

0722

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

785017

ACC

10000/103/1037

CIVILIAN TRANSPORT, IN
OPERATIONAL VEHICLES
OCT. 1944 - JAN. 1946

0723

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

785017

10000/103/1037

CIVILIAN TRANSPORT, INCLUDES REQUISITIONED
OPERATIONAL VEHICLES
OCT. 1944 - JAN. 1946

0724

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

785017

TO: Major Holmes.

1. Reference folios 62 - 63, will you be good enough to check Eoon Sec with whether the vehicles referred to are those to which reference is also made in folio 61. Folio 61 was written as a result of min 57 from Eoon Sec and also of ~~these~~ conversations with Eoon Sec, who were all against bringing these vehicles (i.e. those mentioned in 45 and 61) into this country.

2. Has Eoon Sec changed its mind? If so, why? If not let me know what are these vehicles.

Handwritten signature/initials

14 Dec 45.

Ref. to 18/12.

66

1. Reference min 65 and folios 45, 61-63.

2. The Jm SC was contacted and it was found that these references referred to the same vehicles. The Minister of Transport, Dr Ja Malya, and not the Econ. Sec changed his mind on the shipment of vehicles from Eritrea. It seems that ~~to~~ some Italian Engineers visited Eritrea and upon their return, they convinced ~~the~~ Ja Malya that he should accept these vehicles for the Italian Govt. This occurred about 3-4 weeks ago. The machinery has been set in motion to ship these vehicles to Italy.

SPH 17/12/45

*copy
reply as attached
65 10/11*

*64
see for folio 63
SPH 17/12/45*

65.

1. Reference folios 62 - 63, will you be good enough to check Eoon Sec with whether the vehicles referred to are those to which reference is also made in folio 61. Folio 61 was written as a result of min 57 from Eoon Sec and also of ~~these~~ conversations with Eoon Sec, who were all against bringing these vehicles (i.e. those mentioned in 45 and 61) into this country.

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14 Dec 45.

18/12.

66

C80. 1. Reference min 65 and folios 45, 61-63.

2. The For SC was contacted and it was found that these references referred to the same vehicles. The Minister of Transport, Dr Fa Walya, and not the Eoon. Sect changed his mind on the shipment of vehicles from Eritrea. It seems that ~~to~~ some Italian Engineers visited Eritrea and upon their return, they convinced ~~the~~ Fa Walya that he should accept these vehicles for the Italian Gov't. This occurred about 3-4 weeks ago. The machinery has been set in motion to ship these vehicles to Italy.

SPH 17/12/45

785017

Minute 57

20 The Executive Commissioner

I have sought several times to speak to you on this matter. However have been unsuccessful. The Minister of Transport is said to be much opposed to the receipt of the 150 Trucks because

a) The earlier shipment of 300 was

1) disappointing without tires and batteries

2) The shortages now existing for petrol and tires

3) The considerable transportation expenses in bringing the vehicles in.

d) Further there is the involvement of the drivers families

I await your further instructions

Charles M. Walter

58.

C.S.O.

57 Jo Ex. CC wife in reply to his 56.
68. 7/11.

59

Rin 5

Have for draft reply to 45

9/11

072-1

785017

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53.

Technical Section

Please see 9a. Commissioner's letter at 53.
Could you ask UNRRA if they are interested in the trucks? or does the refugee question concern them?
B.D. 19/12.
Ex. C. office

Minute 54

TO : Executive Commissioner

1. Reference minute 53. It is not a question of importing an additional 150 vehicles into Italy that offers difficulties; it is the question of bringing with these vehicles, civilian personnel, i.e. refugees.

2. The Italian Minister of Transport has clearly stated that the Italian Government is not, at this time, preparing to undertake the evacuation of personnel from North Africa into Italy. Therefore, it is not considered that UNRRA would be successful in having the policy of the Italian Government reversed.

3. If, in view of the above, you are still of the opinion that these vehicles should be imported into Italy together with the necessary personnel, i.e. drivers and their families, etc., it is recommended that the matter be passed directly to the Displaced Persons, Sub-Commission and UNRRA.

Charles D. Walter
Colonel, AC
Chief, Supply Division

58. Ref. of your min. 52

Ex. Commissioner

Please see 58. In view of this shall I submit a draft on the lines of the previous one? I feel Quaker's work will come up against the difficulty of refugees if they want the trucks.

31/10

46.

V.P. E. Com. Sec.

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Minute 54

TO : Executive Commissioner

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3. If, in view of the above, you are still of the opinion that these vehicles should be imported into Italy together with the necessary personnel, i.e. drivers and their families, etc., it is recommended that the matter be passed directly to the Displaced Persons, Sub-Commission and UNRRA.

Charles J. Walter
CHARLES J. WALTER
Colonel, AG
Chief, Supply Division

Ex. Commissioner

SS-

Ref. your min. 52

Please see views of this shall be submitted a draft on the basis of the previous one? I feel Cooper's work will come up against the difficulty of refugees if they want the vehicles.

B2 30/10

Emm 31/10

dr.

V.P. E con Sec.

Can Col Walter speak to me 11/1/41

812

0729

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49.

TO: Acting Vice President, Economic Section,

See Minute 48 supra, Supply Division concurs in the statement made therein.

for *Charles W. Walton*
CHARLES W. WALTON
Colonel, A. C.
Chief, Supply Division

50

TO: Executive Commissioner.

Reference your minute 47. It is confirmed that the 150 Eritrean vehicles are not desired.

Econ Sec
Tel: 415
16 Oct 45

for *E. B. McKinley*
E. B. MCKINLEY
Brigadier General, USA
Acting Vice President

Ex Com.
Please draft letter. It seems that the Iv. Govt would mind the trucks (although they really want heavy, not light ones), but do not want the drivers & their families here adding to the refugee problem. Also there is a shortage of fuel & these trucks are arriving with none.

18/10.
52

What about UNNRA. I cannot believe that we should refuse trucks from Africa when we know that there is a desperate shortage in Europe. *18/10*

36.

EX. COMM.

Letter at 35 opposite submitted for the CC's signature,
in reply to 29.

4 May 45.

Letter signed 5/5/45

SP
C.S.O.
144

144
C.C. Executive Commission

1 case note folio 43 wherein arrangements for

the transfer of German vehicles have been completed.

Reference folios 30 & 35 A also 41

15/5/45
S 18/6

623

C.S.O.

Please reply. Mr. (10/11)

(46)

Economic Section

Please see 45. Is the Transportation Sub-commission
interested in obtaining these trucks in the Italian Govt?

b2. 11/10.

47.

-48-

TO: Supply Division, Economic Section.

Neither the Italian Ministry of Transport nor the Transporta-
tion S/C is interested in further negotiations reference the im-
portation of the additional 150 trucks referred to in the GHQ MEF
letter of 29 Sept. 1945.

Gordon S. Franklin.

GORDON S. FRANKLIN

144
C. H. Executive Commission
Please note file 43 wherein arrangements for
the transfer of Italian vehicles have been completed.
Reference given to S. 35 A also 41

603
C. H. Executive Commission
S. 35 A also 41

C. H. Executive Commission
Please draft reply. Mr. (10/11)

47.

Economic Section

Please see 45. Is the Transportation Sub-commission
interested in obtaining these trucks for the Italian Govt?

b2. 11/10.

-48-

TO: Supply Division, Economic Section.

Neither the Italian Ministry of Transport nor the Transporta-
tion S/C is interested in further negotiations reference the im-
portation of the additional 150 trucks referred to in the GHQ WEF
letter of 29 Sept. 1945.

Gordon S. Franklin.

GORDON S. FRANKLIN
Acting Chief
Roads Division.

811

0732

785017

C.S.O.

Trucks from Africa:

1. 300 trucks from Eritrea.
Transportation S/C prepared a memo at folio 16, in answer to DO letter dated 11 April 1945 to Brigadier INSM (Folio 15), recommending that they be shipped to Italy as soon as possible, - and as a unit headed by a capable Italian leader. The Chief Commissioner has written to G-5 on this at folio 18. A Wileast cable of 14 February 45 to G-5 had not received a reply other than stating that matter was with A.C.
2. 50 heavy trucks is another matter: see folios 21 - 23 and 24. *Comm. Sect. is replying.*

30 April 45.

J.P.P.
Major,

OK. but we want one

Party. 30/4.

33

Ex. Commr.

At 31 ~~annex~~ is Transportation S/C letter, which is enclosure to 32 in reply to General Spofford's letter at 29. 32 is submitted for the CC's signature.

3 May 1945.

Sd.
C.S.O.

Chief Commissioner.

34

MAILED
APR 21 1945
C.S.O.

Attached is submitted for your information/signature/initials.

I will speak to Econ. Sect. in discussion

MS/3/5.

leader. The Chief Commissioner has written to G-5 on this at folio 18. A
Midwest cable of 14 February 45 to G-5 had not received a reply other than stating
that matter was with A.C.

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replying.*

30 April 45.

JCP
Major,

OK. but we want one

Carby. 8/3/45

33

Ex. Commr.

At 31 ~~enclosure~~ is Transportation S/C letter, which is enclosure to
32 in reply to General Spofford's letter at 29. 32 is submitted for the
CC's signature.

3 May 1945.

SB
C.S.O.

34

Chief Commissioner.

Attached is submitted for your information/signature/initials.

I will speak to E con Sec. in discussion

MS 3/5

810

0734

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17

To CSO - for Ex Come

1. Ref- file (B) (16)

2- See attached copies of cables

3- I don't have a copy of FX 57074

4- Looks like Brody has 495 are

dealing in spare parts - 1919 3A involved

5- Doesn't look like they know a bond
these trucks -

6. Why not send to cable again
Paper in mind

Denominator

APR 2 11 50
C. REED

18 20

So. to cc (B)

To per spotted by signature
80g -

5. 23/4.

Note

34

Ex line has seen 18

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- 2- See attached copies of cables
- 3- I don't have a copy of FX 57074
- 4- Looks like Brodykov & G 5 are dealing in spare parts - MM & H involved
- 5- Doesn't look like they know a boat these trucks-
- 6- Why not send to cable you have in mind

Denver

$$\frac{18}{20}$$
APR 24 1950
C

So. to cc ⁽¹⁸⁾ to for spotted for September 809

5-23/4

Note ³⁴ Ex. line has seen 18
H 30/4

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12 Jan 45

C.O.S.

on 4/101/28

2

Italian Motor Companies

At SA Lt Col MILLER writes to the Establishment Section in brief outline of the meeting held at his suggestion with certain leading Italian Motor Companies, to see how much help they could give us in our transportation difficulties. Transportation Subcommittee called the meeting and Col MILLER attended.

You will see that the Directors of these firms are "not only willing but anxious to cooperate in every way." Most of their assets appear to be in Eritrea, Libya or elsewhere in Africa, and they are willing to assist in defraying the cost of getting them here. I am a little sceptical as to how much of this stuff is actually still left, but anything is worth trying in our present dilemma.

This is passed to you for information in view of the urgency of the situation, and I suggest that you write a short note to Col DENSMORE asking him what progress his Section are making in this matter.

S

Copy to: 5818/COS
(Original on G4/101/28).

Lt Col
C.S.O.

12

808

See Folio 10. Will check with Econ Sect.

JCR 20/1

0737

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5818-90

Ex. Comm.

G

CET/ 76830.
JAN 031800BG 6769
JAN 051030

ROUTINE

MIRAST

JAN 7 1946

UML 20N THREE COMMITTEE MAPLES ,INFO: AIDOM HOME BERA BRITREA

UNCLASSIFIED:

NR
EQ.

63

reference AFM signal C/42415 of 30 November and C/45702 of 11 December. Subject is lorries from Eritrea to Italy port controller Massawa confirms lorries can now be loaded not at Massawa port as originally proposed but at naval base quay. There adequate lifting gear exists. lashings on ship however are desirable. Urgently request shipping made available earliest. These lorries have been standing by since september and off the road for 8 months and further delay is having unfortunate political and economic repercussions.

AC DIST

INFO ACTION - TPN 2
INFO - CHIEF COMMISSIONER
EX-COMM 2
ACOM 2
FLOAT

HEADQUARTERS

5 JAN 1946

4.

807

LA
7/1/46
B

SPH
7/1/46
(MAY 11)

0738

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C 45702
DHO 111903 AG/5376
DHO 120845
ROUTINE
DEC 12 1945

AFHQ FROM G-5

ALCOM HOME, INFO: MIDEAST CAIRO - UMA ZONE 3 COMMITTEE HAPLES

UNCLASSIFIED.

Shipment of vehicles from ETHIOPIA. You will have seen
mideast signal oct-69289 of 6 December. Request you take action
now direct with UMA zone 3 committee in accordance this HQ let-
ter T-6 of 10 December, net to mideast.

2. Request you furnish information required mideast signal
OCT/69210 of 7 December direct to mideast. See also their signal
mov 2/70267 of 10 December.

3. Request all future similar requests be referred mideast/
UMA zone 3 committee direct.

4. Screening of drivers and families accompanying vehicles
is also a matter for reference to mideast

AC DIST

ACTION	TN 30	2
INFO	CHIEF COMMISSIONER	
	BY COMMR	2
	ECOM SEC	2
	DISPER	30
	FILE	

(MAJ H)

SPK
12/12/45PA
12/12/45
see 17/64-65
T 66

0739

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5818 96

Ex Comm (62)

OET/69210

G/8131

DEC 080930

ROUTINE

MIDEAST

ALCON ROME, INFO: ONQ CMF DMA SRITREA

DEC 10 1945

UNCLASSIFIED.

Subject is lorries and trailers for shipment to ITALY from SRITREA. SRITREA has signalled for information whether shipping yet available. If departure of lorries not imminent report on will have to be released for local employment. Grateful for information prospects early availability of shipping. APHQ C/ 32415 of 30 November 45 refers.

DS STG NOV 2

AE DIST

ACTION TH SC 2
 INFO CHIEF COMMISSIONER
 EXEC COMM 2
 ECON SEC 2
 FILE 2
 FLOAT

RECEIVED
 10/12/45
 A. G.

SRK
 10/12/45
 (MAY H)

PA
 11/12/45
 80

0 7 4 0

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Ref: 5818/61/EO.

10 November 1945.

My dear

As Brigadier Lush is touring in the North and won't be back for over a week I am taking it upon myself to reply to your letter 11156/461/OA of 29 Sep 45.

I am sorry to say that no one over here wants the trucks from ERITREA. Although there is, of course, a desperate shortage of transport in Europe, it seems that the Italian Ministry of Transport is opposed to receiving the ones you have offered. They do not want in Italy the drivers and their families who will only add to the already serious problem of refugees and displaced persons, and there is a grave shortage of petrol, spare parts, tyres, batteries, etc., which it is understood these lorries will require. Also the transport expenses involved are considerable and in view of these facts I am afraid we must turn down your kind offer.

Allied Commission is still very much in Italy, and looks as if it will stay on well into next year.

Yours sincerely,

(Sgd) F. Mc Leamy.

Lieut.Colonel W. Linnell,
Civil Affairs Branch,
G.H.Q., M.E.F.

FYMOL/JC.

PAY

804

5878

No 11156/461/CA.

CIVIL AFFAIRS BRANCH

GHQ

Tel: ME "GEORGE" Ext 10.

29th September 1945.

Oct 19 1945

My dear Brigadier

I am writing to ask you if there is anything you can do about the extra 150 lorries which Eritrea have to spare and could send you when once the original 300 have been got under way. You will remember that Col. Kenyon-Slaney wrote to you about the 300 lorries some months ago, since when we have been struggling with the intricacies of actually moving them. We hope we shall soon actually get them on the ships and on their way to you.

2. On 18 Aug we signalled AFHQ (QRT/39143) to ask if the further 150 vehicles were required and would be acceptable on the same terms as the original 300, but both your Commission and AFHQ have replied that they are not wanted (signals 5390 of the 14 Sep and PX/45540 of the 25 Sep refer).

3. We realise that the labour of getting the vehicles to Italy may have seemed almost more than it was worth, but the arrangements for the second batch should not be half so difficult and we, who I think will have most of the actual work to do, are quite prepared to undertake it. Eritrea too are most anxious to send the vehicles, as the two Italian engineers were authorised to inspect the additional 150 and naturally the drivers and their families rather assumed that they too would be going to Italy.

4. If there is anything you can do to persuade the Italian Government to take the vehicles, I know Eritrea would be grateful and I am sure we can get them despatched with much less correspondence than was needed for the first lot. Incidentally, Eritrea can send Major Casolani over again to fix up details, if that would help.

5. No one here is quite sure whether you are still in Italy, but we hope so and we thought that another D/O approach to you would be the best way of going about things.

6. Is Arthur Stewart still with you? If so, please give him my best greetings - in memory of old times.

Very best wishes to you.

See memo 60.
Yours sincerely,
803-61

B. L. Lumsden

Enclosures MS Ineb. GHQ. MC

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5. No one here is quite sure whether you are still in Italy, but we hope so and we thought that another D/O approach to you would be the best way of going about things.

6. Is Arthur Stewart still with you? If so, please give him my best greetings - in memory of old times.

Very best wishes to you.

See ref 60-61
Yours sincerely,

B. L. Lunnell

Brigadier MS Lush, CBE, MC,
HQ ALLIED COMMISSION APO 394.

P.S. In case you are not up to date with our wants, they have very kindly added a pip to my crown!

(cso)

0743

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5818A (43)
HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

AC/362/Tn5

14 June 1945.

JUN 15 1945

SUBJECT: Transfer of Eritrean Vehicles to Italy.

TO : Executive Commissioner. (41)

1. Reference 5818/41/EC.

2. All arrangements have been made for the transfer of these vehicles from Eritrea to Italy and Major C. E. Casolani from Eritrea is at present in Rome awaiting the completion of travel orders for three (3) Italian engineers who are to inspect these vehicles prior to being shipped. A wire has been received from A.F.H.Q. stating that the LPA for these engineers has been mailed, upon receipt of which all arrangements for transportation will be complete and they will leave for Eritrea to complete their mission. It is hoped that this transfer will be consummated within a very few weeks.

Charles W. Wallin

for
E. B. LICKINLEY
Brigadier General, USA
Acting Vice President

PWA
17/6
See 11644
802

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5818
HEA QUARTERS ALLIED COMMISSION

APO 394

Office of the Executive Commissioner

Ref: AO/362/7/TN.5

7 June 1945.

SUBJECT: Truck Transfer, Tripolitania to Italy.

TO : Headquarters,
British Military Administration,
Tripolitania, M.E.F.

Reference your 45/B/30 of 18 April 1945.

1. The Transportation Sub-Commission of this Headquarters which arranged the transfer of the vehicles to which you refer has no knowledge of the proposed trade arrangements you mention.
2. In view of the fact that we have very many vehicles standing idle here for lack of spares it is not possible to inaugurate an export programme of spare parts until Italian production can satisfy local requirements.
3. As regards your paragraph 3, attached is copy of a memorandum from our Legal Sub-Commission indicating points that require clarification. May we have your comments.
4. Before any firm agreement can be reached the Italian Government must be consulted. This will be done immediately upon receipt of a contract proposal which clarifies the legal points indicated in the enclosure.
5. I must apologise for the delay in replying to your letter.

For the Chief Commissioner:

E. Talbot

Brigadier,
Executive Commissioner.

Incl. 1.
Comment of Legal Adviser.

PA
Wm
9/6
801

(Copy Attached)

0743

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ALLIED [REDACTED] COMMISSION
INTER-OFFICE MEMORANDUM ABM/SCM
Office of the Executive Commissioner

SUBJECT: Transfer of Brittan Vehicles to Italy
TO : Economic Section
FILE No. 5818/41/EC
30 May 1945

1. Reference AC/3/29/In 5 re: above subject.
2. It would be appreciated if you would inform the Executive Commissioner's Office if this matter has been concluded.

A. E. ARNOLDY.

Chief Staff Officer
To Executive Commissioner

800

4/6

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

785017

ADA/COM

Ref: 4023/26/EC

27 May 1945

SUBJECT: Report of Liaison Officer, Palermo, for April

TO : A.C. Liaison Officer, Palermo

Enclosed is a copy, for your information, of a letter from
Personnel Section addressed to the Executive Commissioner with
reference to points raised in your April Report.

A. B. ARNOLDY.

ANTONIA B. V.

Brigadier
Executive Commissioner

1 Encl: Copy of ltr no. AC/510/56/TN 3 dtd 22 May 45

39

see 4023

0747

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581844023
 HEADQUARTERS ALLIED COMMISSION
 APO 394
 ECONOMIC SECTION

39

Tel: 318

MJS/h.

AO/510/56/TN 3

SUBJECT: Report of Liaison Officer,
Palermo for April.

22 May 1945

TO : Executive Commissioner

MAY 25 1945

38

1. Reference your letter 826/17/EC, dated 12th May 1945, covering points raised in the April Report of the Liaison Officer, Palermo.
2. Road Transport. The Istituto Nazionale Trasporti is being turned over to the Italian Government. All that is now necessary to complete this transaction is Italian Government signature for vehicles concerned.
3. Warehousing and Supply. The Arenella Warehouse (Dump No. 80), is not an A.C. operated warehouse. It is believed to be controlled by one of the Consorzi. Sgt. Cappadonna is representative of G-4, and has been sent to Sicily to supervise the movement of the 85,000 flour bags which are being lifted to Naples. This move will be completed by early June. Once this lift has been completed, he will be withdrawn. No doubt the instructions, which continue to arrive, are those issued from this Hq to the Hq Consorzi, some of which are possibly repeated by the Hq of the Consorzi to their local warehouses.

(sgd) E B. McKinley

E.B. MCKINLEY,
 Brigadier General, U.S.A.,
 Deputy Vice President

ACTION COPY ON 4409.3/EC.

798

0748

785017

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

Ref: 826/17/EC.

12 May 1945

SUBJECT : Report of Liaison Officer, Palermo, for April.
TO : Economic Section.

Reference Palermo Liaison Officer report for April copy of which was passed to you on 6 May.

1. The Executive Commissioner desires to be informed as to what action Economic Section is taking in respect to the transportation and warehousing problems as cited in the report.
2. For example, in paragraph 2b (4), Warehousing and Supply, the statement is made "but new instructions continue to arrive". Such action is not particularly indicative of rapid progress in the closing out of AG activities on the island.

Major L. W. STEARNS

Chief Staff Officer,
To Executive Commissioner.

Action Copy on 4.023/57

797

0749

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785017

5518

37

EXTRACT - Minute 17 - File 026/EO.

C.S.O.

1. Write to AG L.O. acknowledging a useful report and encouraging him to tell us more about what is going on in the Island - administratively and politically: I want him to travel.
2. Tell Econ Sec to take action and tell me what they are doing about Transportation and Warehousing.

M.S.L.
7/5

0750

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

785017

Ref: 5818/35/SC.

9 May 1948.

Dear Chief,

This is in reply to your letter of 29 April concerning the trucks from Arizoa. I must apologise to you on behalf of the Transportation Sub Commission for some rather muddled staff work.

Brigadier McGarthy is now in Rome and the matter is being taken up with him, and your Section will be advised of the result of the discussions.

Yours sincerely,

W. J. G. G. G.

KILPATRICK W. STONE
Rear Admiral, USNR
Chief Commissioner

Brigadier General Charles H. Spafford, GBE,
Assistant Chief of Staff,
G-5 Section,
AFHQ.

Copy to: Economic Section.

see M.36

BU
10/5
R. J. G.

795

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

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GCG/ep

35A

Ref: AC/3/18/Tn5

3 May 1945.

SUBJECT: Transfer of Eritrean Vehicles to Italy.

TO : AFHQ, G-5 Section, APO 512.

MAY 18 REC'D

1. Reference T-6, 27 April 1945.

2. This Commission is quite prepared and indeed very anxious to accept 250 trucks and drivers, plus 210 spare drivers without families, for the purpose of hauling civil supplies in Italy and suggests that whatever steps are necessary to expedite this shipment be taken at once. The transfer of those vehicles whose owners have families is not considered advisable at the present time due to economic conditions here.

3. Inasmuch as these trucks will be operating in the Northern part of liberated Italy, it is suggested they be shipped either to Ancona or Leghorn. All of these vehicles will operate under the jurisdiction of ENAC insofar as movements are concerned. They will be paid the regular tariff rate as set up by the Italian Government on 1 February 1945.

4. It must be stressed that these vehicles should be organized into a self-contained operating company prior to their departure for Italy. Immediately upon arriving in Italy they will register with ENAC who will decide their future location.

5. It is understood from Mr. Broetzkoos that all vehicles will come with spare parts including spare injector, fuel pump, spare battery, head gasket, etc.

For the Chief Commissioner:

Julio 30 refers

A. G. ANTOLINI
Acting Vice President,
Economic Section.

see M.H.

W30

0752

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

785017

5818/EC

31

32

Folio 31:

Prepared by AC/318/TN 5
of 3 May 45

Folio 32:

Prepared by AC/318/TN 5
enclosing 31 above from CC

Supplemented by Folio 35.

4/5/45.

793

0753

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

785017

5818
CONFIDENTIAL

MAY 1 REC'D

30

F 67934

APRIL 29/1913B

1/9123

APRIL 30/0830B

ROUTINE

AFM, BIRMINGHAM CITE FIRM

IN AIRCRAFT

CONFIDENTIAL.

(B)
MILITARY (A) unwilling raise false hopes in BIRMINGHAM and/or acceptance in
principle of drivers and families who would support themselves and prolong live of
vehicles (C) state essential know terms of service or hire proposed to offer
Ref GBT T-6 paras 4 and 7

See 35A

DIST

ACTION : IN SC (2)

INFO : A/RESIDENT
CHIEF COMD SIGNER
MOR SEC
DISPER
FHE (2)
FISAT

CONFIDENTIAL

792

(Mac Talbot)

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

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

CMS/rl

29 April 1945

APR 30 RECD

Dear Ellery:

This is in reply to your letter of 23 April 1945 (5818/18/EC) concerning the 300 trucks from Eritrea. I have asked our Economics and Supply Division for a report on the matter, a copy of which is inclosed together with a digest of the correspondence.

Please disregard the acid tone of the report and treat it merely as for your information. Apparently the matter has been hung up in the Transportation Subcommittee.

I suggest that if whoever in the Transportation Subcommittee is dealing with the matter will let us know whether or not you are prepared to accept the 50 families by a telephone call to me or to Lt. Col. Croom-Johnson who has been handling the matter in G-5 it can be quickly tied up.

Sincerely yours,

[Signature]

CHARLES M. SPOFFORD
Brigadier General, G.S.C.
Assistant Chief of Staff, G-5

Incl:

Ltr dtd 28 Apr re 300
vehicles ex Eritrea

Rear Admiral Ellery W. Stone
Chief Commissioner
Headquarters, Allied Commission
A.P.O. 394

SEE 35

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

28 April 1945

SUBJECT: 300 Owner-Driver Vehicles ex-Eritrea

TO : ACOS, G-5

1. Delay here is entirely due to AC's dilatoriness. We have been pressing them for over two months to accept these vehicles, PW drivers, and families, and are still doing so. They have

- a. refused them outright once (19 March);
- b. asked us to await a report from their local representative (26 March);
- c. not yet had time to answer our latest pressure (27 April).

Please see attached precis of correspondence.

2. Only about 50 out of the 300 drivers possess families. It should be quite possible to form the remaining 250 into a Transport Coy., as recommended by the Economic Section. But has Admiral Stone consulted his Transportation Subcommittee, who refused to accept?

3. I can see no reason to suppose that the remaining 50 family men would be prepared to leave their families in an African colony under foreign occupation in order to join a semi-military truck company 2500 miles overseas, and I fail to understand why this should be considered a "try-on." GHQ Mideast (Civil Affairs Branch) have stated that they do not want to requisition any of the vehicles without drivers, for fear of aggravating the unemployment situation, and are pressing us to accept vehicles and families. AC should make up their minds to do so, and to incorporate these men (PWs any of the 250 bachelors who don't want to join the suggested truck coy.) into ENAC.

4. If (a) the Acting Chief Administrator of Eritrea will refrain from giving DO advice which clashes with the official advice of GHQ MEF (Civil Affairs).

(b) AC will get its various Subcommittees to speak with the same voice and make up its mind to accept either

- (i) 250 vehicles with drivers without families, or
- (ii) 300 vehicles and drivers, PWs 50 families

we can arrange the transfer of these vehicles quite easily. I suggest that Admiral Stone be asked to consult his own HQ and reply to our letter of 27 April.

V. P. Croom-Johnson
Lieut. Col.

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

785017

27

Precis of Correspondence on 300 Vehicles ex Eritrea.1945

- 14 Feb. Mideast offer AFHQ 300 owner-driver vehicles, PWs families ex Eritrea surplus to needs.
- 16 Feb. AFHQ ask AC for their comments. No reply.
- 13 Mar. AFHQ ask AC to hasten their reply.
- 19 Mar. AC/318/4/TN.5 from Transportation Subcommittee answers: "We do NOT consider it advisable to repatriate these vehicles and families." Reason - lack of spare parts for maintenance.
- 24 Mar. AFHQ suggest to AC that vehicles might be cannibalized.
- 26 Mar. AC/318/5/TN.5 from Transportation Subcommittee suggests waiting for report on vehicles from BROOTZKOOS (AC visiting representative in Eritrea).
- 1 Apr. AFHQ informs Mideast of proposal to await report, and for details re families.
- 16 Apr. GHQ Mideast forward favorable report by BROOTZKOOS.
- 24 Apr. AFHQ asks Mideast to make preliminary security "screening" arrangements.
- 27 Apr. AFHQ presses AC again to change its mind and accept vehicles.

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

5818
HEADQUARTERS ALLIED COMMISSION
APO 394
LEGAL SUB-COMMISSION

AC/4014/L.

WEB/pa.
26 Apr 45.

SUBJECT : Contract between BMA Tripolitania and AC.

TO : Executive Commissioner. (Through CA Sec).

APR 28 Rec'd

1. Reference your 5818/EC of 23 April 1945 the Allied Commission may, under the Armistice Terms, authorize the importation into Italy of the 50 heavy vehicles from Tripolitania, and may permit their employment in Italian Government territory if such course is desired.
2. The contract as disclosed in para 3 of the letter from BMA dated 18 Apr 45 is too vague in certain respects to be capable of legal interpretation. Reference is made in particular to the following points :-
 - (a) "Surplus profits" are to be remitted to Tripolitania
 - (b) "All funds obtained" are to be returned to Tripolitania
 - (c) "The vehicles in effect remain under Tripolitania control"
 - (d) There is no legal - as opposed to factual - obligation to leave the vehicles in Italy for any specific time.
3. If the contract comes into effect it will be necessary for these points, among others, to be clearly defined in order to avoid possible trouble in the future.
4. It is further pointed out that as the intention of the proposed contract is that the vehicles will operate in Italian Government territory, the approval of the Italian Government should be obtained. The Italian Government will presumably insist that the vehicles are subject to ENAC which would considerably limit any possibility of Tripolitania control. In any event AC cannot grant an exemption from this provision in the case of privately owned vehicles operating in Italian Government territory.

W. E. Behrens

W. E. BEHRENS,
Colonel,
Deputy Chief Legal Advisor.

Copy to : VP Economic Section.

(Mrs. Rivers)

See H 26

788

4524

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

785017

Ref: 3818/10.

23 April 1945.

SUBJECT: Transfer of Heavy Vehicles in Tripolitania
to Italy: Purchase of Spare Parts in Italy
for D.M.A.

TO : VP Economic Section.

1. Letter from HQ, EBA, Tripolitania, 45/11/30, dated 18 April 45, is forwarded to you for your information and appropriate action.
2. This unique agreement as stated: delivering 50 heavy civilian vehicles to Italy for permission to purchase a limited amount of spare parts over a period of twelve months, is quite unusual, and has evidently been brought about in view of the acute transport shortage in Italy and serious spare parts situation in Tripolitania.
3. Your special attention is directed to circumstances brought out in paragraphs 3 and 5 and it is requested that an early reply be prepared for the signature of the Executive Commissioner.

Jeff Rively
4 Chief Staff Officer,
To the Executive Commissioner.

Incl.

Copy to:

CA Section

Legal Sub-Commission.

(For comments, if any, on paragraph 3
of letter enclosed).

BU/Noted M.
3/4

PA 27/4
787

25

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

785017

COPY

SUBJECT: Transfer of Heavy Vehicles.
Purchase of Spare Parts
for R.M.A. Tripolitania.

Headquarters,
Brit. Mil. Adm.,
TRIPOLITANIA, E.E.F.
Tel. No. 2741

45/B/30

18 Apr., 1945

Chief of Staff,
Allied Commission,
A.C. H.Q.

Recently, Major Bell, Road Transport Controller for this Administration, paid a visit to A.C. H.Q. for the purpose of discussing the a/m subject.

2. Mr. Gross has accepted this Administration's offer to transfer 50 heavy civilian vehicles and now we only await confirmation also information as to when shipping can be arranged. The vehicles are now ready for shipment to Italy.

3. The 50 vehicles are owned by a local concern - the Societa' Tripolina Autotrasporti - which proposes to operate as a unit through an agent, Mr. Giovanni Branciarone of Rome. It is assumed that there will be no difficulty in allowing the Societa' to remit surplus profits to this territory and in the event of the vehicles later being sold in Italy to repatriate the capital realized. As this appears to be the first instance of a post occupation Tripolitanian concern entering into business in Italy, it seems advisable to establish the principle that all funds obtained - either Revenue or Capital - should be returned to this territory. Under normal circumstances the export of these vehicles would not have been permitted except against full value received in Tripolitania. In view of the acute transport shortage in Italy it has been decided to waive this requirement in this instance on the understanding that the vehicles, in effect, remain under Tripolitanian control. It would seem that the simplest method of repatriating such profits of capital as are realized would be to follow the method outlined in the correspondence with C-5 Section, AFHQ, under reference B6 and treat the transaction as an export by Tripolitania to Italy. I should be grateful if you would consider this matter and let me have your views.

4. Major Bell has informed me that in the light of this offer you are in agreement (subject to approval by your Economic Advisory Committee) that we should be allowed to purchase spare parts, providing we do not buy more than £4,000 (Four thousand pounds) worth over a period of 12 months.

5. Major Bell discussed this matter at length with Capt. Hay, C I/c Spare Parts, both are of the opinion that it will be necessary to send a representative from this Administration to make the initial purchases. If this meets with your approval, we will send a Maltese who is on Major Bell's staff and speaks Italian fluently. The procedure outlined above differs from that established recently

/ by 786 correspondence ...

785017

- 2 -

by correspondence with G-5 Section, AMB (reference G-5 letters E6 of 13 Sept., 29 Dec., addressed to this Administration, and E6 of 8 Feb., addressed to your HQ). The purchase of spares is not a normal trading transaction as visualized in the correspondence under reference, but a direct military purchase on behalf of this Administration. The procedure seems simpler and more appropriate to the circumstances.

6. Major Bell also discussed the method of payment with your Chief Accountant, Col. Cramshaw, and the following would seem to be the simplest method:-

- (a) B.M.A. Tripolitania pays X amount to B.C.P.O. Tripoli.
- (b) B.C.P.O. Tripoli informs 6th C.F. Home that this amount has now been paid, and, that it is in order for A.C. H.Q. to draw up to this amount.
- (c) Our representative buys spare parts (having first obtained Capt. Ray's consent to every transaction).
- (d) Bills are submitted to Capt. Ray who will pay the account in exactly the same way as he is now doing for A.C. H.Q., viz. through H.Q. Camp Commandant.

7. It would be greatly appreciated if an early reply could be given to this letter, because the spare parts situation in this Territory is very serious.

/s/ H. Mercer.
Lt. Colonel,
Acting CHIEF SECRETARY.

0761

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

785017

5818

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Yib
PB
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BRITISH MILITARY ADMINISTRATION ERITREA

5915

23 April 1945

PRIORITY

RESTRICTED PD

SUBJECT IS YOUR DEMI OFFICIAL SIX FIVE DASH TWO ZERO DASH ONE DATED

ELEVEN APRIL REFERENCE THREE HUNDRED TRUCKS PD

PARAN TO BRITISH MILITARY ADMINISTRATION ERITREA FROM HQ ALCOM FROM LUSHI

CITE AGEND PARAN

THESE TRUCKS BADLY REQUIRED IN ITALY PD I AM TAKING THE MATTER UP

IMMEDIATELY

Office of Ex. Commissioner

300

Major E. Talbot

Major.

284

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

785017

Ref: 5812/12/EC.

23 April 1945.

My dear Chuck,

The Acting Chief Administrator of Britain has addressed a DO letter to Maurice Lush which, in his absence in London, has been opened. In this letter the Acting Chief Administrator makes it very clear that he is prepared to send us 300 owner driven mixed Italian vehicles of over 3 tons carrying capacity, each equipped with a spare tyre, but says that he has had no success in getting a satisfactory reply to a signal from Mid East to AFHQ, copy of which is enclosed.

I understand that one of the reasons for delay in this matter is the request from Britain that the families of the drivers be shipped with the trucks. From the DO letter to Maurice Lush it is evident that this is only in the nature of a "try on", and that we could get the trucks without the families if we want them. As you know, we very definitely do want them, and I am writing to you in the hope that you will be able to arrange their being called forward.

My Economic Section recommends that they be formed into a Truck Company, headed by an Italian leader capable of handling the Company as a unit, and that the trucks be shipped with this leader, their owner drivers, plus 200 driver mechanics, as early as possible.

I would be most grateful for anything you could do to help us in this matter.

Yours sincerely,

[s] Henry W. Stone

HENRY W. STONE
Rear Admiral, USNR
Chief Commissioner

Brigadier General C.M. Spafford, CBS,
Assistant Chief of Staff,
G-5 Section, AFHQ.

Copy to: Economic Section.

See Ltr 29
BU
Noted
783
25/4

DRAFT

Ref: 5818/18/EC.

23 April 1945.

My dear Chuck,

The Acting Chief Administrator of Eritrea has addressed a DO letter to Maurice Lush which, in his absence in London, has been opened. In this letter the Acting Chief Administrator makes it very clear that he is prepared to send us 300 owner driven mixed Italian vehicles of over 3 tons carrying capacity, each equipped with a spare tyre, but says that he has had no success in getting a satisfactory reply to a signal from ^{Mr. Fred Alder} ~~15~~ to you, copy of which is enclosed.

I understand that one of the reasons for delay in this matter is the request from Eritrea that the families of the drivers be shipped with the trucks. From the DO letter to Maurice Lush it is evident that this is only in the nature of a "try on", and that we could get the trucks without the families if we want them. As you know, we very definitely do want them, and I am writing to you in the hope that you will be able to arrange their shipment. ^{Very called forward}

My Economic Section recommends that they be formed into a Truck Company, headed by an Italian leader capable of handling the Company as a unit, and that the trucks be shipped with this leader, their owner drivers, plus 200 driver mechanics, as early as possible.

I would be most grateful for anything you could do to help us in this matter.

Yours sincerely,

ELDERY W. STONE
Rear Admiral, USNR

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I would be most grateful for anything you could do to help us in this matter.

Yours sincerely,

WILLIAM W. STONE
Rear Admiral, USNR
Chief Commissioner

Brigadier General C.M. Spofford, CBE,
Assistant Chief of Staff,
G-5 Section, AFHQ.

782

0765

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

785017

16

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

GG/ep

1/30/A

Tel. 378

Ref: AC/318 /Tn5

20 April 1945.

SUBJECT: Importing Trucks from Eritrea.

TO : Office of Chief of Staff.
(Att: Maj. Talbot)

15

1. Reference letter 65/20/1 file number 5818/ec, the Allied Commission is very much in need of additional trucks and the 300 owner-driver Italian vehicles referred to would help greatly to relieve the road transport shortage in Italy. This Division is of the opinion that drivers should accompany these trucks plus an additional 200 driver-mechanics for maintenance and repair purposes. The responsibility of allowing the families of these drivers to be moved with the drivers is a matter for Displaced Persons but in making a decision thought should be given to the food and housing conditions in Italy.

2. If it should be decided that these trucks be shipped, a company should first be formed in Eritrea comprising of all the truck owners, headed by a man who is financially responsible and capable of handling the affairs of the company as a unit. On arrival in Italy these trucks would operate as an individual operating company whose operations would be directed by ENAC. This company should have enough capital to care for its financial burdens until such a time as revenue from their hauling commences. Inasmuch as they will operate around the Perugia-Macerata area it is desired they land in either Civitavecchia or Piombino. This, however, would be a decision for the Movements Division of Transportation Sub-Commission.

3. Please advise this Division of any further action you wish taken in the securing of these trucks.

① 2 X 42570 - 11 April for the Director:

FX 57074 - 8 April

② FX 58907 - 12 April

③ FX 59219 - 13 April

G. E. Gross Jr.
G. E. GROSS JR.
Chief,
Roads Division.

781

8/

BRITISH MILITARY ADMINISTRATION

ERITREA

APR 19 1945

CONFIDENTIAL

CONFIDENTIAL

Ref. N. 65/20/1

Dec. 11 Apr 45

Dear

Naivice

We have been having some difficulty over surplus lorries which have been lying idle and unused in Eritrea for a very long time, so I thought I would write to you direct in the hopes that you can arrange something.

2. I enclose copy of the original signal on the subject which, as you see, went to G5 AFHQ. On 13th March AFHQ replied, stating that the matter was with the Allied Commission for study and comment. On 1st April AFHQ signalled intimating their desire to withhold a final decision until the vehicles and spares position was investigated by a Mr Broetzkoos who arrived last week with authority from AFHQ to enquire into the position. Unfortunately he appears to know practically nothing and we have taken the opportunity of putting him in possession of complete details. He has written a short report which is being sent to GAB GHQ for onward transmission to AFHQ.

3. The main point seems to me to be that we have these potentially useful vehicles which, according to all reports, are badly needed in Italy, sitting here doing nothing. As they are privately owned, we feel it would be best for the Commission or the Italian Government to hire them from the owner-drivers; and for the latter to take their families with them - (a) to ensure goodwill, and (b) to move some of our surplus population (for whom, as you know, we have to pay large sums in relief).

4. If you say that these lorries are required in Italy, I will take the next step, if you agree, and will try and send a competent officer with an Italian technical adviser to arrange details at your Headquarters. If the lorries are not required in Italy, would you please signal to that effect, so that we can make other arrangements - there are other parties deeply interested, and I am sure you will agree that it is tragic for useful vehicles these days to be unemployed.

Yours

280 121

Naivice

Dear

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Yours

Brigadier A.S. Lush, MC
Allied Control Commission
ITALY

Copy to -

Colonel J.T.P. MacLaren,
C.A.B., GHQ ABF

(Signed Lush)

280 121

Lush

C O P Y

14.2.45

FROM NIDEAST

TO C5 AFHQ

INFO EEMA ERITREA

OET/87779(.) CONFIDENTIAL(.)

ONE(.) ERITREA HAVE AT PRESENT APPROX 300 OWNER DRIVERS MIXED ITALIAN VEHICLES OF OVER 3 TONS CARRYING CAPACITY SURPLUS TO THEIR REQUIREMENTS WHICH COULD BE COLLECTED WITHIN ONE MONTH(.) MORE MIGHT BE MADE AVAILABLE LATER(.) EACH WOULD BE EQUIPPED WITH ONE SPARE TYRE AND WOULD PROBABLY DO ANOTHER 30000 MILES(.) CANNOT BE USED IN NIDEAST DUE TO LACK OF SPARES AND DIFFICULTY ARRANGING PERMITS FOR ITALIAN DRIVERS(.) COULD YOU USE IN BACKWARD AREAS(.)

TWO(.) SUGGEST BEST ARRANGEMENT WOULD BE FIRST THAT DRIVERS ACCOMPANY VEH. IN MT STORESHIPS FROM MASSAWA SECOND THAT FAMILIES ACCOMPANY DRIVERS THIRD THAT YOU ENGAGE OWNER DRIVERS IN PRIVATE CAPACITY RATHER THAN REQUISITION IF YOU DESIRE MAXIMUM NO. OF VEHICLES (.) IF YOU APPROVE IN PRINCIPLE WOULD WELCOME SUGGESTIONS OF REPRESENTATIVE FOR DISCUSSION(.)

WILL THEN APPROACH MOVEMENTS AND OTHER AUTHORITIES CONCERNED(.)

279

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

785017

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

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CONFIDENTIAL

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JAN 27 1828AG/9672
JAN 27 2015A
PRIORITYPhotograph signed SACRED SITE PHOAO
10: ALCON FOR STONE

JAN 28 1945

File
208/100

12

CONFIDENTIAL.

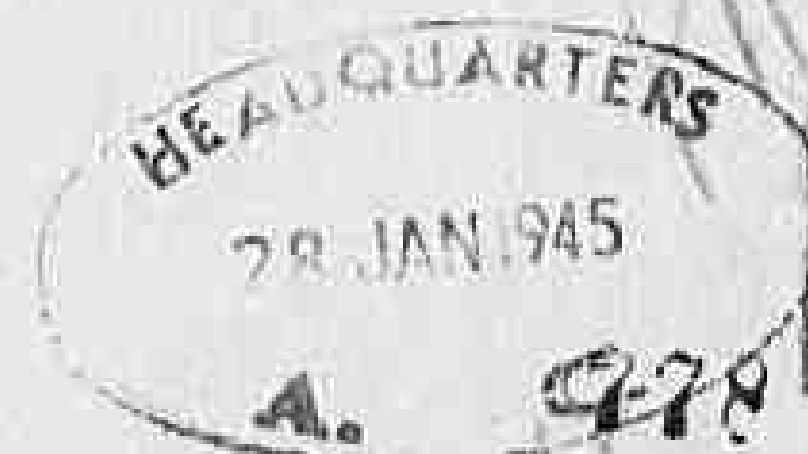
Ref your 353 dated 24 January. In view of good communications and easy access to approved requisitioning authorities not understood why machinery set up in AFHQ Adm Memo 59 not readily workable for AG. Overlapping authority undesirable in any area, is reason for limiting requisitioning to Major Hq. G5 letter T 13 of 9 January states desired procedure in matter of handling AG passenger vehicle problem for 2657 2675 Regt. In addition proposed increase in w/e for British component of AG has received favourable consideration here and has been forwarded to WO with recommended approval. This Hq has today received list of your passenger car requirements for non t/o personnel as outlined in G5 letter referred and will give prompt consideration. The requisitioning of vehicles without an authorized ceiling is not favourable considered.

Dist

Action - G o S (2)
Info - A/President
Chief Commissioner
File (2)
Float

ACTION COPY ON FILE 208.

CONFIDENTIAL



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

785017

SACRED, AFHQ

353

23 January 1945

PRIORITY

CONFIDENTIAL PD

ONE PD AFHQ ADMIN MEMO NUMBER FIVE DASH OF ONE THREE DECEMBER FOUR FOUR AND
 MTOUSA LETTER AG SLANT FOUR FIVE ONE SLANT SEVEN SIX SEVEN DASH ONE OF ONE
 SEVEN DECEMBER PRELUDE OFFICERS OF ALCON INCLUDING THOSE IN AND FROM PAREN ABLE
 PAREN REQUISITIONING SEMICOLN PAREN DASH PAREN REQUISITIONING SEMICOLN PAREN
 CHARLIE PAREN HIRING CMA CIVILIAN TRANSPORT FOR NEEDS OF THE COMMISSION OR ALLIED
 MILITARY GOVERNMENT PD TWO PD I HAVE TRANSMITTED THESE ORDERS TO MY OFFICERS IN
 THE FIELD PD THEY HAVE CMA AS YOU MAY KNOW CMA BEEN ISSUED IN SPITE OF PROTESTS
 MADE IN VARIOUS CONFERENCES BY MY REPRESENTATIVES AND CONTRARY TO ASSURANCES ALSO
 GIVEN THAT A CERTAIN LATITUDE IN REQUISITIONING TRANSPORT WOULD BE GIVEN TO THIS
 COMMISSION PD THREE PD I MUST ADVISE THAT THESE INSTRUCTIONS ARE STRANGLING THE WORK
 OF THE COMMISSION IN VARIOUS ASPECTS PARTICULARLY IN THE FORWARD REGIONS IMMEDIATELY
 BEHIND THE ARMY AREAS WHERE MY RESPONSIBILITIES TO YOU ARE PERHAPS HEAVIEST PD
 FOUR PD OWING TO THESE ORDERS MY PROVINCIAL COMMISSIONERS CMA SUPPLY OFFICERS AND
 POLICE OFFICERS MUST IN FUTURE SERIOUSLY CURTAIL THEIR MOVEMENT PD CIVIL
 ADMINISTRATION DEPENDS LARGELY ON CONSTANT AND PERSONAL CONTACT WITH THE OFFICIALS
 AND POPULATION PD BOTH HAVE BEEN AND WILL BE RESTRICTED BY THIS INSTRUCTION PD AS

Office of the Chief of Staff

FIRST PAGE OF TWO-PAGED CABLE #353

777

SACMED, AFHQ

353

23 January 1945

PRIORITY

AN EXAMPLE THE REGIONAL PUBLIC WORKS OFFICER OF TOSCANA REGION WHO HAS BEEN ASKED BY CHIEF ENGINEER CMA FIFTH ARMY AND CRE CMA NUMBER ONE DISTRICT CMA TO UNDERTAKE REPAIRS AND MAINTENANCE OF MILITARY HIGHWAYS CMA CANNOT REPEAT NOT FULFILL HIS COMMITMENTS BECAUSE CMA HAVING RETURNED TO THE OWNERS TWO HIRSD CARS CMA HIS ITALIAN ENGINEERS HAVE NO REPEAT NO TRANSPORT PD I COULD RETAIL MANY SUCH INSTANCES PD PARM PERSONAL FOR SACMED AFHQ FROM ALCOM FROM STONE PARM PD FIVE PD I SUBMIT THAT IT IS ESSENTIAL THAT ALCOM IN THIS CMA AS IN OTHER MATTERS CMA SHOULD BE REGARDED AS A ~~RESPONSIBLE~~ OPERATING HEADQUARTERS WITH GREATER RESPONSIBILITIES THAN MANY MILITARY FORMATIONS STILL PERMITTED TO REQUISITION PD THEY HAVE CMA AFTER ALL CMA TO DEAL WITH AN UNDISCIPLINED CIVILIAN POPULATION OF TWO FIVE MILLION NOT WITH A RELATIVELY SMALL DISCIPLINED ARMY AND THEY MUST BE GIVEN NOT ONLY THE MEANS TO CARRY OUT THEIR DUTIES BUT LATITUDE IN DISCHARGING THEM PD SIX PD I WOULD THEREFORE ASK MOST EMPHATICALLY THAT ALCOM AND AMO CONTINUE AS IN THE PAST TO BE AUTHORIZED TO REQUISITION AND HIRE VEHICLES IN ORDER TO FULFILL THEIR RESPONSIBILITIES TO YOU PD

Office of the Chief of Staff

SECOND PAGE OF TWO-PAGED CABLE #353

0772

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

785017

5820

File

(10)

JAN 18 1945

Extract of Minutes of Chief of Staff's Meeting held on 16 January 1945.

CONFIDENTIAL

Minute 9 refers

Italian Motor Companies. CCS said Col. Miller had put forward for consideration a request from some of the Italian motor companies, including Fiat, that spare and motor vehicles be found from North Africa. CCS thought there was nothing available in North Africa. There might be something in Britain, but transport was the difficulty. Econ Sec said they would look into the matter. ←

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5818
EXTRACT FROM ADMINISTRATIVE MEMORANDUM
NUMBER 59 DATED 13 DECEMBER 1944. -

JAN -2 1945

II -- REQUISITIONING AND DEREQUISITIONING OF CIVILIAN MOTOR TRANSPORT

1. All requisitioning of civilian vehicles for both United States and British Forces will be under the control of Allied Force Headquarters through normal channels. Authority to requisition lies with the 15th Army Group in the forward areas, and AFHQ for British Army and MTOUSA for United States Army in the rear areas, giving regard to their respective areas of responsibility, but may be delegated by these headquarters to certain specified subordinate headquarters.

2. All requisitioned vehicles will be held against deficiencies in TE/WE of Allied Military Units, including Allied Commission. No requisitioned vehicles will be held surplus to TE/WE unless written authority of 15th Army Group or AFHQ/MTOUSA is obtained.

3. In an emergency, vehicles may be requisitioned in excess of TE/WE without prior written authority of 15th Army Group or AFHQ/MTOUSA, but such authority must be obtained promptly thereafter.

4. All requisitioned vehicles held surplus to TE/WE for which authority is not granted by 15th Army Group or AFHQ/MTOUSA will be disposed of by one of the following methods:

- a. To the respective Ordnances
- b. Derequisitioning and handing over to the original owner, or if not practicable, to the Italian Government.
- c. Using in work shops for dismantling and removal of essential spares for repair of other requisitioned vehicles.

5. In territories under the jurisdiction of the Italian Government, vehicles requisitioned by the Allied Forces will not be used by Italian Government officials or Italian civilians not employed by Allied Forces. Any such vehicles which are now being used in this manner will be disposed of as in paragraph 4 above.

6. All requisitioned vehicles will be registered with a military registration number by Ordnance British for British vehicles and by the subordinate commands delegated responsibility of requisitioning for United States Army vehicles.

7. Load carrying vehicles will not be requisitioned for military use except in cases of emergency.

8. Requisitioned vehicles will not be moved from the country in which they were requisitioned except with the approval of AFHQ/MTOUSA.

Copy placed on file - 208/cas.

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

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8 *[Signature]*

CAS 5362

9
[Handwritten notes]

Subject:- Civilian Transportation, Florence City

CONFIDENTIAL
Civil Affairs Section,
HQ Allied Armies in Italy
TEL: FILPOT 57

To:- See Distribution

DCCAO/13/4.1
10 Dec 44

3-6

1. Reference my DCCAO/13/4.1 dated 20 Nov 44.
2. A thorough investigation has been made and my notes are attached hereto
3. Appreciation is due to Lt. Col. Rolf, Major Sykes and officers attached to transportation in Florence who have been most helpful in making this investigation possible.

12 DEC 1944

W. L. AINSWORTH,
Captain, R.A.

JLR
12/12

DISTRIBUTION:

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Transportation Sub-Commission	2
Provincial Commissioner, Florence	2
AMG 5 Army	1
Toscana Region	1
File	1
Spare	1

RECEIVED
11 DEC 1944

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(6)

REPORT ON TRANSPORTATION SITUATION IN
FLORENCE CITY

(Date of Investigation 4 - 7 Dec 44)

DCCAO/13/4.1

C O N F I D E N T I A L

1. Description of Organisations.

(a) Ufficio Autotrasporte. This office is the governing and controlling body of all civilian transport in the Province of Florence and is directly responsible to Allied Commission who have Allied officers attached in various capacities as supervisors. Its job is to organise, regulate and control all civilian load carrying vehicles and for this purpose it is split up into sections, the main ones being:-

(i) Secretary's Office. Responsible for the functioning of all staff and general matters concerning Ufficio Autotrasporte and also the settlement of anything on the legal side.

(ii) Technical Office. Responsible for registering vehicles' particulars, issuing circulation and AMG permits and work tickets, establishing and registering on individual files the estimated fuel consumption and the actual amount of P.O.L. allotted, keeping a "state of roads" chart and controlling the issue of spare parts. Circulation permits to 31 December are obtained from R.A.C.I. and AMG permits for a specified period from Public Safety Officer. Books of work tickets are sent out to dispatch offices. It is illegal for a vehicle to be on the road without these three documents.

(iii) Dispatch Office. Responsible for compiling and distributing work tickets and coupons for P.O.L. Dispatch clerks from this office are attached to the various organisations in order to standardise this work.

(iv) Accounts Office. Responsible for collecting monies due from truck owners and for financial routine matters effecting Ufficio Autotrasporte. The system of issuing invoices to consignors on tariff rates and crediting the truck owner with the amount less a certain sum figured on the ton-kilometer basis has been discontinued owing to the amount of work involved. Truck owners pay a fixed sum monthly (effective 18 Oct 44) based on carrying capacity of their vehicle (less a proportionate amount should the truck be off the road for repairs during the month). They pay cash down for all P.O.L., tyres and spare parts and drivers collect on AMG Tariff rates upon delivery of goods. This has resulted in a big reduction of staff at the Ufficio Autotrasporte, their total number being twenty seven (27) and there have been no complaints re overcharging. It is beneficial to the truck owner but this is countered by the fact that overhead expenses have been cut.

(b) Subsidiary Offices.

These consist of the following:-

- (i) Consorzio Agrario
- (ii) C.P.E.
- (iii) S.E.P.R.A.L.
- (iv) Gruppo Grossisti.
- (v) C.I.P.

Instead of the Ufficio Autotrasporte dealing direct with truck owners over each move, such dealings have been decentralised to the above men-

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Instead of the Ufficio Autotrasporte dealing direct with truck owners over each move, such dealings have been decentralised to the above mentioned offices, transport being allotted by quintalage capacity to (i), (ii) and (iii) for a fifteen (15) day period. Item (iv) is affiliated to (iii) and is allocated transport by them; item (v), being haulage of P.O.L., is directly controlled by the Ufficio Autotrasporte.

Consorzio Agrario is responsible for the movement of all grain and flour, C.P.E. for wood, lignite, coal, etc., S.E.P.R.A.L. for foodstuffs Gruppo Grossisti for vegetables and fruit and C.I.P. for all P.O.L. Ufficio Autotrasporte is responsible for movement of any other commodities not listed above.

As stated in Paragraph 1, sub para (a) section (iii) dispatch clerks are attached to these offices.

At these offices are kept individual record cards showing vehicle particulars and hauls effected and also a daily master dispatch record showing total daily hauls, such record giving the name of the owners, numbers of the trucks, commodities carried, distances travelled, periods of deadlining during journeys, all timings, etc, etc.

2. Method of Operation.

Any person requiring a haul effected gives particulars of such haul to the organisation concerned and makes out an official application. The application is received and placed in a certain priority category. Organisations have been made responsible for this by Economics and Supply, Florence. The day before movement is to take place the trucker is given the necessary work ticket and the requisite number of coupons for P.O.L. When the organisation first started, all vehicles reported with full tanks and it is thus up to the Ufficio Autotrasporte to replenish any amount that may have been used on the previous journey. As vehicles are allocated to Organisations for a fifteen day period, truckers know for which concern they will be working well in advance.

Hauls to be effected are sent to the dispatch office showing number of quintals to be moved, NOT the number of trucks required to do the job.

When a vehicle is deadlined a chit is given to the driver by the garage authorised to repair these trucks to deliver to his organisation. A return is submitted by the garage showing approximate duration of deadlining.

3. Inauguration of Road Blocks.

Road blocks have been set up at every entrance to Florence City. They are manned by Carrabinieri and supervised by an Allied Officer. All civilian trucks are stopped at these road blocks, papers checked and loads examined. In the event of the load not agreeing with the work ticket the vehicle is temporarily impounded whilst a thorough check is made at Ufficio Autotrasporti.

It is interesting to note in this respect that so far there have been no infringements on the part of Florence Province trucks.

These carrabinieri are also responsible for checking vehicles which have failed to turn up for work or which have been deadlined for some time.

4. Spare Parts.

What few spare parts are obtainable cannot be issued until approval is obtained and prices checked by C.P.E., Capt. McLachlin and Ufficio Autotrasporti.

5. Duties of Allied Officers.

Capt. Saunders (A), in the absence of Lieut. Bissy who has been hospitalised, supervises the administration of the complete set-up. Capt. Dickens (B) checks daily all record cards at the subsidiary offices, i.e. Consorzio Agrario, C.P.E., S.E.P.R.A.L., etc., and attends to matters of general routine. Any suspect cases are noted and forwarded to Capt. Bullock.

Capt. Bullock supervises the operation of the road block system and checks suspect cases as mentioned above.

When Lieut. Bissy (A) is fit for duty again it is intended that he supervise the administration side whilst Capt. Saunders doubles up with Capt. Dickens, thus keeping a far closer check on the subsidiary offices.

6. General.

(a) Small vehicles. In order to simplify the work of the Dispatch Office and to keep the number of administrative employees at a minimum, vehicles of under 10 quintal capacity have been released and operate on a thirty (30) day work ticket within the Region of Toscana. They are granted a fixed allotment of P.O.L., which for the month of December has been drastically

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6. General.

(a) Small vehicles. In order to simplify the work of the Dispatch Office and to keep the number of administrative employees at a minimum, vehicles of under 10 quintal capacity have been released and operate on a thirty (30) day work ticket within the Region of Toscana. They are granted a fixed allotment of P.O.L., which for the month of December has been drastically cut, and are operating specifically to help the small trader.

The majority of these vehicles are converted motorcycles and it is claimed that, where haulage of large amounts is concerned, they are not worth troubling about. Commodities carried by them are closely checked by carrabinieri at the road blocks.

(b) Number of vehicles registered. The total number of vehicles registered is one thousand three hundred and twenty six (1326) and of these one hundred

and sixty nine (169) with a carrying capacity of five hundred and seventy six tons (576) have been allocated to the subsidiary offices. Approximately one hundred (100) trucks have been detailed for special services e.g. electricity supply, collection of garbage, sewage, Genio Civile, postal, hospitals, etc., etc.

Total number registered	1326
Less allocated to subsidiaries	169
Special services	100
Released (under 10 Q1)	690
	<u>959</u>
	<u>367</u>

Of the resulting three hundred and sixty seven (367) fifty two (52) are completely unserviceable and the majority of the remainder are off the road through lack of tyres and/or spare parts. Any vehicles not detailed for duty are immediately put on to hauling grain and flour.

The one hundred and sixty nine (169) vehicles allocated to subsidiary offices are all in fair condition although they are all over eight years old.

(c) Provincial Organisation. This is operated in each commune by a Chief Transport officer working with the Sindaco. A master record is dispatched to Ufficio Autotrasporti every two weeks. To serve the forty-eight (48) communes in Florence Province there are precisely one hundred and sixty eight (168) load carrying vehicles, of which a very small percentage is on the road.

7. Remarks.

Having made a thorough investigation of the complete organisation and checked the work of the subsidiary offices, I append below my remarks:-

(a) Ufficio Autotrasporti is particularly well managed by Dott. DelBene and together with the Consorzio Agrario runs very smoothly and efficiently. The Consorzio Agrario should be a model for the remaining subsidiary offices.

(b) C.P.E., though not in the same class as Consorzio Agrario, is run quite smoothly but they are having their work cut out to supply Florence City with wood etc. now that it has been unblocked. Vehicles have to travel two and three times further than before - often a two day haul - resulting in additional wear and tear on tyres etc.

This office is inclined to rely too much on verbal orders as to priorities etc. Both the Consorzio Agrario and C.P.E. are carrying to capacity.

(c) S.E.P.R.A.L. The transportation manager of this concern is not conversant with his job and has little or no control over his employees, resulting in a complete break down of organisation. Records are not maintained in an up-to-date condition and no arrangements are made for issuing work tickets during the hours 1200 - 1600. Trucks are not hauling to capacity, probably due to the fact that they are often sent out to collect foods from several farms and return with practically nothing. This is not the fault of the drivers who are prepared to, and actually do, go anywhere. Trucks are being sent out on hauls that should be effected by C.P.E. viz. collection of wood, lignite, etc. Although I could prove nothing I had the impression that the words "bribery and corruption" were not unknown.

(d) Gruppi Grossisti (affiliated to S.E.P.R.A.L.) is supposed to haul fruit and vegetables. The latter is practically non-existent in the Province of Florence, thus necessitating a much longer haul for a daily commodity. This necessity does not seem to interfere with their programme for sending a few trucks to haul vino - which was forbidden at a previous meeting - and dried figs. Dried figs can only be classed as a luxury item in view of the fact that they sell for as much as 130 lire per kilo in Florence. Trucks hauling these are away from eight to ten days and travel to Termoli for this

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- (b) C.P.E., though not in the same class as Consorzio Agrario, is run quite smoothly but they are having their work cut out to supply Florence City with wood etc. now that it has been unblocked. Vehicles have to travel two and three times further than before - often a two day haul - resulting in additional wear and tear on tyres etc.

This office is inclined to rely too much on verbal orders at to priorities etc. Both the Consorzio Agrario and C.P.E. are carrying to capacity.

- (c) S.E.P.R.A.L. The transportation manager of this concern is not conversant with his job and has little or no control over his employees, resulting in a complete break down of organisation. Records are not maintained in an up-to-date condition and no arrangements are made for issuing work tickets during the hours 1200 - 1600. Trucks are not hauling to capacity, probably due to the fact that they are often sent out to collect foods from several farms and return with practically nothing. This is not the fault of the drivers who are prepared to, and actually do, go anywhere. Trucks are being sent out on hauls that should be effected by C.P.E. viz. collection of wood, lignite, etc. Although I could prove nothing I had the impression that the words "bribery and corruption" were not unknown.

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- (e) In this city, as in all other localities, there is a great shortage of tyres and tubes. Capt. Saunders informs me that, given the requisite number of tyres and tubes (size 10.50 x 20), an extra one hundred vehicles could be put on the road immediately.

(f) The weekly tonnage lifted is increasing steadily, the figures for the last four weeks being:-

2902 tons
3307 "
3455 "
3997 "

This last figure represents a daily total of 571 tons but it is necessary to lift 950 tons daily, not including materials for industry.

8. Summing Up.

(a) A great wastage of transport is caused by sending vehicles out to communes - not necessarily in Florence Province - to collect produce from various farms. Information re weight must be obtained in advance so that a suitable truck can be dispatched. Whilst it is appreciated that farmers hold the whip hand, knowing that the demand is greater than the supply, it should be possible to set up communal loading centers, each controlled by an OR/EM, the whole Province being supervised by two officers.

(b) S.E.P.R.A.L. set-up must be completely re-organised. This matter is already receiving attention, the manager and assistant manager being replaced by two more suitable candidates.

(c) The system of road blocks is quite ineffective unless carried further afield, e.g. over whole territory North of Rome. At present, it is simple for a trucker with all his papers in order to proceed out of the city to collect a load, haul as much black market stuff as he likes between two points outside the city, collect his authorised load and return to Florence. When checked at the control post he says that he has broken down.

(d) Carrabinieri are being sent to check vehicles that are supposed to be dead-lined. This job should be delegated to a regular mechanic who could satisfy himself that the vehicle was in fact deadlined.

(e) The practice of carrying unnecessary stores - luxury items - must be discontinued. Orders regarding this have already been issued by the Provincial Commissioner but some trucks are still engaged on this haul. Trucks concerned are operated by S.E.P.R.A.L., consequently this matter should straighten itself out when reorganisation is complete.

(f) It is considered unnecessary to mention tyres, tubes and spare parts. It is interesting to note that when a small consignment was obtained a few days ago and distributed to satisfactory truckers the boost in morale of those concerned was considerable.

(g) Whilst it is possible to increase the daily tonnage a certain amount in these points are enforced (not including (f) above) it will still be impossible to lift the 950 tons referred to in para 7 sub para (f). In fact there will still be a daily deficit of approximately 250 - 300 tons.

9. Major Sykes has been consulted on the points mentioned in para 8 above. He is doing all he possibly can to raise the daily tonnage but even he cannot work

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W. L. AINSWORTH,
Captain, R.A.
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DOCAO/13/4.1

TOUR NOTES

20 November 1944
22 NOV 1944

On Saturday 18 Nov 44, we visited Florence in order to check up the management and operation of the civilian load carrying vehicles - the Ufficio Trasporti. A meeting was held attended by Lt. Col. J. B. Thompson, RA, Lt. Col. Rolf, Major Sykes, Capt. Saunders, Lt. Bissy and Capt. W.L. Ainsworth. The general feeling seemed to be that our visit was a little premature in view of certain steps that were in process of being taken to improve operations. It is my intention to go to Florence in a week's time to see what improvements have been made and to attempt to put the whole project on a firm basis. The following facts were obtained:-

- a) Number of trucks registered - 425 over 1 ton and below 2 tons
250 over 2 tons

Various smaller vehicles.

Usually just over 50% of these are off the road.

Chief reasons for deadline lack of tyres and spare parts and general condition of engine. All vehicles registered up to the present time are pre-1936.

- b) 100 Carabinieri are being used as inspectors at various check posts for the purpose of checking loads against work tickets. These inspectors work in groups of four, two stopping the vehicles and checking them and two standing by to drive off confiscated trucks.

A flying squad is also in operation and this should be a big factor towards stopping black market hauls.

- c) Vehicles can only be impounded after a conviction has been obtained and so far there have been few cases and no suggestions of drivers running contraband.

- d) In view of (c) above many vehicles are known to be going over to the black market. Black market activities are being investigated at the present time.

- e) Not sufficient control is exercised resulting in disorganisation to a certain degree. Too much time is wasted in issuing work tickets and because of this vehicles get on to the road late. Work tickets are compiled and loads supervised by Consorzio Agrario, otherwise there is no control whatsoever. This immediately opens up prospects for graft, especially if there is collusion between drivers and inspectors.

- f) 400 tons of lignite are required in Florence daily and the request was put forward for a certain number of trucks to be put at the disposal of the LTO in order to carry out this task. It was pointed out that this was impossible at the present time. LTO claims that civilian transport is working to capacity but this is obviously not so.

Conclusion:- Owing to the fact that there have been changes of personnel in the transport side, due to sickness etc., the organisation has suffered. Various experiments are being tried out to improve the operation and administration and I propose making a thorough check after one week. The usual obstacles are being met - lack of tyres, spare parts etc. - but these are only to be expected.

P/A
W.L. Ainsworth, Captain, R. A.

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DCCAO	1
Econ Section (Att: A.G. Antolini)	1
Transportation	1
AMG 5 Army	2
File	1

7/11

0785

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

785017

Office of the Chief of Staff.

Control of Vehicles for "Q" Coys.

5806/4/003.

Establishment Section.
Attention : Col. Parkin.

13 October 4.

1. Economic Section require control~~led~~ vehicles for the eight "Q" Coys which are being formed, in the event of jeeps or motor-cycles not being available. It is requested that you authorise the requisitioning of up to 50 civilian vehicles for this purpose.

Copy to: Econ. Section.

Chief Staff Officer,
To the Chief of Staff. 267

Tramp
2

PIA

0.786