian Ministry of Public Works for action in accordance with the arrangements made with that Ministry. Copies of the estimates have been supplied to the Finance Sub-Commission of the A.C. It is expected that similar estimates will be received in due course from all the large electricity undertakings in liberated Italy.

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(e) Electrical Mains.

Elsewhere in this Report, mention has been made of

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(e) Electrical Maps.

Elsewhere in this Report, mention has been made of confidential maps which were recently prepared for, and furnished to, A.A.I. At the request of the Chief Engineer, AFHQ, the Electrical Division has also prepared and supplied a large map of scale 1 : 200,000, showing the locations of all electric generating plants of 1,000 KW. capacity or larger, over Italian territory extending from a latitude a little north of Rome up to the Swiss frontier. A copy of this map is available for

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inspection by personnel of other Sub-Commissions interested in the information which it affords.

(f) Representation on other Bodies.

During the month, officers of this Sub-Commission took part in meetings and conferences of the Electricity Control Board of R.A.A.C., and the Electrical Committee of the Allied Forces Local (Italian) Resources Board.

(g) General.

In order to secure the most efficient operation of existing power stations and transmission lines, and to co-ordinate the activities of the several undertakings, a central load despatcher has been established at Villavalle. It was installed by the Terni Company at the instigation of this Sub-Commission. The despatcher controls the output of the generators in the Terni Area, and is in direct telephonic communication with this Sub-Commission. Similar arrangements have also been made with a load despatcher in the Rome Area. Every Kilowatt of generating capacity connected to the grid system in Central Italy is, therefore, now under control by this Sub-Commission, which is thereby enabled to effect an impartial and equitable distribution of the total available output. This centralisation of control at Headquarters A.C. makes it possible to adjust the loading of the Rome thermal generating plants in accordance with available fuel supplies, and to ensure the fullest use of power available from hydro-electric stations.

The fuel situation at the Rome thermal stations has been very critical during the month. Operational movements have caused delays in fuel shipments; and land transportation of coal, from Naples and Ribella to Rome, has been seriously impeded both by a train wreck and by highway obstructions due to floods. Consequently, the ten-day reserve of coal which was available at the beginning of the month has dwindled to the amount of one day's needs and this, of course, has necessitated restriction in the operation of the steam plants in order that sufficient fuel may be kept in hand to maintain the service of essential Military needs in the event of other plant failures. All agencies concerned with the procuring and handling of coal are actively concentrating their efforts to improve the situation.

Because the epidemic of breakdowns in September did not continue in October, the firm generating capacity of the Rome steam plants rose from 10,000 KW on 1 October to 20,000 KW by 31 October. However, the actual energy output of the plants did not increase appreciably, because of the lack of coal. The amount of hydro-generated energy supplied to Rome increased steadily throughout the month, with the result that an increasing number of civilian circuits in Rome received energy. The total number of kilowatt-hours generated by the Rome Steam plants during the month was 9,124,500 and the total number of kilowatt-hours supplied to Rome from hydro sources was 7,948,855.

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Tramway and "filobus" services in the Rome Area have been restricted with effect from 24th October. Their new schedules provide for discontinuance of the services after 17.30 hours, instead of 18.30 hours as previously, thereby releasing about 4,000 KW. for feeding into circuits of higher priority.

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During the month, the Sub-Commission has dealt with numerous important requests, submitted by other Sub-Commissions, for the allocation of electric power for industrial purposes.

The largest was for 14,000 KW., with a proposed consumption of 10 million KWh. per month, for the fertilizer works at Crotone, Calabria, which was planned to resume production in December. Unfortunately, it will be necessary to defer this allocation owing to damage inflicted by lightning on one of the plants of the Sila development near Crotone. The following list is a selection from the many other applications which were handled:

Calce & Cementi di Segni - Colleferro	- 350 KW.
Five brick factories - Lazio-Umbria Region	- 585 KW.
Scafati - Nocera tramway - Naples Area	- 500 KW.
Guidonia Cement Works - near Tivoli	-1500 KW.
Pieve Sinalunga brick works - near Siena	- 150 KW.
Cartiere Meridionale Paper plant - at Isola Liri -	- 200 KW.
Ilva Steel works: Steel Furnaces - Bagnoli	-2500 KWA.
Talcum powder plant - Livorno	- 80 KW.
Aniene chemical plant (Caustic Soda) - Rome	- 350 KW.
S.A.L.P.A. Alum plant, Castellina	- 40 KW.
S.A.T.V. Olive oil pressing plant Villa Sant'Angelo	- 30 KW.
Montecatini - Prestina - (Bone phosphates) Rome	- 30 KW.

Officers of this Sub-Commission continued their tours of inspection and supervision of power plants, sub-stations and transmission lines, under repair. These visits have proved valuable for verifying that work was proceeding expeditiously and that materials essential to repairs were being made available and promptly transported. The tours included inspections of work on power plants at Ceprano, Nera Montoro, Larderello, Terni, Farfa, Castelmadama , Mandela and Castelnuovo, and reconnaissances in connection with contemplated repairs at Pescara and Marino.

The following pertinent excerpts are quoted from the bi-monthly report on the electrical situation in Central Italy:-

(i) " A new program for the rationing of electric power in Rome, prepared by the Rome Allied Area Command, is expected to start on 1st November. The program calls for more electricity to be made available for civilian use ".

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(i) " A new program for the rationing of electric power in Rome, prepared by the Rome Allied Area Command, is expected to start on 1st November. The program calls for more electricity to be made available for civilian use ".

(ii) " The Rome steam plants have been operating more reliably recently under the joint operation set up by this Sub-Commission. More fuel is being received at these plants, although up to now the fuel supply has limited the output of the S.R.E. station. A new difficulty has arisen at the A.C.E.A. plant, in that the high stage of the Tiber has caused debris to be carried into the condensers at the A.C.E.A. plant, and necessitated frequent outages for cleaning."

(iii) " One unit at Ceprano and one at Farfa are running short circuited at the moment in order to dry the windings prior to being connected to the system. Both the Ceprano units, as well as the one at Farfa, are expected to be on the line by 7 November."

(iv) " The frequency of the Terni 50-cycle system has been very low during the last two weeks. A satisfactory solution to this problem has not yet been reached. However, it is being actively studied co-operatively by A.A.I., No.1 District, and the Allied Commission. This condition affects the power supply to Rome and other northern points."

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17. Water Supplies.

The repair of water supplies that have suffered war damage continues steadily, and a number of new schemes have been approved during the month. There is evidence of a tendency on the part of the civil authorities to propose the execution of more extensive work than would actually be sufficient to meet essential needs and, therefore, it is sometimes necessary to modify projects in order to reduce to a minimum both the financial expenditure and the consumption of restricted materials.

The water supply of Rome still receives particular technical attention and there is no doubt that it has lately shown improvement. In addition to the increased quantity of water supplied to the city it is confidently expected that it will shortly be possible to effect more frequent rationing to those high level districts that are as yet without a continuous service.

Among the more important schemes authorized during the month is some repair to the severely damaged water distribution system of Terni. Approval has been given only to so much of this work as can be put in hand at once. The remainder, which is by far the larger part, cannot be executed until later, when debris will have been cleared and the new town plan prepared.

18. Sewerage.

Repair of damaged sewerage systems also continues.

Several schemes have been approved during the month but they are not large and there is none worthy of particular mention.

19. Bonifiche.

The importance and extent of the Sub-Commission's responsibilities in connection with reclaimed lands and other varieties of "Bonifiche" increase continually. Nevertheless, this work is as yet but a small fraction of the ultimate task which will be presented when the vast and numerous reclaimed areas of the northern regions demand attention. In the "Pontine Marshes", work is well in hand for restoring gravitational drainage, and a scheme has just been approved for affording further protection to Route 7 against flooding in that locality. Endeavours are being pursued in collaboration with the Transportation Sub-Commission to locate some of the electrical machinery which was removed by the Germans from pumping stations of the Pontine Marshes area.

During the month, three schemes have been approved for restoration of "bonifica" works in Toscana Region and one such scheme in Abruzzi-Marche Region.

Measures are at present under consideration for alleviating flooding of highways near Cortona and Tarquinia.

The potentialities of deliberate flooding in the Po valley, principally by the waters of the Rivers Po and Adige, present a subject for constant study. By arrangement with H.Q. A.A.I., this Sub-Commission regularly receives secret intelligence, supported by plans and serial photographs, regarding the condition of the low-lying areas concerned.

20. Gas.

There is little to report regarding the production and distribution of town gas. The Rome gas supply maintains its restricted service and the gas supplies of Naples, Bari, Taranto and other southern towns continue in operation without any incident or difficulty worthy of particular comment. Gas production in Sicily, however, has been suspended owing to lack of coal.

The possibility of re-commencing operation of the Florence gas works early in the new year is under investigation. The restoration of this service is particularly desired by A.C. Fifth Army in order to minimize transportation

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20. Gas.

There is little to report regarding the production and distribution of town gas. The home gas supply maintains its restricted service and the gas supplies of Naples, Bari, Taranto and other southern towns continue in operation without any incident or difficulty worthy of particular comment. Gas production in Sicily, however, has been suspended owing to lack of coal.

The possibility of re-commencing operation of the Florence gas works early in the new year is under investigation. The restoration of this service is particularly desired by AMG Fifth Army in order to minimise transportation of fuel for domestic consumption. The practicability of it is almost wholly dependent upon availability of gas coal, but the prospect of obtaining adequate supplies as soon as there exists a rail transport service to Florence is good, and, therefore, repairs to the gas works are about to be put in hand.

21. Heating of Offices and Quarters.

At the request of the H.Q. Commandant, the Sub-Commission recently prepared a report on fuel requirements for the central heating and hot water systems of the H.Q. building and the ten hotels which serve as living quarters for Officers and Other Ranks, or Enlisted Men. Also, at the H.Q. Commandant's request, recommendations have been made regarding necessary repairs to the central heating system of the Headquarters building.

22. Personnel.

In para. 18 of the September report, the findings of the "Man-power Committee" were outlined, and mention was also made of the addition of three American civilian engineers (since increased to four) to the staff of this Sub-Commission. The findings of the aforesaid Committee were duly implemented, thus reducing the number of officers at Headquarters to thirteen, eight of whom comprise the permanent basic officer staff (engineering and administrative), whilst the other five are provisionally retained, as agreed, for work on the Electric Power Survey and in connection with the general work of the Electrical Division.

A.F.H.Q. Administrative Memorandum No. 43, dated 5 Oct.44, the essence of which was set out in para. 20 (b) of the September report, has greatly increased the burden of the Electrical Division, and it has done this by making the Allied Commission - and, therefore, this Sub-Commission - the "mainspring" of electric power activities in Italy. On receipt of the Memorandum, the question of providing personnel to shoulder the added duties and responsibilities had immediately to be considered and, after careful review, it was recommended that a total of 47 electrical engineer officers (10 at this Headquarters and 37 in the Regions) would be needed. This figure is inclusive of the present staff. This recommendation was to be considered by the "Man-powe Committee" early in November.

Of the above estimated number of electrical engineer officers, the 10 for Headquarters are all necessary now. Of the ultimate 37 for the Regions, probably only about one third are required at present, but they will need to be supplemented from time to time, as more and more territory becomes liberated, until the ultimate figure of 37 is reached concurrently with the occupation of the whole of Italy. It is expected that considerable difficulty will be met in acquiring this number of experienced officers, with the necessary specialist qualifications, and for this reason alone it is likely to take a considerable time to reach the envisaged eventual strength.

Three of the American civilian engineers have been assigned to the staffs of Regional Engineers: Messrs. Townsend and Rapp to Southern Region and Mr. Griffith to Abruzzi-Marche Region. Mr. Solomon was appointed to duties at this Headquarters in connection with Housing. By posting these civilian engineers to Regions, it is intended that they shall gain practical experience in the problems and duties of Regional Engineers and their staffs. It is reiterated that every endeavour has been made to meet the individual wishes of these gentlemen and to find them congenial work.

The Sub-Commission was recently required to nominate three of its British officers with a view to their possible employment in another theatre of war. Shortly after ards a further three names had to be submitted, making a total of six British officers whose services may now be expected to be lost to the Sub-Commission. This is regarded as a somewhat heavy demand upon the already very limited number of experienced British officers in the respective grades, and it will tend to make the work of the Sub-Commission still more onerous for the remainder of the staff.

In the next paragraph is a list of the officers and Allied civilian engineers employed both at Headquarters and in the Regions. The number of officers at the headquarters of the Sub-Commission is 19, and in the Regions 53, making a total of 72. The list includes one Colonel and eight Lieutenant-Colonels, five of

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NOMINAL ROLL OF OFFICERS

(A) At Headquarters :

Lt. Col. L.A. Jenny	(A) Director Sub-Commission
Lt. Col. G.L. Rhodes	(B) Deputy Director
Capt. A.E. Preedy	(B) Admin. Officer
Sub. Lt. King	(B) Asst. Adm. Officer

Public Works Division

Lt. Col. V.S. Thompson	(B) Chief, Public Works Div.
Capt. R.W. Shepherd	(A) Asst. to Chief P.W. Div.
Major N.W. Hyland	(A) P.W.O. South
Mr. D. Solomon	(A) Housing.

Electrical Div.

Lt. Col. W.M. Lapper	(B) Chief Electrical Div.
Capt. L.W. Laughlin	(A) Asst. to Chief Elect. Div.
Major E.J. Barry	(A) Electrical Generation Dept.
Major V.S. Renton	(A) Operations & Transm. Dept.
Major R.A. Bell	(A) Elect. Util. Officer
Major H.W. Westwood	(B) Water, Gas & Drainage
Major L.G. Price	(B) Supply Officer (atchd)
Capt. W.E. Tronmershausen	(A) Elect. Util. Officer
Capt. P.L. Vappey	(A) Elect. Util. Officer
Capt. M.G. Best	(B) Elect. Util. Officer
Capt. A.E. Duran	(A) Elect. Util. Officer

(B) In Regions :

Sicilia Region

Major D.A. Boyd	(B) Regional Engineer Officer

Southern Region

Col. L.J. Hensley	(A) Regional Engineer Officer
Major W.F. Chamberlin	(A) P.W.O. Liaison Officer No. 2 List.
Capt. R.N.J. Hibbard	(B) Liaison Officer No. 3 Dist.
Capt. A.G.A. Saul	(B) Highways
Capt. B.H. Brown	(A) Highways
Capt. R.A. Ryan	(A) Elect. Util. Officer
Lieut. F.M.H. Stephens	(B) Highways
1st Lieut. P.A. Sbrolla	(A) Elect. Util. Officer
Mr. H.H. Townsend	(A) Reg. Engr. Staff.
Mr. C. Hepp	(A) Reg. Engr. Staff.

Lazio-Umbria Region

Lt. Col. G.C. G.E. Findley, V.C.	(B) Regional Engineer Officer
Major A.C. Evans	(B) Public Works Officer
Major A.E. Michel	(A) Public Works Officer
Capt. W.P. Laughton	(A) Public Works Officer
Capt. N.A. Whitten	(A) Public Works Officer
Capt. W.H. Gentry	(A) Highways
Capt. T.P. Spriggs	(A) Highways

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Lt. Col. V.S. Thompson	(B) Chief, Public Works Div.
Capt. R.W. Shepherd	(A) Asst. to Chief P.W. Div.
Major N.W. Hyland	(A) P.W.O. South
Mr. D. Solomon	(A) Housing.

Electrical Div.

Lt. Col. W.E. Lapper	(B) Chief Electrical Div.
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Major H.W. Westwood	(B) Water, Gas & Drainage
Major L.G. Price	(B) Supply Officer (atchd)
Capt. W.E. Trommershausen	(A) Elect. Util. Officer
Capt. P.K. Vanroy	(A) Elect. Util. Officer
Capt. H.G. Best	(B) Elect. Util. Officer
Capt. A.E. Duran	(A) Elect. Util. Officer

(B) In Regions :

Sicilia Region

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Southern Region

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Major W.F. Chamberlin	(A) P.W.O. Liaison Officer No. 2 Dist.
Capt. R.N.J. Hibbard	(B) Liaison Officer No. 3 Dist.
Capt. A.G.A. Saul	(B) Highways
Capt. D.K. Brown	(A) Highways
Capt. R.A. Ryan	(A) Elect. Util. Officer
Lieut. F.M.H. Stephens	(B) Highways
1st Lieut. P.A. Sbrolla	(A) Elect. Util. Officer
Mr. H.H. Townsend	(A) Reg. Engr. Staff.
Mr. C. Repp	(A) Reg. Engr. Staff.

Lazio-Umbria Region

Lt. Col. Gde G.E. Findlay, V.C.	(B) Regional Engineer Officer
Major A.C. Evers	(B) Public Works Officer
Major A.E. Michel	(A) Public Works Officer
Capt. W.P. Laughton	(A) Public Works Officer
Capt. N.M. Whitten	(A) Public Works Officer
Capt. W.H. Gentry	(A) Highways
Capt. T.F. Spriggs	(A) Highways
Capt. A.J. Greene	(B) Highways
Lieut. E.P. Wade-Brown	(B) Elect. Util. Officer
Lieut. J.W.L. Butcher	(B) Elect. Util. Officer
Secd. Lt. P.F. Natale	(A) Public Works Officer

Abruzzi-Marche Region

Lt. Col. Latimer	(A) Regional Engineer Officer
Major J.C. Rively	(A) Public Works Officer
Capt. J.H. Walsh	(A) Highways

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Cont'd. Abruzzi-Marche Region

Major J.E. Feder	(B) Elect. Util. Officer
Mr. F.C. Griffith	(A) Reg. Engr. Staff.

Sardegna Region

Now under Italian Control

Toscana Region

Major R.S.L. Lee	(B) Regional Engineer Officer
Lieut. L.J. Hodges	(B) Public Works Officer
Capt. T.R. Brookles	(A) Highways
Capt. P.R.C. Stephens	(B) Elect. Util. Officer
Capt. J.W. Perkins	(B) Public Works Officer
Capt. H.J. Rossom	(A) Elect. Util. Officer
Major G. Boucher	(B) Liaison Officer No. 1 Dist.

Emilia Region

Major W.L. Spann	(A) Regional Engineer Officer
Major W.H. Gamble	(B) Public Works Officer
Capt. H.F. Weeber	(A) Atchd A.M.G. 5th Army
Capt. E.H. Rogers	(A) Elect. Util. Officer

Piemonte Region

Lt.Col. C.R. Birchett	(A) Regional Engineer Officer
Major G.F. Buckley	(B) Public Works Officer
Capt. J.A. Robb Jr.	(A) Public Works Officer
Capt. E.E. Smith	(A) P.W.O. (Liguria Region)
Major G.C. Eberle	(A) Highways Officer
Major J.S. Bennet	(B) Elect. Util. Officer

Lombardia Region

Lt. Col. C.F. Bollick	(A) Regional Engineer Officer
Major E.H. Richardson	(A) Public Works Officer
Major A. Crowther	(B) Atchd. A.M.G. 5th Army
Major H. Larson	(A) Public Works Officer

Venezia Region

Major W. Knight, M.C.	(B) Regional Engineer Officer
Capt. E.B. Feldman	(A) Public Works Officer
Major A.G. Perley	(B) Highways
Capt. J.S.C. Wilson-Heathote	(B) Highways
Major M.O. Worcester	(A) Elect. Util. Officer.

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Capt. T.R. Brownlee	(A) Highways
Capt. P.R.C. Stephens	(B) Elect. Util. Officer
Capt. J.W. Perkins	(B) Public Works Officer
Capt. H.J. Rosson	(A) Elect. Util. Officer
Major G. Boucher	(B) Liaison Officer No. 1 Dist.

Emilia Region

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Major W.H. Gamble	(B) Public Works Officer
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Capt. J.S.C. Wilson-Hesthote	(A) Highways
Major M.O. Wooster	(A) Elect. Util. Officer.

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REGIONAL REPORTS

24. SICILIA REGION (Regional Engineer: Major D.A. BOYD, R.E.)

(a) Work of reconstruction in the cities and on the roads continues. Nothing spectacular is being done but steady progress is being maintained.

(b) The Regional Engineer is the only officer of the P.W.& U. Sub-Commission left on the island.

(c) Capt. A.E. Preedy, R.A., of the P.W.& U. Sub-Commission, visited this Region in October. He and the Regional Engineer made two tours of inspection during his visit.

(d) The first tour was made in the provinces of Agrigento and Caltanisetta where a number of bridges on the main Southern route (S.S.-115), from Syracuse to Trapani, were seen. As this road is not considered a military highway, these projects have been somewhat delayed, but their progress has been more satisfactory of late and there is no reason why they should not be finished before the rainy season.

(e) It is now possible to use the Capoarso bridge on S.S. 122. This was a monumental bridge, constructed in the seventeenth century. An excellent job has been done in reconstructing it.

(f) The trip to Messina was made by road over S.S. 113. This highway during the Summer months was a veritable engineering site. In a length of 100 Km. there were 40 interruptions, including 30 demolished bridges. All works on this highway that are not yet completed are in an advanced stage.

(g) At Messina several works in progress were visited, including jobs in the Port, for the N.C.I.C., and repairs to public buildings in the city. Locks and furniture for doors, and hardware for windows, were being made on the site, and boys were employed in making nails. The Region has never received any material or transport from the mainland and therefore all work carried out there has been done with local resources.

(h) Capt. Preedy and the Regional Engineer visited the new Prefect of Messina Province, who stressed the need for continuation of the Public Works program in Messina as a means of assisting in the solution of the employment problem.

(i) At Catania various problems in public works were discussed with the Engineers of the Genio Civile.

(j) During October, 16 estimates for work of ordinary maintenance on military highways were dealt with.

Roads generally are deteriorating somewhat in Sicily on account of the coal shortage. Asphalt and asphalt products cannot be transported from the Ragusa mines because the railways are rationed for fuel, and steam rolling cannot be done because contractors are unable to obtain coal for the rollers.

(k) The Regional Engineer has furnished detailed statistics, as usual, regarding the electrical situation, showing that the island continues to be in a fortunate position compared with the mainland of Italy. Minor and major repairs continue at several power stations.

(l) With the advent of the rainy season there remains no difficulty in the matter of water supplies.

(m) Owing to shortage of coal no gas is being produced in Sicily.

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(l) With the advent of the rainy season there remains no difficulty in the matter of water supplies.

(m) Owing to shortage of coal no gas is being produced in Sicily.

(n) Tramways continue to function satisfactorily in Palermo, Catania and Trapani.

(o) During the month the following projects have been dealt with:

Continued on page 17.

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

TYPE OF PROJECTS	PROCEDURE Italian Government Territory	PROCEDURE A.M.G. Territory
1. Military - All types, regardless of cost or materials required.	Approved by Reg. Engr. Submitted thru AC. channels to HQ. for final approval.	Approved by Reg.Engr. Submitted to to HQ. for final approval.
2. Civilian - Up to 500,000. (A) No critical materials	(A) Approved by Compartimenti Italian Engineers only. List submitted to Reg. Engr. by 25th of subsequent month for attachment to monthly report.	Approval by Reg. Engr. List attach report by Reg. Engr. showing appro month.
(B) Requiring critical materials	(B) Approved by Reg.Engr. - Submitted thru Italian channels to HQ. for final approval.	(B) Approved by Reg.Engr. Submitte channels to HQ. for final approva
3. Civilian - 500,000 to 1,000,000 (A) No critical materials	(A) Approved by Reg.Engr. Forwarded by Italian Engr. to the Minister for final approval. List attached to monthly report by Reg.Engr. showing approvals for previous month.	(A) Approved by Reg.Engr. List at report by Reg.Engr. showing appro month.
(B) Requiring critical materials	(B) Approved by Reg.Engr. Submitted thru Italian channels to HQ. for final approval.	(B) Approved by Reg.Engr. Submitt channels for final approval.
4. Civilian-Over 1,000,000 with or without critical materials.	Approved by Reg.Engr. Submitted thru Italian channels to HQ. for final approval.	Approved by Reg. Engr. - Submitte channels to HQ. for final approva

EXCEPTIONS TO ABOVE :
Bridges: All plans for structures with span in excess of 10 feet require the approval of HQ.
(A) On projects not requiring financial approval of HQ., 2 copies of plan and 1 copy of estimate shall be submitted direct to R channels. One copy of plan will be returned to Regional Engineer bearing stamp of approval.

(B) On projects requiring financial approval by HQ.,2 copies of plan and 1 copy of estimate shall be submitted with financial thru channels as outlined above.- One copy of plan will be returned to Regional Engineer together with approved form AC/1.

NOTE: This supersedes all previous instructions with reference to routing of project approval documents.

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

FWS/fr

	PROCEDURE Italian Government Territory	PROCEDURE A.M.G. Territory
regardless of ou.	Approved by Reg. Engr. Submitted thru AC. channels to HQ. for final approval.	Approved by Reg.Engr. Submitted thru AC. channels to HQ. for final approval.
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previous instructions with reference to routing of project approval documents.

APPENDIX A-3

Description:	Number of projects:	Total estimated cost Millions of Lire :
Public buildings, etc.	63	23.0
Harbours, lighthouses, etc.	19	4.2
Roads and sewers	23	17.1
Bridges	10	9.5
Water supplies	5	2.9
"Bonifiche"	3	8.2
Various other works	14	8.1
Totals.	137	73 million Lire.

The total of expenditure and commitments incurred during the month on all classes of work amounts to approximately 55 million lire.

(p) The Regional Engineer - in common with Engineers of other Regions - complains of shortage of transport and materials, laying particular stress upon the lack of transport. It appears that materials would be available from local sources.if only they could be transported.

25. SOUTHERN REGION (Regional Engineer: Col. L.J. HEMSLEY, C.B.E.)

(a) Numerous requests for constructional works and repairs have recently been submitted to the Regional Engineer by the Royal Navy, Peninsular Base Section, No. 3 District, U.S. Army Air Force, certain Sub-Commissions of A.C., and by various Town Majors. Military necessity rendered most of these requests extremely urgent, and it is unfortunate that the Regional Engineer should have had cause to complain of the extreme difficulty he is experiencing in obtaining explosives and other stores essential to the execution of some of these most pressing projects. Another factor hindering some of the work is the continued need of mine clearance.

(b) Major Knight and Captain Lambie, who were engineer officers respectively in Bari and Foggia, have both been re-assigned to other Regions. Captain Lambie will be replaced by Captain Brown, and Maj. Knight will be replaced by Maj. Chamberlin, now at Catanzaro, who in turn will be replaced by Mr. Kapp, American civilian Engineer.

Mr. Townsend, an American civilian engineer, has been assigned to the Regional Engineer's staff, and has been allotted duties in connection with materials and transport.

(c) The electricity supply situation in Southern Region has suffered some temporary deterioration as a result of the failure, on 29 Oct, of three generating units in the Orichella Station of the Silo power plants, depriving the system of 55,000 KW. generating capacity. It is hoped that one of the three units will be restored to operation in a few days, but repair of the other two is bound to take a long time and the inevitable delay is likely to be aggravated by transportation difficulties.

Electrical Rehabilitation Projects:-

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Totals.	137		73 million lire.

The total of expenditure and commitments incurred during the month on all classes of work amounts to approximately 55 million lire.

(p) The Regional Engineer - in common with Engineers of other Regions - complains of shortage of transport and materials, laying particular stress upon the lack of transport. It appears that materials would be available from local sources.if only they could be transported.

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(b) Major Knight and Captain Lambie, who were engineer officers respectively in Bari and Foggia, have both been re-assigned to other Regions. Captain Lambie will be replaced by Captain Brown, and Maj. Knight will be replaced by Maj. Chamberlin, now at Catanzaro, who in turn will be replaced by Mr. Rapp, American civilian Engineer.

Mr. Townsend, an American civilian engineer, has been assigned to the Regional Engineer's staff, and has been allotted duties in connection with materials and transport.

(c) The electricity supply situation in Southern Region has suffered some temporary deterioration as a result of the failure, on 29 Oct, of three generating units in the Orichella Station of the Sila power plants, depriving the system of 35,000 KW. generating capacity. It is hoped that one of the three units will be restored to operation in a few days, but repair of the other two is bound to take a long time and the inevitable delay is likely to be aggravated by transportation difficulties.

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Electrical Rehabilitation Projects:-

(i) The Calore hydro-electric plant has been reconstructed and is now under test. It is hoped that it will be carrying a load of 5,500 KW. by December.

(ii) Reconstruction of the Lete hydro-electric plant has suffered delay owing to lack of transport and cement. This plant will have an output capacity of 6,500 KW.

(iii) Repair of the Muro Lucano hydro-electric plant is expected to be finished in November. This plant will then supply 2,000 KW.

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(c) repairs to the San Giovanni-Caserta-Venafro 60 KV. transmission line should be finished very early in November.

(v) Rehabilitation of the Sub-Stations of Timpagrande and Frattamaggiore - partly by cannibalisation - is well in hand.

Reference has already been made herein to the estimates submitted by the "Societa' Meridionale di Elettricita' " for financing the repair of war damage suffered by its installations. These estimates amount to more than two hundred million lire, and further similar estimates are expected, from other Undertakings.

In Naples Province 249 applications for electric power (excluding requests for electric light) were received during the month. 64 of these were recommended, 115 rejected and 34 deferred.

A meeting was held with the managers of all electric power Undertakings in Southern Italy with the object of achieving co-ordination in solving the general problem of power distribution and transmission line restoration. Incidentally, this meeting brought out very clearly the magnitude of the Italian Government's "incurred indebtedness", towards the liquidation of which no payments have yet been made. Various technical problems were discussed and it was decided henceforward to hold similar meetings at monthly intervals.

With even greater vigour than before, the Regional Engineer has reiterated his complaint about the serious lack of materials and road transport so vitally needed by the Societa' Meridionale di Elettricita', both for maintaining the operation of its system and for progressing in the repair of its installations. The demand for electricity increases daily, and the Regional Engineer points out that this Utility Undertaking will soon find itself unable to meet the demand, unless something can be done at once to provide transport and materials.

Naples recently suffered a 24-hour interruption in its electricity supply due to the damaging of transmission lines by storms, but if the electricity Undertaking had had trucks at its disposal the service could have been restored in one quarter of that time.

(d) The above-mentioned shortage of materials and transport, which promises soon to bring progress to a halt, is not a local condition, nor is it confined to electrical needs. Far from being peculiar to Naples, it exists with equal seriousness in the Bari and Catanzaro zones. Indeed, it is well known to be the general complaint of AC-AMG Officers everywhere. "Requisitions, AC/AMG.10 Forms and letters", says the Regional Engineer, "have gone forward through channels; but to date the situation remains the same..... using AMT/10[8] for supplies is entirely unsuccessful." The following is a further verbatim quotation from his earnest observations on this subject:-

> "Actually, except for a few remote cases, all materials procured by this Section have been through Military Units in this area.
> It is the opinion of this Section that control of materials in this area should be decentralized. It has been our experience that many Army Units are ready to exercise control on present stocks but few are prone to increase these stocks for the civilian and military demands. Paradoxically, army requirements from this Section increase rather than decrease."

(e) Gas production in Naples continues to increase, and repair of the gas works is progressing favourably. Another storage tank for integral gas has been put into commission, and the repair of other tanks and the main battery for distillation is well in hand. Good progress has also been made in rehabilitating the gas distribution system of Naples, pipe lines in four more streets having been restored to use (thus greatly improving the pressure throughout the districts of Salvatore Rosa, San Mandato and San Potito) and work continues on restoration of the main pipe line in Via Galileo Ferraris.

Gas production in Bari, Taranto and other towns remains normal, though

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Gas production in Bari, Taranto and other towns remains normal, though in Bari difficulty has been experienced in obtaining suitable gas coal.

(f) For the Naples water supply, urgent repairs are being carried out on the aqueduct at Torrente di Pennarano and on the Maranno reservoir. Repair of the Chiaiano reservoir has been completed and the reservoir is now in service. Numerous repairs to the water distribution system have been carried out in various parts of the city.

Elsewhere in the Region, excepting the Catanzaro district, the water supply

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situation appears to be quite satisfactory. In Bari province all restrictions on water consumption have been lifted. The Regional Engineer observes in regard to the Catanzaro zone that the water supply system of the average commune is inadequate and generally in a bad state of repair. He advises that a comprehensive survey should be made of the water supplies in that zone, in order that repair projects may be initiated in the interests of public health. The Genio Civile has, in fact, already been requested to embark on this work.

(g) Road works in the Region have been limited to maintenance and minor repairs, which, however, have continued on an extensive scale and have made good progress despite the difficulties imposed by bad weather. Reconstruction of eight bridges has been completed during the month. Many others are in hand, and at least five new contracts have recently been let.

(h) There exists a serious shortage of stone for the construction of military highways, railways and airports. The Regional Engineer has, however, recently succeeded in establishing a working agreement with the U.S. Air Corps for pooling their joint resources and equipment with the object of increasing the overall production, and by similar co-operation, it is hoped also to reduce the cost of the stone. The great 'bottleneck' in this operation is - need it be said ? - lack of road transportation. Co-ordinated efforts are, therefore, being made to use tramways and narrow gauge railways to the utmost, wherever they can be pressed into service in lieu of transport by road.

(i) The Regional Engineer reported that the officials of the Genio Civile of Naples have been displaying an attitude of complete laxity and disinterest. This has been brought to the attention of the Ministry of Public Works. It may be remarked, with some bearing on the subject - though not by way of justification - that such officials are considered to be very poorly paid.

(j) Difficulties, in the Bari district, regarding the operation and maintenance of M.T. vehicles on loan for work on military highways, was mentioned in para.22 (h) of the September report. An appreciable improvement in this matter can now be reported.

26. LAZIO-UMBRIA REGION (Regional Engineer: Lt.Col. G. de C.E. FINDLAY, V.C., M.C., R.E.).

(a) Two additional officers were assigned to the Regional Engineer's staff during the month, and the services of two others were made available on temporary loan. This additional assistance, which had been badly needed, was welcomed by the Regional Engineer.

(b) The Sindaco of the Comune of Rome has formed a Committee for the co-ordination of technical services. The Regional Engineer speaks warmly of this and states that the initial meeting of the Committee has given promise of constructive and helpful co-operation.

(c) Electrical energy available to the Region is only a little more than 10% of the pre-war demand. From this fact, the difficult electrical situation, especially in the City of Rome, can well be understood. Rationing of electricity in the Rome Area has already been discussed in para.12, and the difficulties are well illustrated by the following colourful words of the Regional Engineer. He says:-

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(j) Difficulties, in the Bari district, regarding the operation and maintenance of W.D. vehicles on loan for work on military highways, was mentioned in para.22 (h) of the September report. An appreciable improvement in this matter can now be reported.

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> "The main competitors for energy, some vociferous, are those who want lifts instead of trams and others who want trams instead of lifts, and always the domestic consumers who want continuous light, and the industrial user who claims priority over both".

As to the electrical situation in the Region as a whole, it can be said that it slowly improves as work goes on. There has been an increase of about 6,000 KW. in available power, and about 50% of the transmission lines are now in operation.

(d) The Rome Gas supply continues its restricted service, limited as it is by the quantity of available coal.

(e) The Rome water supply continues to receive particular technical attention. Repairs to the headworks of the "Acque Marcie", at Agosta and Fiumetto, have been slowed considerably by lack of transport (particularly for want of tires) and by bad weather. Three bursts in the distribution system recently occurred and were promptly dealt with.

Several water supply projects in the Region have been approved for execution, including part of a scheme for repairing the badly damaged water distribution system of Terni. Actually, 69 projects, representing a value of 59 million lire, were handled during the month, although financial approval has as yet been given only to about 8 million lire out of that total.

(f) During the month, 43 bridge repair schemes for Military highways, were dealt with, bringing the total of such works to 137, of which 19 have been completed. New maintenance contracts have been let for Military and State highways and the work now in hand is widely distributed over the 1,4[illegible] Km. of roads of this class throughout the Region. There are, however, difficulties on account of shortage of bitumen and stone and also lack of transport.

On roads other than Military and State highways, 72 bridge projects were approved during the month, bringing the total to 146, which includes 40 that are awaiting ministerial approval. This number does not include bridges which were financed in the Army area, of which there are many in Viterbo, Rieti and Perugia.

(g) The Housing program was completely obstructed by financial difficulties up to the end of September, but the situation improved slightly during October, when projects to provide new dwellings for 2,800 persons received approval.

Limited authority has also been obtained to carry out repairs to private houses. In Terni Province alone, 20 projects, totalling 7 million lire, have already been approved and financed under that authority. "Roofless" persons in Frosinone and Littoria Provinces aggregate 136,000, about 25% of whom could have been housed by now, had it not been for administrative and financial delays, the preparation of decrees, etc. Technical instructions for the work were, in fact, issued in July, and the subsequent deferment of execution is open to severe criticism.

(h) Clearance of debris in the City of Rome amounted to 5,700 cu.m. in October, and the City Authorities, despite shortage of transport, succeeded in keeping the streets reasonably clean. Street repairs in the City continue rather slowly, being limited by want of bitumen and cement. There has been some progress on re-laying the worst tramlines.

(i) Repair of war-damage in the sewerage system of Rome is still incomplete, but good progress has been made.

(j) At Fiumicino Harbour (near Rome), dock repairs and the raising of sunken vessels have progressed favourably, though they have been impeded by difficulty in obtaining operating plant and divers, so much in demand for more important ports.

(k) The Regional Engineer complains of the general shortage of cement, bricks, and bitumen; the necessity of all of which in the execution of public works requires no explanation. It is not merely a local problem; it exists in every Region and is a source of complaint throughout the country.

(l) Speaking of the Genio Civile, the Regional Engineer expresses a high regard for the energy, co-operation and ability of the Ispettore Generale of the Compartimento. There is, however, a pressing need for additional staff, without which the Ispettore Generale cannot be expected to carry out rapidly and economically the extensive works on hand, amounting in value to some 350 million

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(m) Progress in mine clearance has been concentrated in areas of urgent work. These vital operations are being carried out partly by a Military unit and partly by civil contractors.

(n) Commendable headway has been made in restoring gravitational drainage in the Pontine Marshes area, and important flood control works are in hand at Porta Maggiore. The principal object of the latter is to safeguard Route 7, the uninterrupted use of which is a military necessity.

27. ABRUZZI-MARCHE REGION (Regional Engineer: It.Col. C.A. LATHEY, C.E.)

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(a) Pesaro, Urbino and Ancona are still under control of Eighth Army. The Compartimento of Abruzzi, which comprises the Provinces of Pescara, Chieti, Teramo and Aquila, was returned to the Italian Administration on 16th October.

The forward office which the Regional Engineer set up at Ancona in September, in order to facilitate liaison with Eighth Army Engineers and Eighth Army A.M.G., has proved its worth.

(b) Problems in Ancona have been aggravated by the refusal of the provincial Authorities to co-operate in an endeavour to find the Genio Civile officials and bring them back into the town. These engineers are at present deployed in neighbouring villages. Their dispersal, combined with want of transport and communication facilities, obviously precludes efficient working.

In Pesaro-Urbino there is still much confusion and as yet there is no "Capo" of Genio Civile in the Province. The Ancona official was asked to act provisionally in this capacity when A.M.G. assumed control of the area, but this arrangement has not been satisfactory for many reasons; principally because there is more work than he can properly handle in Ancona, added to which the difficulties of communication and transport make it impossible for him to keep in touch with the whole area. Speaking of Pesaro, the Regional Engineer says: "All bridges are destroyed and communication is impossible in most of the Province." "Pesaro is still in the emergency stage....". The provision of a "Capo" of Genio Civile was, of course, urgently requested, and it is expected that he will have arrived and taken up his duties by an early date in November.

(c) In addition to the Allied officer personnel listed in para. 23, an Italian officer - Maj. Marsella of the Genio R.A. - who is attached to the A.C., has been assigned to the Region and has been sent to assist the Regional Engineer's forward staff.

(d) Further to what was said in sub-para. (b) above, the Regional Engineer has also reported several other difficulties regarding officials - or lack of officials - of the Genio Civile. Details need not be quoted here, but it should be noted that such personnel difficulties are very real. Absence of office and living accomodation for Genio Civile officials is in some cases a serious obstacle.

(e) An "overlay" map, showing revised priorities of military highways in No.1 District has been received, but there has been no alteration of the priorities in No.3 District (Previously No.2 District).

Progress of works on military highways has been maintained, and the recent rains have shown up the weak spots. Removal of Bailey bridges for transfer to the forward area has at times made things difficult, though this is by no means an extraordinary problem. Contracts for permanent reconstruction of several bridges have been let, and projects for others are in preparation.

On Route 16 , the bridges over the S. Biagio have been completed. The diversion over the Brancadoro and Acquachiara rivers has also been completed and contracts have been approved for reconstructing the bridges at these points. Between Aquila, Antrodoco and Popoli, on Route 17, contractors are at work on two bridges and also on culverts and retaining walls . In Macerata Province, bridges over the Acquatona, the Asola and the Fosso a Mare were half constructed, in such a way as to pass traffic at the earliest moment, and are now being completed. Revetments to support Bailey bridges are being built on the Chienti and Potenza rivers.

Of eleven bridges under construction on Route 16 in Ancona and Pesaro Provinces, ten should be finished very early in November. All of these were financed by the Army.

The Regional Engineer has reported in detail on numerous works in progress on other highways, but a brief summary must suffice here. The operations are extensive but they are, nevertheless, progressing well. State roads are being opened up as their need is shown, and Provincial roads are receiving attention in relation to their importance. Numerous bridges and temporary

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of the latter have been completed.

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There is a general insufficiency of road trnsport for these works, especially in Macerata.

It is worthy of note that in Ancona and Pesaro the enemy carried out demolitions with an exceptional thoroughness, seldom equalled in the more southerly regions. In addition to works of essentially military necessity, numerous other bridge repairs and diversions are, therefore, having to be hastened in order to restore communications essential to A.M.G. administration and supplies.

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(f) Sanction of the Naval authorities has been obtained to a project for removing several sunken vessels from the mouth of the Misa river in order to prevent flooding of the town of Senigallia. The scheme is under preparation and the contract is expected to be let shortly.

(g) No serious difficulties in water supply have been encountered during the month. Schemes have been sanctioned for repairs to the supplies of Pescara, Novelli, Castelvecchio-Subequo and Capestrano, and for the construction of a reservoir for Francavilla a Mare.

(h) A project for repairing the sewers of Pescara has been approved and other drainage schemes are in course of preparation. Urgent work has also been approved and put in hand for restoring the artificial drainage of the Fucino lake bed, near Avezzano, essential to the maintenance of 14,000 hectares of highly productive agricultural land.

(i) A number of projects for rebuilding government offices, schools, barracks, etc., have been approved, the largest being for the reconstruction of Avezzano prison at an estimated cost of 2,400,000 Lire.

(j) For their supplies of electricity, Chieti and Pescara are still dependent upon the Farindola power station and a diesel-driver plant in Pescara itself, but repairs to the 60 KV. transmission line from Lanciano to Pescara are nearing completion, and power from the south should thus become available early in November.

In Aquila Province the electricity available from hydro-electric sources has increased with the effect of the rains.

Since 1 Oct Aquila has been able to take its power from the Bolognola station, thus enabling Avezzano to draw its energy from Rieti again.

Ascoli-Piceno and Teramo share with Aquila the output of the Bolognola and Carassai generating stations.

The municipally owned power stations of Macerata Province, although damaged, have been sufficiently restored to furnish an almost normal service.

The electrical installations in Ancona Province suffered heavy damage. The situation there is being controlled jointly by the Army and A.M.G. engineers, in collaboration with the supply companies.

Pesaro Province is almost entirely without electric power.

(k) The Regional Engineer complains strongly of shortage of materials - especially cement and bitumen - and of the inadequacy of transport. He has much to say on this bitter subject, but to quote his remarks would merely be to echo the plaints of other Regional Engineers, already reported herein.

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28. SARDEGNA REGION (N. Regional Engineer)

(a) Clearance of debris in Cagliari City is now reported to be 84 % complete, 7,720 cu.m. of material having been removed during the month at a cost of about 1,200,000 lire.

Repair of public buildings has continued, particular attention having been given to the schools in view of their intended re-opening on or about 6th November.

(b) A program has been prepared for repair of such private buildings as can be expeditiously rendered habitable, in order to accomodate homeless families as soon as possible. These repairs are intended to be finished by 31st December next. The estimated cost of carrying out the program is a little over 100 million lire, of which 80 million applies to the town of Cagliari.

(c) Gas is now being produced in Cagliari, but its distribution is restricted to about one fifth of the City area and cannot be extended until greater supplies of fuel become available.

(d) Rehabilitation of the electricity distribution network in Cagliari has continued, and the public illumination, mentioned in the September report, has since been extended to other streets.

(e) The water supply situation in Cagliari, which has been serious for some months past, has been improved somewhat by the recent rains. The strict rationing system that is in force cannot, however, be relaxed.

(f) Rehabilitation of certain power stations, harbour works, highways, bridges, and other sundry items is reported as having made steady progress, but none of these is deserving of special comment.

(g) The Provveditore (by whom the October report on the Region was submitted) has again discussed in some detail the works which are being pursued as part of the Island's fight against malaria. More than 11 million lire has been spent on such works during October and a further program, valued at 92 million lire, has been drawn up for other urgent work. These measures will also result in restoration of damaged land-drainage systems and consequent betterment of agriculture.

(h) The Provveditore has again spoken of the lack of transport and building materials. This, as has been said before, is a great and widespread handicap, and the Provveditore's voice is but another in the general chorus of complaint.

having been given to the schools in view of their intended re-opening on or about 6th November.

(b) A program has been prepared for repair of such private buildings as can be expeditiously rendered habitable, in order to accomodate homeless families as soon as possible. These repairs are intended to be finished by 31st December next. The estimated cost of carrying out the program is a little over 100 million lire, of which 80 million applies to the town of Cagliari.

(c) Gas is now being produced in Cagliari, but its distribution is restricted to about one fifth of the City area and cannot be extended until greater supplies of fuel become available.

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29. TOSCANA REGION (Regional Engineer: Major P.S.L. LEE, R.E.)

(a) Activities in this Region during the past month were further extended with the taking over of more territory from Fifth Army.

(b) The Regional Engineer's office, which was moved from Siena to Florence in September, is now fully organised and a number of Italian engineers have been engaged to render assistance in each branch of the department. The office is situated in the same building as that of the General Inspector (Tuscany) of the Ministry of Public Works, with whom the Regional Engineer is thus able to keep in close touch.

(c) In connection with the Regional electric power situation two conferences were held, at which were represented Fifth Army, No.1 District, Peninsular Base Section, A.A.I., A.M.G. and the Selt-Valdarno Electric power undertaking. The principal purpose of these conferences was to determine the order of priority for reconstruction of power transmission lines. The Regional Engineer was requested to assume responsibility for rehabilitating two lines of major importance, viz. the 125 KV. line, Pian della Rocca - San Romano - Tavarnuzze, and a similar line (for State Railway), Tavarnuzze - Rifreddi.

Rehabilitation of the generating plant at Selvena is held up for want of certain parts ordered from Rome by the Società Romana di Elettricità.

A small privately owned hydro-electric station in the vicinity of S. Marcello was found undamaged. Two units, each of 450 KVA capacity, are now in operation at this station, and a third unit of 900 KVA., which requires some repair, will shortly be in service. This station now supplies the S. Marcello district and also furnishes about 500 KVA. to Pistoia for water pumping and other essential services. It is hoped, when the 900 KVA. unit has been repaired, to activate certain important services in Prato. The transmission lines that will be needed for this are also under repair.

A meeting was held in Florence to establish a program for activating oil-presses in Florence Province. Similar action has been arranged for Siena Province, where the Supply Officer and the E. and M. Officer of 84 C.R.E. are co-operating to organise distribution of the power derived from the small hydro-electric stations on the Arno River, north of Arezzo. A complete survey of oil-presses in the Provinces of Siena and Grosseto has been carried out and arrangements are being made to put into operation as many as possible of these installations.

Constant liaison is being maintained with officers of the Industry and Commerce Sub-Commissions to ensure that everything possible is being done to rehabilitate industrial installations wherever the necessary power is available.

(d) Inspection of roads and bridges has been seriously handicapped by shortage of transport. Nevertheless, valuable work has been done, especially in reorganising maintenance of State roads through the appropriate department (late A.A.S.S.) of the Genio Civile.

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The volume of work in connection with bridge reconstruction has greatly increased and is still growing. The following bridge projects have been handled during the month :

Bridges on Military highways	36
" on Provincial highways	45
" in City of Florence	4

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The Genio Civile officials in each Province were instructed to prepare maps showing all damaged bridges. Four of the desired maps have been received shewing, so far, a total of 1,362 bridges that require reconstruction or major repairs. Demolitions in this area were on a very extensive scale and it is emphasised that a large bridge reconstruction program must be anticipated.

(e) Removal of debris, and demolition of dangerous buildings, effected during the month, cost approximately 14 million lire. These operations were carried out over a wide area, but there is still much work to be done.

(f) Arrangements are being made to embark upon a comprehensive survey of the Housing problem as soon as conditions permit. It is evident that local Authorities will require much assistance with this problem, especially in the forward areas.

(g) Of public works in general it is reported that the highest priority has been given to flood control schemes, because of the advanced season of the year and the consequent anticipation of highwater in the basins of the rivers Arno, Serchio and Ombrone.

(h) Public works projects totalling over 76 million lire in value are at present in hand. These include debris removal, demolition, water supply, sewerage, canals, land-drainage, flood control, State and public buildings, hospitals, schools, etc.

(i) Close liaison has been maintained with the Education, Public Health and other specialised Departments of A.M.G., Toscana Region, and it has been agreed that no project concerning a specialised department shall be approved without the concurrence of the specialist officers concerned.

(j) The Regional Engineer reports that all officials of the Genio Civile in his Region are working well and are giving their full co-operation.

(k) The Regional Engineer has expressed considerable anxiety over the general shortage of road transport which, he points out, results not only in delayed work, but also insufficiency of supervision both by Military officers and by civilian officials of the Genio Civile and the public utility undertakings.

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30. EMILIA REGION (Regional Engineer: Major W.M. SPANN).

(a) The personnel of this division was engaged in assisting 5th and 8th Army AMG Headquarters, and in various duties in the Army area, in cooperation with provincial teams, as advances were made. On the 5th Army side, a conference was held with the C.R.E. regarding maintenance of roads in 13th Corps Area, and assistance was rendered to the city of Pistoia with its water and lighting. On the 8th Army side, the work covered general assistance on lighting, water, and operations in connection with flour mills.

(b) Maintenance and reconstruction work on all highways at this time comes under Army Engineers and CRE's. The need for Bailey bridges from roads not now required for military purposes will necessitate immediate work in Forlì Province on reconstruction of bridges or construction of diversions. Plans are being made for this work. Heavy rains are expected to render the task more difficult. Attention is also being given to damage done to roads and bridges in San Marino.

(c) On the 5th Army front the City of Pistoia was provided with 3000 cubic metres of water per day by making repairs to damaged aqueducts. An additional 1,000 cubic metres will be provided by repairs to pipe lines now in progress. Materials were supplied by 5th Army and labour was furnished by the Commune. The power plant of S.Marcello was repaired and put into operation by the power company, producing about 700 KW, of which 450 KW was allocated to Pistoia for mills and lighting, the remainder going to military installations in 4th Corps area.

On the 8th Army side the water mains were repaired and pumping station reconstructed to supply water to Riccione, Cattolica and part of the City of Rimini. Diesel engines were obtained and generators set up in the power station at Cattolica to deliver about 110 KVA. Repairs were made to transmission lines over 12 Kilometers to deliver power to the pumping station at Riccione. Three electric pumps are in operation with a capacity of 47 litres per second. The reservoir was used by the enemy as a latrine and is now being cleaned and sterilized. In the meantime water is being delivered direct to the distribution system.

Assistance has been given to AMG 8th Army in obtaining machinery for operating flour mills in the communes of Savignano and Cattolica. Sulphur mines are being investigated at Formignano. Advice was given to the Monticone Commune on its water supply and on the securing of various supplies. Work will shortly be started on the water supply at Rimini.

The area south of Ravenna, including Cervia, has been flooded by the destruction of dykes along the Savio River and of gates in canals to the salt works at Cervia. Of the two pumping stations at Cervia one is totally destroyed but the other is in good order. The local commune engineer, with the aid of the local CAO, will immediately start operations to restore conditions north of the city. The area south of the city will drain by

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Damage to buildings varies to a large degree, some places in Rimini being totally destroyed. The area along the Adriatic

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is low and in places swampy. Antimalarial measures at present are being handled by the Armed Forces.

(d) The Regional Engineer complains of shortage of transport. He also says that civilian cars are practically useless in the mud and damaged areas.

31. PIEMONTE AND LIGURIA REGION. (Regional Engineer: Lt.Col. C.R.BIRCHETT)

No active work has been possible, beyond continued planning. Some officers of the Regional Engineer's staff have been temporarily transferred to render assistance in other Regions.

32. LOMBARDIA REGION. (Regional Engineer: Lt.Col. O.P. BOLICK, F.A.)

There is nothing to report from this Region. The Regional Engineer and his skeleton staff have been temporarily transferred to assist in other Regions.

33. VENEZIA REGION. (Major W. KNIGHT, M.C.)

Precisely similar to the above remarks on Lombardia.

C of S Distribution
1 - File C50, C of S, CC
3 - P.R.Rs.

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

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1 + file C50, C/S, C C
3 - PR Br.

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Director.

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

SUMMARY OF ACTIVITIES DURING SEPTEMBER 1944. 10 Oct.1944

General Observations.

1. This Report will be considerably shorter than its predecessors, and also somewhat different in form for the following reasons:-

(i) On 22 Sept. Lt.Cols. Jenny and Lapper left this Headquarters for America, involving an absence of probably several weeks. The former is Director of the Sub-Commission and the latter is the Head of the Electrical Division, which may be roughly said to comprise one third of the day-to-day duties. Instead of four Lt.Colonels, at Headquarters there are, therefore, only two. Their work and responsibilities are, in consequance, approximately doubled for the time being.

(ii) Responsibility for preparing these monthly reports has for a year fallen on the Deputy Director (now the Acting Director) and time available for the duty, at present, is extremely limited.

(iii) The Chief of Staff (Brigadier Lush) recently commented on what he considered was the unnecessary length of the Sub-Commission's last report (August). That was exceptional in several respects, as was explained in a letter to Economic Section (for the attention of Col.Densmore), following receipt of Brigadier Lush's communication.

2. Italian Public Works Dept. (Genio Civile)

Reference has been made in recent months to the Sub-Commission's official relationship with the Minister of Public Works in the Italian Government (Signor Mancini). In August the position was put at no higher than "satisfactory".

That adjective can now be improved upon, since during September there was increasing evidence that the Minister has acquired a better grip of his Department (in the 3 or 4 months that he has been in office) and there is an all-round greater activity. He has issued to his principal technical and administrative officials a number of Directives forceful in character, and covering matters ranging from Defascistisation to Housing; from financial provisions to the working of Cantonieri gangs on the highways; and he has made changes in personnel at a number of places, from Sardinia and Sicily to Rome, that may be considerable value.

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Further, whereas in the earlier months of the year and during the summer it was necessary to have quite frequent interviews with him and with his Director General (Signor Tizzano), these meetings have now become less frequent for the best of all

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Further, whereas in the earlier months of the year and during the summer it was necessary to have quite frequent interviews with him and with his Director General (Signor Tizzano), these meetings have now become less frequent for the best of all possible reasons, viz., fewer immediately pressing problems for discussion, and somewhat greater initiative in various directions on the Italian side.

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An increasing degree of responsibility is being placed on them, as for example the withdrawal from Sardinia in September of the one remaining Engineer Officer, his duties being transferred to the Head of the Genio Civile there, with responsibility on that official to keep this Sub-Commission informed of what is happening, in the same way as the Regional Engineer had previously done.

Arrangements were made in September for a similar withdrawal in Sicilia of the one Engineer Officer now remaining, to be effective as from 15th October. The change has been temporarily postponed, however, for certain reasons, and in order that the matter be more fully discussed with the Regional Commissioner. It will take place before long.

These remarks are not to be construed as indicating that the Italian Public Works Department has reached a stage of even very moderate efficiency. Far from it.

From an organisational standpoint it might, judged by the standards of certain other countries, be considered deplorable. This Sub-Commission made a study of the matter early in September and came to the conclusion that the Genio Civile (Public Works) organisation is very top-heavy, over-balanced with officials holding the rank of "Direttore Generale" and with overlapping of functions. There are, for example, 6 of the former on the administration side, as against only one on the technical (Civil Engineering) side. The work of the 6 may be only a fraction of the importance, and magnitude, of the work falling on the Technical Director and his staff.

The position was closely analysed in a letter to the Minister dated the 20th September, most carefully worded in the sense that the Sub-Commission was attempting to give friendly advice only, and did not seek in any way to <u>press</u> for changes. Apart from the point mentioned, the letter also reminded the Minister that it is more important to consolidate functions rather than create new ones, as was the tendency for so many years under the Fascist regime. As an example, he was invited to consider the bringing of separate organisations (such as the Consorzio Idrauliche, the Bonifiche, the Consorzio Acquedotti, the Case Popolari and others) all at present charged with structural and engineering tasks, under the active control of himself and re-organised Genio Civile Headquarters.

As distinct from organisational defects, bad enough in peace time but desperately serious under present conditions with such vast war-damage tasks ahead, the Italian Public Works Department remains seriously under-manned as to experienced engineers; it has most limited supplies of structural materials and it has positively no plant or equipment. The Sub-Commission does what it can to help in these matters, getting both materials,

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Leading firms of contractors have in some cases produced plant and equipment on a small scale from places where they had secreted it, to avoid having it stolen by the Germans, or being wrecked by them.

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3. Defascistisation.

Defascistisation of the Genio Civile's Staff, and Agencies partly dependent on it went on fairly satisfactorily in September. The Administrative Section had appointed Major Palmieri of the Legal Sub-Commission to special duty in this connection, and close contact was maintained with him. The Acting-Director accompanied him to the Minister of Public Works in order to meet the special Defascistisation Commission (formed by the Minister) actually at work. Major Palmieri gave the President of the Commission advice directed to speeding up the Commission's activities. Reports from the Commission covering, separately, the first and second halves of September have been passed to Major Palmieri, who has expressed his satisfaction with the progress made.

4. Reconstruction of war-damaged Italian cities.

In accordance with the wishes of the Monuments, Fine Arts and Archives Sub-Commission expressed in a letter dated 8th September to this Sub-Commission, all Regional Engineers were advised (together with A.M.G. 5th and 8th Armies) that old Italian cities, like Viterbo and Firenze which have been damaged by air or artillery bombardment, should not have reconstructional changes in the matter of their streets or buildings, such as might tend to alter the character of such Cities, without consultation with the experts of that Sub-Commission, and probably also with those attached to the Office of the Director General of Monuments (Italian Government).

5. Ports (Salvage of sunken ships).

This matter has been frequently referred to in previous monthly reports. On the 16 Sept. the Acting Chief Commissioner addressed the Prime Minister on the matter, stating that all non-operational salvage is gradually to be turned over to the Italian Government, under the Allied Control Commission. Signor Bonomi was asked whether the Italian Ministry of Marine or the Ministry of Public Works would accept responsibility, i.e. for the "broad planning and coordination of harbour clearance and reconstruction work, and the actual salvage operations". The matter has still not been decided, but if the decision is that the Ministry of Public Works is to be responsible, then this Sub-Commission must equally become directly interested.

6. Senior Officer. (Transfer to Western Front).

In September a letter was received from A.F.H.Q. suggesting the release of Lt.Col. W.M. LAPPER, and his transfer to the Western Front, presumably for similar duty in France, Belgium, Holland or Germany. The first paragraph of this report indicates that Lt.Col. Lapper was then on the point of leaving for the United States on special duty. A.F.H.Q. was so informed, but in view of the specialised knowledge that the officer has acquired

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denazistisation Commission (formed by the Minister) actually at work. Major Palmieri gave the President of the Commission advice directed to speeding up the Commission's activities. Reports from the Commission covering, separately, the first and second halves of September have been passed to Major Palmieri, who has expressed his satisfaction with the progress made.

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6. Senior Officer. (Transfer to Western Front).

In September a letter was received from A.F.H.Q. suggesting the release of Lt.Col. W.M. LAPPER, and his transfer to the Western Front, presumably for similar duty in France, Belgium, Holland or Germany. The first paragraph of this report indicated that Lt.Col. Lapper was then on the point of leaving for the United States on special duty. A.F.H.Q. was so informed, but in view of the specialised knowledge that the officer has acquired during the last twelve months, and the almost desperate situation in Italy regarding electric power-generation and distribution, it is probable that both the Director and Deputy-Director would have tried to resist such a transfer.

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7. Reports on Road-Conditions.

A letter from the Deputy Executive Commissioner, dated 25 September, notified all branches of A.C.C. that this Sub-Commission had established a small "Road Reports Bureau". Officers returning from tours were invited, on a suitable form, to notify the Bureau of their experiences. These, coupled with information already available in the Sub-Commission, should prove of considerable value during the coming winter when floods and other incidents may even increase the vast number of blocks and obstructions now existing, the results of war-damage and destruction by the enemy.

8. Conferences at Siena.

A representative of the Sub-Commission attended two Conferences held at Siena in September. Comments were made at the first of these, by our representative, on the following matters:-

1) Clearance of mines (urgency),
2) Re-Housing,
3) Salvage operations (demolished properties)
4) Power supplies (Electricity) for running of flour mills found capable of operation in Forward Areas. (All Regional Engineers have had special instructions as to this).

At the second Conference, as to mines clearance it was stated that there are no detectors available, none can be manufactured in Italy, and the work must therefore go on by the extremely dangerous method of "prodding". There are apparently only 5 trained Italian Army squads available, each consisting of 1 officer and 4 men. One of them is operating at Pisa, and the others are to commence the instruction of civilian teams at 4 training schools. /This Sub-Commission wishes to stress, once again, the extreme seriousness and urgency of this matter. Vast numbers of buildings, bridges and other structures can hardly be approached by the Genio Civile or their contractors, much less rebuilt, in the absence of an organised and thorough mine-clearance program, carried out by experts./

9. Hydro-electric Power Stations in North Italy.

Special arrangements were made by the Sub-Commission in September, through appropriate channels, for the special safeguarding "by certain agencies" of a specified list of 17 large Power Stations. The Sub-Commission had set out a list of these in relative importance and priority, a work involving some research and a certain amount of advance planning.

10. Railways. (Repairs and Reconstruction).

This Sub-Commission having expressed its willingness to take over responsibility for repairs and reconstruction of bridges and buildings, new track construction and electrical rehabilitation on railways (in addition to its bridge responsibilities on highways), notification was received at the end of September that the Transportation Sub-Commission would

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11. Land-reclamation, Flooding and Bonifiche Works.

Apart from the project recently begun in the Pontine Marshes, estimated cost nearly 50 million lire (referred to August Report) a special report was received from Engineering Division A.F.H.Q. 5th Army concerning the very serious situation that may arise between the Arno and Serchio rivers in the plain of Pisa during the coming winter. A survey had been made in August. Disasters may occur.

In this connection reference should be made to Para 6 of This Sub-Commission's August Report, which not only referred to the position in the Pontine Marshes, but also to the probable position in the Po Valley. It is certain that the problems to be faced there will be infinitely wider in scope than either those in the Pontine Marshes, or in the neighbourhood of the Pisa Plain.

12. Eruption of Vesuvius (March 1944).

Reference may be made to sub-para V, page 4 of the Sub-Commission's August Report concerning this matter. It was noted that the Genio Civile had been dilatory in preparing a scheme for immediate measures to prevent landslides coming down the mountain, from the large newcone on the summit. An expenditure of several hundred million lire was contemplated, with between one hundred and two hundred million lire for the construction of retaining walls in ravines high up the sides of the mountain. At the end of September the Acting Director (Lt.Col.G.E. Rhodes, R.E.) made a tour of inspection in the Southern Region, partly by air and partly by road, and on the way back to Rome he spent a day with the Regional Engineer Southern (Lt.Col.Hensley) in a personal inspection of the Vesuvius project. Conclusions were definitely arrived at: - first, that no preventive measures can possibly be effective this winter, hence, the period of extreme urgency has passed: secondly, plans and estimates now put forward are in certain respects unsound from an engineering and structural standpoint; thirdly, there is no record map or survey showing present conditions on the mountain as a whole,(though there has been ample time since last March to undertake such a survey); fourthly, the causes of failure of some of the existing walls have not been analysed, and no lessons appear to have been learned from them.

In short, it was decided that the project as put forward by the Genio Civile is probably extravagant, partially unsound, and possibly wasteful of public money, materials and labour. Instructions were left with the Regional Engineer to have a still more detailed check of the project made, since it involves such a large sum of money. The results of this may establish shortly, a revised and much reduced expenditure. /This is an instance, and an important one, by way of proof of

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13. War damages(Buildings etc).

As illustrating increased energy on the part of the Minister of Public Works, it is to be put on record that early in September he issued instructions to the Chief officers of his Department throughout Central and Southern Italy and also in Sicily and Sardinia, directing them to take a complete inventory of all war-damage throughout their respective Provinces and Communes. His Headquarters' office in Rome had prepared numerous different types of forms, on the whole suitable as a summary, and all these forms are to be returned to his office by a specified date.

14. Utility Companies.

Apart from all kinds of problems relating to war-damage, supplies of materials, applications for increased charges to consumers, and matters relating to day-to-day operation, both Gas, Water and Electricity Companies continue to ask the Sub-Commission's assistance in various extraneous directions. Only one example need be given. The "Società Meridionale di Elettricità" head offices at Naples, have a mechanised system of accounting and sending out bills to their customers. This involves the use of cards of a precise thickness, shape, and type. Not being able to get these printed locally, they asked this Sub-Commission to arrange for the supply of a modest 200 million of them. (One could give many other similar instances).

15. Public Utilities.(Emergency Services).

Strikes were reported at Naples and south thereof by employees of the "Società Meridionale di Elettricità" and those of the Naples' Gas Company about the middle of September. Three representatives of this Sub-Commission attended a special conference at Southern Region Headquarters on the 26th September presided over by the Regional Commissioner. There were representatives from the Royal Navy, No. 3 District (Military) No. 87 Area (Military), Peninsular Base Section and other interests. Plans were discussed for the setting-up of a substitute temporary operational agency, in the event of further labour unrest leading to interruptions. A Committee of four was appointed, with a representative of this Sub-Commission on it, and in charge of secretarial and executive functions.

16. Capital Expenditure, July 1944 to June 1945.

The Minister of Public Works notified the Sub-Commission that for the above period, in the 7 Provinces recently returned to the Italian Government, it is probable that there will be an expenditure of 33 million lire for ordinary needs, and 1,667 million lire for "extraordinary expenses" (Total 1,700 million lire).

This does not include a figure of 233 million lire arising out of the Vesuvius eruption (as to this refer to Para 12 above). He noted that works on highways and bridges subject to Military priorities, repairs and allowances for war damage to private buildings and a number of other things are not included in the figures. (The 600 Million Lire Fund [illegible]

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17. Highways, Bridges and Public Works.

(a) New contracts entered into in September — No.

- Military Highways and Bridges 72

- Miscellaneous work including buildings, works in ports, and works on provincial roads and bridges..... 99

On Military Highways the 600 million lire special fund set up last February was more than expended, to the extent of 739 million lire. Since last January, similarly, expenditure on miscellaneous works projects amounted to over 315 million lire.

Total expenditure on Military Highways and Miscellaneous items up to end of September was 1,054 million lire.

The rate of expenditure has continually been increasing, e.g. in September alone sums actually expended, or obligated, amounted to 156 million lire.

(b) In September Military Districts (British) and Peninsular Base Section (American) asked this Sub-Commission to take over additional highways and Bridges.i.e. on Lines of Communications and on Military priorities. Amongst these were the following:-

Rome - Spartivento (Route 6)
Rome - Siena (Route 2)
Rome - Leghorn (Route 1)

Several hundred miles of additional responsibility were involved. On some of the three Routes mentioned bridge responsibility has previously been accepted, and reconstructions were, by September, well under way. Difficulty is expected in keeping some of these open to traffic during the coming winter, as numerous small bridges and culverts were demolished by the enemy and they have been replaced by temporary earth-fillings. This may have met the emergency from the point of view of bringing the road back into use, especially during dry weather, but hundreds of these earth-fillings now have to be taken out and arches or girders put in, so that flood-waters may be allowed to get freely from one side of the highway to the other. Urgent attention is being given to this matter at the moment.

(c) A special bridge problem on Route 1, near Albegna may be mentioned. The enemy had destroyed a very long reinforced-concrete bridge of 12 spans. Several of the damaged concrete arches and girders had fallen into the river, but they were capable, if raised to their original positions, of again forming the bridge structure. Jacks for raising these hundreds of tons, inch by inch on timbers, were obtained with great difficulty, and also a contractor with some experience and with other limited equipment. By September seven of twelve spans were thus restored to take traffic, and at the other five, some of them in fairly deep water, new piers and abutments were built, specially adapted for a steel sectional-bridge of the Bailey type. On 30 September the Deputy Director of Works

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Thus, within a period of about 3 months, the complete demolition of a 12 span bridge, several hundred feet in length on the main West Coast road, will have been restored to service.

Neither Combat nor Lines of Communication Engineer troops have had trouble about the matter, British or American, and to that extent the Armies have been relieved of a particularly onerous task. (This is one example, but on a rather exceptional scale; it could be multiplied indefinitely).

(d) Housing.

There were developments in September. The Italian Ministry decided that repairs to private dwellings would be dealt with as a separate matter (from the construction of new houses) to be dealt with at Regional level with subsequent approval of this H.Q. Such repairs are proceeding, but very slowly, as revealed by a field investigation from H.Q. A draft of a new Decree proposed by the Ministry is now under consideration (early October) setting up the contributions and proportions that will be paid by the State to private owners for repairs, dividing the repairs into different categories, and generally framing a workable program.

At our request the Ministry had estimates prepared for the construction of new housing units in 9 Communes of the Lazio--Umbria Region. A total of about 1,040 rooms were estimated to cost 114 million lire. The average cost was, in fact, about 135,000 lire per room. We considered this to be outrageous and exorbitant, especially considering the fact that the price excluded plumbing, electric-wiring, water, street construction and so on. Final figures for the whole of Italy on these lines would simply "stagger the imagination".

The Sub-Commission made most urgent representations to the Minister, but a day or two later, on the 27th September 44, he said that he was satisfied as to the estimates and prices, and he had approved them and the Projects generally.

That being the case, and in order not to delay the re-housing of nearly 6,000 people, this Sub-Commission concurred, but with the greatest reluctance.

(It is suggested that these facts be brought to the notice of the Finance Sub-Commission).

With further reference to this vital question of housing the Sub-Commission wishes to place on record that such schemes, in spite of their gigantic cost, can only "scratch the surface" of the housing problem. From a propaganda point of view it may be of some value (to the Italian Government, or other Governments) to say that 5000 or 6000 people are to have a roof over their heads within the next few weeks or months. It is, in fact, only a fractional contribution, and one of small significance.

At the end of September the Minister was told, referring again to damaged private property, that a Decree was necessary to clarify the position of owners in a financial and legal sense.

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At the end of September the Minister was told, referring again to damaged private property, that a Decree was necessary to clarify the position of owners in a financial and legal sense. (This is apparently now being done). He was further told that probably the only way to solve the problem on a national scale is to draw into it Local Authorities and their officials, more particularly their engineers and technicians, in the same way that Local Authorities act as agents for the Government in England.

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He was told, also, several other fairly obvious things:-

Damaged property should be divided into 3 categories, viz. slightly damaged, heavily damaged and structurally unsound.

Every effort to be made through the Genio Civile and Local Authorities to repair the first category at once, followed by the more seriously damaged type. The third category to be demolished and the recovered material to be cleaned and stored (under Genio Civile control) for re-use on both classes of repairs. He was told that once the legal and financial position of property owners was assured, for good or ill, it was our opinion that progress could be made by using purely local material. The personality of the Local Sindaco should also not be left out of account.

Finally, the Minister was reminded that program of new house construction ought, in general, not to be embarked on until all possible repairs are, at least, well in hand in the same vicinity.

Finally, this Sub-Commission has asked the Genio Civile to arrange a competition between 3 or 4 firms of reliable contractors, to see which can produce the best results (using salvaged materials) in the matter of (a) design, (b) speed of erection (c) cost, and (f) probable life and durability. The contractors to work in different areas so as not to copy each others ideas, to have a free hand, and to get only actual costs plus 10% for overheads. These experiments are now in hand.

Transport.

There was no improvement in September, but in fact a further depreciation of the remaining 155 Army vehicles on use for Military Highways and bridges. It is impossible to discuss bridge and road works, scattered over distances of hundreds of miles, without also discussing this never-ending transport problem. About 50% of the vehicles are generally out of use, since there are no spare parts. Also the Ministry of Public Works and their contractors, working under the direction of this Sub-Commission, have hundreds of trucks out of use, often due only to lack of tyres.

The situation regarding petrol, oil and lubricants (P.O.L.) supply has improved a good deal, but the amounts received are still inadequate in view of the constantly extending programs of Public Works, every month.

16. Personnel (Allied Officers).

Finding of the "Manpower-Committee" were that Allied Officers should be limited, at this H.Q. to 13. Of these, in connection with the general work of the Electrical Division and also to cover the work of the Electric Power-Survey (which is actively going on), the number of officers should be for the time being 5, with a reservation that this was to be subject to review in 3 months

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retained at H.Q. for the time being, to make up the number to 8, plus the 5 Electrical Division Officers./

At the end of September information was received that 2 or 3 American civilian engineers would shortly be joining the Sub-Commission. With little or no knowledge of the country, the language, or of the practical field-work of the Regional Engineers, these civilians cannot be of immediate value either to H.Q. or elsewhere. It is planned, therefore, to attach them for a period to the staffs of Regional Engineers, and after a reasonable period of training they can then be considered for other and perhaps more responsible appointments. Every effort is being made to meet their individual wishes, to find congenial work for them, and to initiate them in their new duties.

The next paragraph gives lists of officers employed, both at H.Q. and in the Regions. The numbers are 21 and 46 respectively, a total of 67. The lists include one Colonel (in a Region) and nine Lt.Colonels. Of the ten, five are American and five British. The anomaly still continues, now nearly a year, under which the Director (Am.) and the Deputy - Director (Br.) remain Lt.Colonels, with one full Colonel and seven Lt.Colonels subject to their direction.

19. Nominal Roll of Officers.

(A) At Headquarters, and on temporary duty elsewhere:-

Lt.Col. L.A. Jenny, C.E.(in U.S.A.)	(A) Director, Sub-Commission
Lt.Col. G.E. Rhodes, R.E.	(B) Deputy Director, Sub-Comm. (at present Acting Director)

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. Hasie	(A) P.W.O. North
Sec.Lt. P.F. Natale	(A) Housing Officer
Major G. Boucher	(B) T/D H.Q. C.E. N. 1 District.

Utilities & Adm. Div.

Lt.Col. W.M. Lapper(in U.S.A.)	(B) Chief, Electrical Div.
Capt. L.W. Laughlin	(A) Asst.to Chief, Elect.Div.
Major E.J. Barry	(A) Elect.Generation Dept.
Major V.S. Renton	(A) Operations & Transm.Dept.
Major R.A. Ball	(A) Elect. Util. Officer
Major H.W. Westwood, R.E.	(B) Water, Gas & Drainage
Major H. Larson	(A) T/D Lazio - Umbria Region
Major L.G. Price	(B) Atch. Waiting Assignment
Capt. R.A. Ryan	(A) Elect.Util.Officer South
Capt. H.J. Rosson	(A) T/D Toscana Region.
Capt. A.E. Duran	(A) Atch. Waiting Assignment
Capt. A.E. Preedy	(B) Admin. Officer
	(B) Elect. Util. Officer

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[illegible] attached, therefore, to attach them for a period to the staffs of Regional Engineers, and after a reasonable period of training they can then be considered for other and perhaps more responsible appointments. Every effort is being made to meet their individual wishes, to find congenial work for them, and to initiate them in their new duties.

The next paragraph gives lists of officers employed, both at H.Q. and in the Regions. The numbers are 21 and 46 respectively, a total of 67. The lists include one Colonel (in a Region) and nine Lt.Colonels. Of the ten, five are American and five British. The anomaly still continues, now nearly a year, under which the Director (Am.) and the Deputy - Director (Br.) remain Lt.Colonels, with one full Colonel and seven Lt.Colonels subject to their direction.

19. Nominal Roll of Officers.

(A) At Headquarters, and on temporary duty elsewhere:-

Lt.Col. L.A. Jenny, C.E.(in U.S.A.)	(A) Director, Sub-Commission
Lt.Col. G.E. Rhodes, R.E.	(B) Deputy Director, Sub-Comm. (at present Acting Director)

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. Hasie	(A) P.W.O. North
Sec.Lt. P.F. Natale	(A) Housing Officer
Major G. Boucher	(B) T/D H.Q. C.E. N. 1 District.

Utilities & Adm. Div.

Lt.Col. W.M. Lapper(in U.S.A.)	(B) Chief, Electrical Div.
Capt. L.W. Laughlin	(A) Asst.to Chief, Elect.Div.
Major E.J. Barry	(A) Elect.Generation Dept.
Major V.S. Renton	(A) Operations & Transm.Dept.
Major R.A. Bell	(A) Elect. Util. Officer
Major H.W. Westwood, R.E.	(B) Water, Gas & Drainage
Major H. Larson	(A) T/D Lazio - Umbria Region
Major L.G. Price	(B) Atch. Waiting Assignment
Capt. R.A. Ryan	(A) Elect.Util.Officer South
Capt. H.J. Rossen	(A) T/D Toscana Region.
Capt. A.E. Duran	(A) Atch. Waiting Assignment
Capt. A.E. Preedy	(B) Admin. Officer
Lieut.J.W.L. Butcher	(B) Elect. Util. Officer

(B) On present information and subject to correction the following Public Works Officers are assigned to Regions as shown:-

_ i ili Region.	
Major D.A. Boyd, R.E.	(B) Regional Engineer Officer
Southern Region.	
Lt.Col. L.J. Hensley	(A) Regional Engineer Officer
Major W. Knight M.C.	(B) Dep. Regional Engr.Officer
Major W.F. Chamberlin	(A) Public Works Officer
Capt. R.N.J. Hibbard, R.E.	(B) Highways
Capt. J. Lambie	(B) Highways
Capt. A.G.A. Saul	(B) Highways
Lt. P.M.M. Stephens, R.E.	(B) Highways
1st Lt. P.A. Sbrolla	(A) Elect. Util. Officer
Lazio-Umbria Region.	
Lt.Col.G.de C.E. Findlay V.C.R.E.	(B) Regional Engineer Officer
Major A.G. Evans, R.E.	(B) Public Works Officer
Major A.E. Nichol	(A) Public Works Officer
Capt. W.F. 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) Electr.Util.Officer
Abruzzi-Marche Region.	
Lt.Col.C.A. Latimer	(A) Regional Engineer Officer
Major J.C. Rively	(A) Public Works Officer
1st Lt.J.H. Walsh	(A) Highways
Major J.E. Foden	(B) Elect. Util. Officer
Sardegna Region.	
Now under Italian Control	
Toscana Region.	
Major P.S.L. Lee, R.E.	(B) Regional Engineer Officer
Lieut I.J. Hodges	(B) Public Works Officer
Capt. T.R. Brownlee	(A) Highways
Capt. P.R.C. Stephens	(B) Elect. Util. Officer
Capt. J.W. Perkins	(B) Public Works Officer
Emilia Region.	
Major W.M. Spann	(A) Regional Engineer Officer
Major W.H. Gamble	(B) Public Works Officer
Capt. R.P. Woober	(A) Highways
Capt. E.H. Rogers	(A) Elect. Util. Officer
Piemonte Region.	
Lt. Col. C.R.Birchett	(A) Regional Engineer Officer
Major G.P.Buckley	(A) Public Works Officer
Capt. J.A.Robb Jr.	(A) Public Works Officer
Capt. E.E.Smith	(A) Pub.Wks.Off.(Liguria Reg.)
Major G.C. Eberle	(A) Highways Officer
Major J.S. Bennett	(A) Elect. Util. Officer

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	(B) Highways
Lt. P.M.T. Stephens, R.E.	(B) Highways
1st Lt. P.A. Sbrolla	(A) Elect. Util. Officer

Lazio-Umbria Region.

Lt.Col.G.de C.E. Findlay V.C.R.E.	(B) Regional Engineer Officer
Major A.G. Evans, R.E.	(B) Public Works Officer
Major A.E. Michel	(A) Public Works Officer
Capt. W.F. 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) Electr.Util.Officer

Abruzzi-Marche Region.

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

Sardegna Region.

Now under Italian Control

Toscana Region.

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Lieut L.J. Hodges	(B) Public Works Officer
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Major G.C. Eberle	(A) Highways Officer
Major J.S. Bennett	(A) Elect. Util. Officer

Lombardia Region.

Lt.Col. C.P.Bolick	(A) Regional Engineer Officer
Major E.H.Richardson	(A) Public Works Officer
Major A.Crowther	(B) Elect. Util. Officer

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Tuscania Region.

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.O.Wooster	(A) Elect.Util. Officer

A.M.G. 5th Army.

Capt. Gaither	(A) Engineer Officer
Lieut.MacCallum	(B) Public Works Officer

N.B. Proposed changes to be made are:

Sec.Lt. P.F. Natale	(A) To be a P.W. Officer Lazio-Umbria Region.
Major J. Boucher, R.E.	(B) To Toscana Region (Liaison Officer C.E.No.1 District).
Major H. Larson	(A) To be a P.W. Officer Lombardia Region.
Capt. R.A. Ryan	(A) Elect.Util.Officer, Southern Reg.
Capt. H.J. Rosson	(A) Elect. Util.Officer, Toscana

Civilian Engineers.

During the first week in October this Sub-Commission w assigned two American Civilian Engineers:-

Mr. D. Solomon
Mr. H.H. Townsend

notification has also been received that a Mr. Rapp is due to join in a few days time.

Mr. D. Solomon is at present at H.Q. dealing with housin and it is proposed, with the concurrence of the Economic Secti to assign Mr. Townsend and Mr. Rapp for the time being to the Southern and Abruzzi--Marche Regions respectively.

20. Electrical Division.

(a) This Division increased its staff of civilian engineers (Italians) during September. Survey and research work is being done over a wide field. An example of this has been mentioned in para 9 above (protection for Power Stations in North Italy, in order of their relative importance). Regional Engineers in Forward Areas are finding that the Division has valuable information that they are constantly requiring.

(b) New A.F.H.Q. Memorandum (5 Oct.44).

Though this Report covers only the month of September, negotiations carried on through August and September resulted in the issue of Administrative Memorandum No.43, dated 5th October 44, entitled "Power Rehabilitation". It lays down many [illegible] of which the following is a brief summary: -

N.S. Proposed changes to be made are:

Sec.Lt.	F.F. Natale	(A) To be a P.W. Officer Lazio-Umbria Region.
Major	J. Boucher, R.E.	(B) To Toscana Region (Liaison Officer C.E.No.1 District).
Major	H. Larson	(A) To be a P.W. Officer Lombardia Region.
Capt.	R.A. Ryan	(A) Elect.Util.Officer, Southern Reg.
Capt.	H.J. Rosson	(A) Elect. Util.Officer, [illegible]

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(i) - The Central Electrical Board Italy is dissolved.

- An Electrical Reconstruction Committee (Italy) replaces it, with the Chief Engineer A.F.H.Q. as Chairman and representatives of A.C.C. (this Sub-Commission) Royal Navy, Allied Armies in Italy and Natousa.
Terms of reference of the Committee are defined.

(ii) - Actual duties of A.C.C. are defined (i.e. /this Sub - Commission/ as follows:

- Furnish Secretariat for the Committee,
- Be responsible for all Power rehabilitation (planning) throughout Italy,
- Maintain liaison with A.A.I. and keep them informed,
- Ascertain Power requirements from A.A.I.; British Military District, Natousa, and all other sources.
- Submit rehabilitation plans to the Chief Engineer A.F.H.Q. who in turn will submit them to the Committee.
- Using Italian labour and local materials, direct, administer, and supervise constructional work; also operate the power systems, except those specifically assigned to other agencies by A.F.H.Q.
- Issue all orders designed to implement the program, to Italian Power Companies or other civilian agencies,
- Keep the Chief Engineer A.F.H.Q. advised of all activities.

(iii) The Memorandum also defines A.A.I. and other agencies as to their responsibilities; limited, and in the main consisting of co-operation and co-ordination (with plans of A.C.C.).

This A.F.H.Q. order is of major importance. It has been issued some weeks after the findings of the "Manpower-Committee" already mentioned, and the above heavy and positive list of duties imposed on this Sub-Commission, by the Memorandum, makes it extremely doubtful whether the burden can be carried by only the five specialist Allied officers at this H.Q.(This matter is being raised at once, separately, through Economic Section).

(c) In September the Electric Power Companies in Central Italy, with over 90% of their generating capacity destroyed by the enemy, were assisted in obtaining materials, suggesting substitutes, arranging transport, by advice in some cases and by the issue of orders in others, directed to all possible repairs to power-plants, sub-stations, and transmission lines.

By agreement with Lazio-Umbria Region and Toscana Region special repair works at the Lardarello and Gallato power-plants a considerable distance away from Rome, were directed by Officers working from this H.Q. Their whole time was devoted to these vital repairs. Regional Engineers could thus devote their

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materials.

Electrical transformers of great weight were transported, by specially obtained trucks, these transformers being in some cases at locations where they cannot be used, even though undamaged. (A process of "cannibalisation", on a large scale).

(d) Power output reports were furnished to all interested Army Engineer units and organisations, giving details of actual and probable production; such reports covered the whole of occupied Italy.

(e) A special report showing the position as on 30th Sept.44, setting out the existing situation and with a forecast of the expected position through to March 1945 was similarly furnished to them. Such a forecast takes account of possible dates for completion of certain repairs, coupled with increased levels of water in streams and reservoirs operating the hydro-electric stations, through the winter months. Thus, by next March, the generating capacity may be three times as great as it is at present; even this will still remain a very small fraction of the total requirements.

(f) With special reference to the Rome City system, the two steam-driven plants gave only a poor output in September. It is on these that the City mainly relies. Over a period of years they had degenerated in maintenance to a very low standard. In normal times these plants were used only on very rare occasions. Complete dependence was placed on hydro-electric stations at considerable distances from Rome. Suddenly, these plants have had to work night and day, with most unfortunate results, and with breakdowns and failures in every direction. Apart from this there were severe fuel shortages and such coal as did reach the power stations was of bad quality. All agencies were called on to improve the transport of the coal, viz. Transportation Sub-Commission, the Coal- Division, and the Military Railway Service. Over a 3 days' period about 3,500 additional KW was got from Nera Montoro, and in the Tivoli Area the output of small hydro-electric plants was increased somewhat, due to additional stream-flows.

(g) Electrical supplies (for repairs) which were ordered from America 6 months ago began arriving during August and September. They will be of the greatest assistance in carrying out the limited repair program that is possible. Within the Electrical Division, there has been set up a branch for the express purpose of "following-up" all materials requisitioned, from origin to final delivery. This step has been absolutely necessary, in view of the desperately urgent situation.

(h) General responsibility for operating the power-plants in Rome was taken over by the Sub-Commission during September. Their unfortunate condition has been noted. In order to "whip the Power Stations into shape" an Italian engineer

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(h) General responsibility for operating the power-plants in Rome was taken over by the Sub-Commission during September. Their unfortunate condition has been noted. In order to "whip the Power Stations into shape" an Italian engineer familiar with steam-plant operation was brought over from Sardinia and placed in charge. Mechanics and other repair experts were also brought from Taranto with the co-operation

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of the British Navy, to carry out much needed repairs to the steam-turbines and Diesel generating units. About a month or 6 weeks will still be required to complete these.

(1) The visit of Lt.Cols.Jenny and Lepper to the U.S.A. has been noted above. One of their main objectives is to obtain about 60,000 KW. of electrical generating equipment for Italy. No information has been received of the success or otherwise of this mission, except that President Roosevelt devoted a good part of one of his press releases to the subject of electric power in Italy (reference "Basic News" 5th Oct.44).

/NOTE : - Regional Reports on following pages_/.

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/NOTE : - Regional Reports on following pages_/.

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REGIONAL REPORTS

21. SICILY REGION (Regional Engineer, Major D.A.BOYD).

(a) Major Boyd is the only officer of the Sub-Commission now left in Sicily. As noted in Para. 2 above, he will probably be transferred very shortly, when Sicily will then be wholly under Italian control from the point of view of this Sub-Commission, in the same way that Sardinia now is.

Assistance to the Genio Civile in getting structural and other materials, by or through the Armies and the Regional Engineer continued. Projects costing more than 500,000 lire continued to be submitted to him for approval.

During inspection tours from Palermo to Messina and Catania the Regional Engineer, accompanied by the Chief Engineer of the Genio Civile, had an interview with the Senior British Naval Officer at Messina. The Navy urgently requires certain works at that port.

(b) In a discussion with the Prefect of Messina he stressed (to the Regional Engineer and the Head of the Genio Civile) that Messina, from the time of the earthquake in 1908 had always had a large public works program. A large percentage of the population are building trade operatives. He stated that in January last, before the public works program was properly started, 21 million lire were spent on unemployment relief. In September last that relief only cost 2 million lire. In the Province about 12,000 workmen are being employed on repairs and reconstruction, which means that about 50,000 people are dependent on the wages paid. He pressed for a continuance of this, on the general ground that, if it is discontinued, about 75% of the money now being spent will have to be paid as unemployment relief.

(c) The Regional Engineer presided at a conference at Catania to clear up financial difficulties concerning payment for works begun on Military highways and bridges during the occupation of the Island (and since completed). The difficulties were settled, after considerable negotiation.

(d) Work on bridge reconstruction, generally speaking, was slowed down during September, due to various causes. Road surfaces are in reasonable condition.

There has been a rigorous cutting down of general public works projects. The Regional Engineer is furnishing a special report on financial commitments on a long list of schemes, for transmission to the Finance Sub-Commission.

Increased accomodation in prisons, asked for some time ago by the Public Safety Sub-Commission, both in Sicily and elsewhere, was reported at the end of September to have made the following progress:-

Augusta	40 %

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Increased accomodation in prisons, asked for some time ago by the Public Safety Sub-Commission, both in Sicily and elsewhere, was reported at the end of September to have made the following progress:-

Augusta	40 %
Fevignana	25 %
Caltanisetta	70 %

(e) As to electric power supplies, detailed statistics are given of output in September, together with a forecast to the end of December. As compared with the rest of Italy, an examination of these figures shows that Sicily is in a fortunate position. The hydro-electric situation is good and coal supplies for the steam-driven stations fairly adequate. Minor and major repairs were still in hand at the Power Stations at Palermo, Porto Empedocle, Catania and S.Carlo.

(f) More regular operation of the Steam plants at Palermo, Catania and Trapani was expected by the middle of October, imported coal supplies having improved.

Limited tram services continue in the same towns.

Structural materials are in better supply for roads and bridges work.

The opening of the railway from Palermo to Messina has considerably eased transport difficulties. Road transport is now almost limited to the carrying of grain.

(g) A miscellaneous list of public works approved during September, 33 in number, totalled over 44 million lire. Most of these were for repairs to damaged public buildings, a certain amount for roads and bridges, and several million lire for harbour repairs.

Actual expenditure during the previous month (August), was 65 million lire.

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22. SOUTHERN REGION (Regional Engineer Lt.Col. L.J.HENSLEY).

(a) There were labour troubles which might have proved serious, concerning both gas and electricity workers, in Naples (the way this was dealt with has been outlined in Para 15 above).

(b) On the Regional Engineer's staff there are now only two Enlisted Men, insufficient in view of the fact that the whole of the mainland of Italy South of Naples is now under responsibility of the Regional Engineer from a Public Works and Utilities standpoint.

(c) Four Inspection tours were made in September. Conditions in Benevento City were being found to be deplorably bad, and also general housing conditions. Sanitary facilities are bad, the sewerage system needs urgent repairs, and tests made of the drinking-water showed signs of gross pollution. The Regional Engineer drew the attention of the Genio Civile, the Prefect and the Mayor to these conditions, and the Public Health Officer (A.C.C.) assisted Lt.Col. Hensley in the investigations.

A conference was held at Campobasso, attended by the Regional Engineer's Officers, 6 Genio Civile engineers and 2 representatives from the Air Command at Foggia. Roads and bridges in the Campobasso Area showed good progress, practically all being completed. Out of 135 Communes, very many were without water. The Genio Civile undertook to take any action possible. As to wages paid to workmen the Genio Civile stated that the Italian State Railways were paying a higher figure than they were. The Regional Engineer contacted the Military Railways Administration, and the matter was settled.

A similar meeting was held at Catanzaro later in the month, principally concerning roads and bridges, on which there was good progress. Plans for the immediate future were made and in particular for the removal of a number of temporary bridge foundations, which are not likely to withstand the winter rains. Water supply conditions in Reggio (Calabria) were found to be bad, with a limited supply and with organic pollution. Sterilisation by chlorine was arranged for, together with a small additional reservoir.

A cement factory with machinery in good condition has been found in Calabria, capable of producing about 500 tons per day within 3 months, but it will require 1,500 tons of coal per month.

Repair works on about six different aqueducts and water supply systems in Cosenza, Catanzaro and Reggio Provinces were inspected, and the war-damage repairs now in hand.

(d) As to electricity, under the rationing system 523 applications were received in September, of which 375 were rejected, 47 deferred and only 101 recommended. Consumption of electricity over the whole Southern Region was about equal to the supplies actually allocated. Electricity for sulphur mines at Altavilla and for cotton factories near Salerno were increased,

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(c) Four Inspection tours were made in September. Conditions in Benevento City were being found to be deplorably bad, and also general housing conditions. Sanitary facilities are bad, the sewerage system needs urgent repairs, and tests made of the drinking-water showed signs of gross pollution. The Regional Engineer drew the attention of the Genio Civile, the Prefect and the Mayor to these conditions, and the Public Health Officer (A.C.C.) assisted Lt.Col. Hensley in the investigations.

A conference was held at Campobasso, attended by the Regional Engineer's Officers, 6 Genio Civile engineers and 2 representatives from the Air Command at Foggia. Roads and bridges in the Campobasso Area showed good progress, practically all being completed. Out of 135 Communes, very many were without water. The Genio Civile undertook to take any action possible. As to wages paid to workmen the Genio Civile stated that the Italian State Railways were paying a higher figure than they were. The Regional Engineer contacted the Military Railways Administration, and the matter was settled.

A similar meeting was held at Catanzaro later in the month, principally concerning roads and bridges, on which there was good progress. Plans for the immediate future were made and in particular for the removal of a number of temporary bridge foundations, which are not likely to withstand the winter rains. Water supply conditions in Reggio (Calabria) were found to be bad, with a limited supply and with organic pollution. Sterilisation by chlorine was arranged for, together with a small additional reservoir.

A cement factory with machinery in good condition has been found in Calabria, capable of producing about 500 tons per day within 3 months, but it will require 1,500 tons of coal per month.

Repair works on about six different aqueducts and water supply systems in Cosenza, Catanzaro and Reggio Provinces were inspected, and the war-damage repairs now in hand.

(d) As to electricity, under the rationing system 523 applications were received in September, of which 375 were rejected, 47 deferred and only 101 recommended. Consumption of electricity over the whole Southern Region was about equal to the supplies actually allocated. Electricity for sulphur mines at Altovilla and for cotton factories near Salerno were increased, at the request of Industry Sub-Commission.

As from October 1st. all electric pumping for irrigation purposes was to be stopped. At Torre Annunziata the large transformer which had been repaired, and had broken down several times, was finally put into operation.

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The hemp industry required considerably more power, and this was given at the expense of certain other consumers.

(e) Further repairs to the gas works at Naples, both to retorts, holders, and subsidiary plant continued. The large gas-holder cannot be completed until January 1945. Having regard to existing conditions, the Gas Company is maintaining the best possible supply. In September two additional parts of the City were supplied, as repairs to distribution mains were completed.

(f) Miscellaneous works continued in Naples City, e.g. clearing of bombed areas, hospital repairs, tunnel repairs, and certain roads and streets on which military traffic is exceptionally heavy. These latter number about eleven. The estimated cost is 20 million lire; and repairs to schools and to a number of public buildings are costing 5 million lire.

(g) Transport problems continue (trucks and lorries) without which structural materials cannot be carried. The difficulty is not so much lack of vehicles, as lack of tyres and inner tubes on which to run them.

(h) In the Bari District, and covering Taranto, Brindisi and Potenza, Military Highways work made good progress and also the various quarries produced the necessary amounts of crushed stone. Of the Army trucks loaned to the Regional Engineer, only 40 % of them can be used at any one time. The Acting Director of the Sub-Commission went into this question on his recent visit to Bari, and inspected the garage that has been set up by the Genio Civile to carry out running repairs. It had been discovered, only three days before, that the garage was repairing semi-private cars and cars belonging to the French Army administration, to the prejudice of ordinary work. No authority had been given for this, and instructions were left not only that the practice was to be stopped, but that its origin was to be specially investigated. The Regional Engineer's representative thought that the management of the garage was, perhaps, receiving extra money for this outside work. / This is one example of the type of mismanagement and corruption that Allied Officers are continually having to fight against./

Major Knight is the Regional Engineer's representative in Bari. Full reports concerning five tours of inspection carried out during September, and details as to the condition of six main roads under special repairs (Military priorities), and as to progress on 15 bridges, are furnished by him.

Water supplies in the area are satisfactory, but supplies are restricted at a number of places including the town of Bari. Taranto requires additional water, and a new main 2 Km. in length is being laid.

At Bari there is a fairly adequate gas-supply. Difficulties

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At Bari there is a fairly adequate gas-supply. Difficulties at the British Army printing press, which requires gas for the melting of lead were investigated by the Regional Engineer, who found the defects to be in the printing press itself. This was remedied.

Electricity supplies remained normal.

Major Knight exercises at present general supervision over 20 small public works schemes in Bari Province, 4 in Brindisi 16 in Foggia, and about 62 in Lecce, Taranto, Potenza and Matera.

There is considerable complaint that the Head of the Genio Civile in Bari (Signor Di Cesare) is regularly acting in a manner that is far from helpful. On the occasion of the Acting Director's visit (already referred to) he took the opportunity of interviewing him, in company with Major Knight. It is hoped that the visit may produce a changed attitude. His lack of control of a number of things was pointed out, and in particular the running of the garage already mentioned.

If better reports are not received concerning this gentleman, within a month from now, it will be necessary for the Director to ask the Minister to have him removed.

(i) In the Catanzaro (Calabria) Area the total Officer personnel of A.C.C. has been apparently reduced to 6, only one of these being an Engineer Officer (Major Chamberlin) representing this Sub-Commission. His reports are on similar lines to those from the Bari Area. N°.3 District (British Military) made changes in Highways priorities. Heavy repairs were in hand on 61 Km. of roads, and ordinary maintenance on 434 Km. Progress was poor due to lack of transport. One bridge was opened to traffic on the 9th of September; six others under construction are delayed due to shortage of cement.

Apart from Military Highways, about 12.5 million lire work of work was approved on other roads, and over 9 million lire for other bridges.

War-damage repairs totalled over 5 million lire and were approved covering 23 projects, including hospitals, schools and public buildings, flood control, and one port project. Increased accommodation at the Gallina Prison was delayed due to the Ministry of Public Works' not approving the project in time. (The Public Safety Sub-Commission has been informed, as these projects were asked for by them, and an explanation is being asked for from the Director General of Public Works).

The town of Reggio is on a limited supply of water, which cannot be improved for a considerable time, due to lack of cement and other materials.

The rationing system for electricity continues in full force, with the result that the local Company is well within its strict allotment.

In these Provinces both transport and cement supplies were particularly bad in September. Lack of tyres reduced usable trucks to 4 in number, and these are in bad mechanical condition. The Regional Engineer's representative almost despairs of completing certain bridges before the winter rains, and states that it is "impossible to carry on the Military Highways program".

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23. LAZIO-UMBRIA REGION (Regional Engineer, Lt.Col.G. de C.E.FINDLAY, V.C., R.E.)

(a) Details furnished (September) do not cover the Province of Perugia, where it is stated that about 60 million lire worth of work is now in hand.

In the rest of the Region projects approved in September amounted to 30 ML, making a total of 228 ML, since last June. These figures include 120 ML for housing, and a large sum for 38 bridges on "other roads", i.e. not on Military priorities. Many of these bridges were begun without estimates or sanctions, by Provincial Commissioners at Rieti and Viterbo, (this could not be avoided), and regularisation and obtaining of funds has had to be arranged by the Regional Engineer, as also the continuance of the contracts.

On import State roads and those of Military priority, out of projects to the value of 288 ML, approval was received for 98 ML. This includes 106 new bridges in replacement of destroyed ones, or bridges under very extensive repairs.

(b) The amalgamation of the Rome Region with Region IV was completed and the Office of the Regional Engineer has been divided into sections:-

(i) Highways and Bridges:

under 2 captains dealing with State and Military Highways respectively,

(ii) Public Works (Provincial)

under 2 Officers, i.e. general and miscellaneous, in character,

(iii) Public Works (Rome City) do.

and including certain works outside the City, but in the Commune,

(iv) Electrical and Mechanical Section,

(v) Bonifiche and Mines Section.

A considerable amount of work formerly done by Engineer Officers in the Rome Area Allied Command was handed over in September, and during the month 7 officers left the Region for other duties. / Further, Lt.Col. Findlay, the Regional Engineer, was in hospital for a part of the month undoubtedly due, in part at least, to overwork./

(c) Under electricity, as concerning both Rome City and the Region, detailed statistics are furnished, which need not be repeated here. The Regional Engineer submitted the outlines of a new electricity rationing plan to the RAAC-Electricity Control Board. It has been adopted in a modified form, and may come

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(d) As to Highways, a fair standard of maintenance is reported, in spite of the Genio Civile being insufficiently staffed to cope with the large volume of work. A new Capo del Genio Civile has been appointed, Signor Grasso. He is reported to be a very efficient official, and working extremely hard.

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Progress on bridge reconstruction can only be described as moderate, due to the usual difficulties in cement supplies and transport. Contracts under the "cost-plus profit", initiated by the Armies and taken over by the Regional Engineer, have proved increasingly unsatisfactory. They are being terminated as quickly as possible, and are being substituted by contracts on a normal basis.

Further, the Genio Civile have in the past been in the habit of asking contractors not only to submit tenders, but also to prepare designs and specifications. This has led to a diversity of ideas, and has made competitive pondering almost impossible. This bad practice has been stopped.

The Armies have very frequently changed their order of priorities; the Regional Engineer thinks to an unnecessary degree. His office made arrangements, and then within a few days the Army asked for something quite different, or for cancellation of the whole scheme.

(e) General public works in the various provinces of the Region have been numerous, and many works started in Army A.M.G. periods have had to be regularised, and their finances settled in conjunction with the Regional Financial Division.

As to Housing, the quickest and least costly way, simply by repairing all that can be repaired, is reported to have been "completely blocked" by financial rulings prohibiting expenditure. / In this connection the recent Draft Decree, mentioned in Para. 17 (d) above, may improve matters shortly./

As to mines clearance, the 13th Italian Company left at the end of August after dealing with only one mine in the whole month. Another company did, however, deal with over 300, and in Rieti Province 714 mines were lifted by a small gang of civilians.

The Regional Engineer had an offer by a contractor, which was accepted, and he was to start work on the 3rd of October. Following a press advertisement 18 contractors made offers, 8 of them claiming to have the necessary apparatus. Regarding that contract, the Finance Sub-Commission apparently ruled that such contracts must be made by the Ministero della Guerra. (The Regional Engineer refers to a conference on 1st October, at which Col. Cripps was present.)

A very approximate figure for clearing the Region of German mines may be 200 million lire.

(f) Gas consumption in Rome City, since the limited supply was furnished, has exceeded the estimate, resulting in low pressures and poor service even during permitted hours. Supplies of imported coal for gas production are to be increased, but probably not before some weeks.

(g) For building repairs in Rome, hospital buildings and the University that were damaged by bombing, projects totalling nearly 80 million lire have been prepared by the Genio Civile, [illegible] in advance of final approval, because

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(g) For building repairs in Rome, hospital buildings and the University that were damaged by bombing, projects totalling nearly 80 million lire have been prepared by the Genio Civile, Many have been started in advance of final approval, because of their urgent nature. The report of the officer in special charge of public works within Rome City furnishes information about roads and streets, bridges, sewer repairs, and Fiumicino Port, where much clearance work has been done. By the end of September 16 barges and boats had been raised, a large breach on the left bank of the canal was being repaired, and many

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hundreds of tons of re-inforced concrete had been obtained (from fortifications left by the Germans) and were being used for filling-in and repairs. Works were in hand on three Bonifiche, viz., the Isola Sacra, the Ostia, and the largest one the Maccarese. Pumps were re-started at the former, and they were repaired and re-started at the latter; at the Maccarese Bonifica the electrically driven pumps were repaired and were operated only at night, when electricity could be more easily spared.

(h) Water supply to Rome is under two separate companies, the "Azienda Comunale Elettricità Acqua" and la "Marcia Acquedotto". Under instructions, the two have been interconnected at certain points to give better results, and during September there was a substantial increase in the quantity received through the Marcia Aqueduct. In spite of this, there are still many buildings of little more than normal height that only get a pressure of water occasionally, in-sufficient to supply the upper floors. Many high buildings depend on electric pumps in their basements, and because of power-shortage they can only operate occasionally, if at all.

In this connection, and from a hydraulic standpoint, Rome City presents a curious paradox. For centuries, apparently, the City has always had vast quantities of water supplying its fountains, a feature of the City, but with still a far larger quantity flowing out from taps and outlets in the streets, and running to waste down gutters to the sewers. With this terrific waste going on at ground level, night and day, it is obvious even to the lay-mind that pressure can never be built-up in the water mains sufficiently to supply either the high buildings, as a whole, or the ordinary buildings on the small hills in and around the City. To this should be added the fact that, although there are excellent hills not far away at Tivoli and beyond, from which the water is obtained, there is nothing that can be called a storage reservoir. Thus, there is no constant pressure to be relied on and any slight mishap along the miles of aqueduct results in a complete lack of pressure, or at the worst, an interrupted supply.

In short, and from the point of view of modern water works practice, the system is thoroughly bad, and would not long be tolerated by American or British engineers. Water is wasted everywhere, at ground level, and there is never enough pressure.

Nothing whatever can be done by Allied engineers to alter this deplorable state of affairs, short of building a large new reservoir in the hills, and making other very radical and long-term alterations.

The conditions mentioned have, of course, been aggravated by war damage; but that should be only a small part of the story, considering the time that has elapsed and that repairs have been largely completed.

4253

(i) Under housing the Regional Engineer gave "approval in [illegible] for submission to the Italian Ministry

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4253

(i) Under housing the Regional Engineer gave "approval in principle", and returned for submission to the Italian Military through this Headquarters schemes as follows in September,-

Cisterna	(1,000 people)	67 million litres
Terracina	(470 people)	28 " "
Gaeta	(450 people)	27 " "
	Total	122 " "

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Similar approval in principle was also given to an expenditure of 14 million lire for house repairs in Frosinone town, for State employees in preparation for the return of the Provincial administration there.

Under bridges there are no less than 277 damaged or destroyed in Perugia Province alone. In the other 6 Provinces taken together there are also several hundreds. Re-building and repairs are reported to be going ahead fairly satisfactorily.

(j) The Regional Report is accompanied by many statistical table statements and details, of use to the Sub-Commission, but which need not be summarised in this Report.

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24. ABRUZZI-MARCHE REGION (Regional Engineer C.A. ATLMER)

(a) At the end of September Pesaro, Urbino and Ancona remained under the control of the 8th Army A.M.G. A Forward office of the Regional Engineer was set up at Ancona, at the request of the 8th Army. The boundary between Districts 1 and 2 (Military) has been moved forward to correspond with the Northern boundary of Teramo and Aquila Provinces.

(b) The Regional Engineer had to intervene concerning a Genio Civile engineer who had been discharged by the Prefect of Teramo, to make way for an unqualified man. Another Genio Civile engineer was suspended by the Defascistisation Commission sitting in Rome, but he remains on temporary duty until he can be relieved by a suitable successor.

The Regional Engineer complains that the Genio Civile staff is both inadequate in numbers and unsatisfactory in quality.

(c) Route 16 from Fiume Tronto northwards remains the principal line of communication (Military priority), about 50 bridges have been damaged or totally destroyed, in a length of 220 Km. At the end of September, 13 had been rebuilt and 26 were under construction, the remainder having temporary diversions down into the river bed. The financing of these bridges, and for the rebuilding of numerous damaged retaining walls has been a problem, apart from their technical aspects.

(d) Work on other classes of highways proceeded, with similar difficulties about financial expenditure, since many schemes had been originally started without proper approval or estimates. "As the Regional Engineer puts it, they had been initiated " by everybody from Provincial and other officers of A.M.G., Prefetture, and Sindaci, to Leaders of the Partisans"." One legacy taken over by the Regional Engineer was a road and bridge project estimated to cost over 23 million lire, in hand by a firm who had not got a proper contract. Italian officials stated that the work is very important, but certain of the Regional Officers consider it to be of little value, either in a Military or Civil sense. The Regional Engineer thinks that the cost can be brought down to 14 million lire, by various alterations and by challenging the contractor on certain items. At this figure he thinks that it might be worth completing.

The Genio Civile had been instructed to submit a priority list of roads necessary to the civil administration, particularly with the approach of winter.

(e) Approvals for repair of public buildings (and those only) were given, where the buildings are specially and urgently required. Housing schemes for considerably devastated areas are an urgent matter.

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With assistance of the Regional Engineer's staff, and largely under their direction, water supplies had been restored in a total of 97 Communes by the end of September. Pescara City now has a partial supply, and probably the whole town will have it some time in October.

Further special surveys of damaged water-undertakings were made.

(f) A strict rationing of electric power is in force. In Chieti Province supplies have been partly restored in 108 Communes, and in Pescara 65. Transmission lines are being repaired in various places, and particularly one to furnish power to Aquila. Usable turbines and generators were transferred from demolished power stations near Avezzano to Sulmona. Other reconstruction schemes were started, one south of Sulmona, and the other east of Aquila.

Generally, the full details furnished on the electric power system in this Region show shortages and difficulties of all kinds, but with repairs in hand at many places and a change-over of power from areas where there is a surplus, or where the energy is not so much required, to deficiency areas and to industries and public utilities, or to Army requirements, of first priority.

(g) Cement works in the Region are reported as completely destroyed, and there is an increasing shortage of this, also of asphalt and many ordinary building materials.

25. SARDINIA REGION (No Regional Engineer)

(a) Clearance of Cagliari City, very largely destroyed by air bombardment, was reported at the end of September as 80 % completed. Repairs to public buildings in the City proceeded slowly including structures such as the Post and Telegraph Headquarters Offices, schools, and hospitals. For the production of roofing-tiles numerous small kilns, operated by artisans are in action as well as the larger brick and tile factories. Signor Buttini, Provveditore (who submits the September Report) states that he is still awaiting instructions from the Ministry of Public Works in Rome about a proper re-housing program, and concerning repairs to private properties.

(b) Arrangements were in hand to give Cagliari City a limited supply of gas, the Regional Engineer having previously been successful in getting a quantity of imported coal. Electric transmission lines in the City were largely repaired, and on September 20th some of the Cagliari main streets were again lighted.

(c) Cagliari water supply reported as still defective, with a strict rationing system in force.

(d) Reports of a routine nature regarding highways, ports and harbours, hydro-electric plants and land-reclamation schemes in hand in Sardinia are furnished. Sardinia contains many malarial areas, and the Provveditore states that a special program of anti-malarial measures, particularly from the standpoint of land-reclamation was to be submitted to the Regional Commissioner A.C.C. and to the Italian High Commissioner.

There are the usual and never-ending complaints about

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[illegible] Region show shortages and difficulties of all kinds, but with repairs in hand at many places and a change-over of power from areas where there is a surplus, or where the energy is not so much required, to deficiency areas and to industries and public utilities, or to Army requirements, of first priority.

(g) Cement works in the Region are reported as completely destroyed, and there is an increasing shortage of this, also of asphalt and many ordinary building materials.

25. SARDINIA REGION (No Regional Engineer)

(a) Clearance of Cagliari City, very largely destroyed by air bombardment, was reported at the end of September as 80 % completed. Repairs to public buildings in the City proceeded slowly including structures such as the Post and Telegraph Headquarters Offices, schools, and hospitals. For the production of roofing-tiles numerous small kilns, operated by artisans are in action as well as the larger brick and tile factories. Signor Buttini, Provveditore (who submits the September Report) states that he is still awaiting instructions from the Ministry of Public Works in Rome about a proper re-housing program, and concerning repairs to private properties.

(b) Arrangements were in hand to give Cagliari City a limited supply of gas, the Regional Engineer having previously been successful in getting a quantity of imported coal. Electric transmission lines in the City were largely repaired, and on September 20th some of the Cagliari main streets were again lighted.

(c) Cagliari water supply reported as still defective, with a strict rationing system in force.

(d) Reports of a routine nature regarding highways, ports and harbours, hydro-electric plants and land-reclamation schemes in hand in Sardinia are furnished. Sardinia contains many malarial areas, and the Provveditore states that a special program of anti-malarial measures, particularly from the standpoint of land-reclamation was to be submitted to the Regional Commissioner A.C.C. and to the Italian High Commissioner.

There are the usual and never-ending complaints about lack of trucks and transport, lack of tyres, and lack of specialised building materials (in particular glass for windows).

26. TOSCANA REGION (Regional Engineer, Major F.S.L. Lee, R.E.)

(a) September saw considerable changes in the front lines, with consequent forward movements of units responsible for Military engineering. The Regional Engineer's activities were extended into Florence, Pistoia and Lucca Provinces. He took over over responsibility also for schemes handed over by (Rear)Army areas in Siena and Arezzo Provinces. His office was transferred from Siena to Florence, whilst the office of the Ispettore Generale Genio Civile, Toscana was also transferred there from Grosseto.

(b) No. 1 District British (Armies) through Commanding Royal Engineer No. 84 handed over to the Regional Engineer 33 bridges, 7 road diversions, and a long length of re-surfacing, all on Route 1, together with 4 bridges at Arezzo. No. 16 C.R.E. also handed over a number of bridge problems, and Peninsular Base Section handed over other portions of Route 1 and certain roads at the port of Piombino.

More heavy demolitions have been carried out by the enemy, a little further north, and the Regional Engineer reports that " a very large program of bridge reconstruction is to be anticipated".

(c) The electric power situation at Florence was extremely serious and 5th Army asked for the urgent rebuilding of the transmission line from the Hydro-electric Power Station at Terdarello, via Siena to Castelnuovo. The Chief Engineer 5th Army set a time for completion, and the work was done within it. Priority in electricity connections and allocations is being given to flour mills, olive-oil presses, and for water-pumping. Many small private generating plants have been pressed into service. Power allocation committees consisting of Army and A.M.G. representatives have been set up both in Siena and Florence, with good results. Pressure on the Regional Engineer and his two electrical specialist officers, in this matter of power supplies and repairs has been extremely heavy.

(d) General public works schemes including water and main drainage projects have been put in hand in Siena, Pisa, and Livorno Provinces and repairs to war-damaged hospitals in Piombino and Volterra. The Regional Engineer took over responsibility for a damaged reservoir serving Siena City.

Italian engineers are being recruited to the Regional Engineers office to assist in all these tasks.

The Chief Engineer 5th Army asked the Regional Engineer to take over responsibility for flood prevention work on the lower reaches of the Rivers Arno and Serchio. The British C.R.E. No. 84 indicated that work is to be done in the area of the Val di Chiana, and handed it over. The Armies have promised assistance in transport and equipment, provided

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Genio Civile, Toscana was also transferred there from Grosseto.

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bridges have been blown and have dropped into the rivers, and locomotives and rolling stock have then been run over the demolished bridges and now block up the rivers. The Inspector General of Public Works Tuscany (Dr.Ing. Casalini) is reported to be giving the greatest possible assistance in surveys, investigations and the preparation of plans for coping with these disastrous conditions.

(e) In Florence City repairs to water mains made good progress in September, and by the end of the month nearly 90 % of the normal supply was being pumped into the mains. Repairs to main sewers were only 25 % completed, a great deal still remaining of an urgent nature. Work on the clearance of debris of the bridges of the City, over the River Arno, was about 15 % completed; on the other river, the Mugnone, it was 75 % completed.

It was hoped that certain lines of tramways might be started within a month or two. The Gas Company had been urged to try and furnish even a very limited supply.

Plans were in preparation for the reconstruction of the Ponte alla Caraia, across the River Arno.

27. EMILIA REGION (Regional Engineer, Major L.M. Spann)

(a) Advanced Regional Headquarters were established as close to Army A.M.G., H.Q. as possible. The enemy was doing great damage to all roads, bridges, water and electricity plants. The Bologna team of Engineer Officers was still behind the Emilia Region line, but would move up as soon as permitted. Besides the Regional Engineer there are only 3 officers on his staff. Assistance was given to the 8th Army A.M.G. by this staff on water installations at Sinigallia, Fano, Pescara, Cattolica, Urbino and Rimini.

(b) During September no active work was possible, beyond advance planning, making contacts, and generally giving any possible assistance to Advanced Headquarters Armies A.M.G.

28. PIEMONTE and LIGURIA REGION (Regional Engineer
Lt. Col. C.R. Pirchott)

(a) The Engineering Division of what was formerly known as Region X will be responsible for both Piemonte and Liguria, with a main office at Turin and a branch office at Genoa.

The Regional Engineer considers that its total of 6 Allied officers (including himself) is insufficient. This is probably true.

(b) No active work was possible, but studies were made on all matters likely to be encountered when the territory

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28. PIEMONTE and LIGURIA REGION (Regional Engineer Lt. Col. C.R. Birchett)

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The Regional Engineer considers that its total of 6 Allied officers (including himself) is insufficient. This is probably true.

(b) No active work was possible, but studies were made on all matters likely to be encountered when the territory is reached.

29. LOMBARDIA REGION (Regional Engineer, Lt.Col. C.P. Bolick)

This Region has nothing to report by way of active duty, all work being in the planning stage.

30. VENEZIA REGION (Regional Engineer, Lt.Col. E.J. Edwards)

This Region reports condition precisely similar to the previous one, Lombardia.

G.E. RHODES,
Lieut-Colonel, E.E.
Acting Director.

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Ref. Unnumbered, dated 2nd. Oct. 1940. (Lewis)

This Region reports condition precisely similar to the previous one, Lombardy.

G.E. RHODES,
Lieut-Colonel, E.E.
Acting Director.

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