

ACC

10000/143/495

10000/143/495

ROAD TRANSPORT, 200 TRUCKS
FEB. 1944

Headquarters
Allied Control Commission
Public Safety Section

Folio *5A-B* for *un* *introduction*
C.F.S. *pk*
D.C.F.S. *pk*
Civil Police. *pk*
Special Police. *pk*
Prisons. *W.Y. 50*
Fire & ED. *pk*
Regn. & Licensing. *WY*
Adm. Officer. *pk*

Remarks.

PA
2 21/2
6163

NEAR HEADQUARTERS
ALLIED CONTROL COMMISSION
Legal Subcommittee
APC 394

GRU/gmf

16 February 1944.

AGC/4113/L

SUBJECT: Organization and Operation of Road Haulage Transport.

TO : Deputy Executive Commissioner, AGC.

Ref the Instructions on the a/m subject matter dated 10 Feb. 44 (issued by you under covering letter dated 11 Feb. 44 n. 142/4/GA) it is of course apparent that in Regions I & II, now under the jurisdiction of the Italian Government, a number of matters particularly those set out in para I(d), II(A) will have to be taken up with the Italian Government and the appropriate administrative instructions or decrees issued by them. I assume that this matter has been taken up with the appropriate Ministry as otherwise Control Officers will find themselves, in the unoccupied areas, unable to exercise the requisite powers, or to issue the appropriate permits, etc. The major portion of the territory covered is not now "occupied territory".

G. R. OFFICE
G. R. OFFICE
Colonel
Chief Legal Officer.

Copies to:

V.P. Admin. Section
Internal Transportation Subcommittee
Public Safety Subcommittee.

6164

HEADQUARTERS
ALLIED COUNCIL COMMISSION
Public Safety Sub-Commission

Radio 6A for ~~status~~ information.

C.P.S. P.Y.K.

D.C.P.S.

Police mem

Prisons H. Y. JR.

Fire & CD

Regn. & Licensing W. J.

Adm. Officer

Remarks:

.....
.....
.....
.....

B7E-14036

Rubber Safety
for information

(FA)

HEADQUARTERS
UNITED STATES DEPARTMENT OF AGRICULTURE
R. S. & M. S. Section
WFO 394

Ref: 142/4/54

11 February 1964.

SUBJECT: Organization and Operation of Road Haulage Transport.

TO: H. S. Regions I, II, III, IV, V.

1. Instructions for the organization and operation of road haulage transport are issued herewith.

2. Immediate steps will be taken to put this plan into force so that trucks may be allocated and brought into use at the earliest possible date.

3. The information asked for in para. III (1), will be forwarded direct to Int. Trans. Sub-Commission so as to arrive not later than 21 Feb 64.

HOWARD E. FINE,
Colonel, Cavalry,
Deputy Executive
Commissioner.Copies to: A.F.H.Q. Adv. Adm. Sec.
A.F.H.Q. Sec.
No. 1 District.
No. 2 District.
No. 3 District.
Chief Commissioner.
Deputy Chief Commissioner.
Admin. Section.
Economic Section (all sub-comm.)
G-4
A.G.C. Liaison, H. S. AMF.
F.B.S.
File.

6161

HEADQUARTERS

ALLIED CONTROL COMMISSION
INTERNAL TRANSPORTATION SUB-COMMISSION
APO 394

Public Safety - FB
for retention

10 February 1944

INSTRUCTIONS FOR ORGANIZATION AND OPERATION OF ROAD HAULAGE TRANSPORT.

OBJECT OF THE ORGANIZATION.: To re-establish Road Haulage Transport Organizations on a civilian basis throughout occupied territory, in order that the needs of the Country may be met and to supervise such organizations so as to ensure that the interests of the Allied Governments are met and that any Road Haulage Transport abuses are eliminated.

I. ORGANIZATION.

(a) Regional.

The Regional Control Commissioner will appoint a Regional Road Haulage Transport Control Officer.

(b) Provincial.

The Regional Control Commissioner will add to the duties of his Provincial Civil Supply Officers, those of Provincial Road Haulage Control Officer. These officers will require additional staff, who may be either AGC/AMG or proved reliable Italian military or civilian personnel, with a knowledge of Road Transport.

(c) Duties of the Regional Road Haulage Transport Control Officer.

(i). He will advise his Region HQ on all matters concerning haulage of goods by road.

(ii). He will supervise the Provincial Civil Supply and Road Haulage Transport Control Officers in his Region so far as Road Transport is concerned.

(d) Duties of the Provincial Civil Supply and Road Haulage Transport Control Officer.

(i). To liaise with any civilian Road Haulage organization existing in his province and assist them in re-establishing that organization in order that it may operate under his supervision.

(ii). Where no civilian Road Haulage organization exists in the Province, to liaise with the Consiglio Provinciale Delli 'Economici and through them, to contact the most reliable haulage operator and with him build up an organization to handle Road Transport.

(iii). Through the civilian road haulage organization established, under (i) or (ii) above, to form a pool or pools of vehicles according to the lay-out and transport needs of his province. By the use of the word "pool" it is not meant that all vehicles must be garaged in one building; they can remain with their respective owners and still constitute a pool.

6160

(a) Regional.

The Regional Control Commissioner will appoint a Regional Road Haulage Transport Control Officer.

(b) Provincial.

The Regional Control Commissioner will add to the duties of his Provincial Civil Supply Officers, those of Provincial Road Haulage Control Officer. These officers will require additional staff, who may be either AOC/AMC or proved reliable Italian military or civilian personnel, with a knowledge of Road Transport.

(c) Duties of the Regional Road Haulage Transport Control Officer.

(i). He will advise his Region HQ on all matters concerning haulage of goods by road.

(ii). He will supervise the Provincial Civil Supply and Road Haulage Transport Control Officers in his Region so far as Road Transport is concerned.

(d) Duties of the Provincial Civil Supply and Road Haulage Transport Control Officer.

(i). To liaise with any civilian Road Haulage organisation existing in his province and assist them in re-establishing that organisation in order that it may operate under his supervision.

(ii). Where no civilian Road Haulage organisation exists in the Province, to liaise with the Consiglio Provinciale Dell'Economia and through them, to contact the most reliable haulage operator and with him build up an organisation to handle Road Transport.

(iii). Through the civilian road haulage organisation established, under (i) or (ii) above, to form a pool or pools of vehicles according to the lay-out and transport needs of his province. By the use of the word "pool" it is not meant that all vehicles must be garaged in one building; they can remain with their respective owners and still constitute a pool.

(iv). To ensure that the civilian road haulage organisation established, under (i) or (ii) above, organises a Maintenance, Repair and Servicing depot or depots. It must be borne in mind that a good mechanical engineer is absolutely essential.

(v). At a specified time and in conjunction with the appropriate Regional Authorities, to cancel all existing civilian load carrying vehicle licences and issue new permits after proper registration. If the existing C.I.F. system is considered sufficient to prevent road haulage transport abuses, no further action is necessary.

(vi). All drivers will be supplied with a combined work ticket and delivery note, which will bear a serial number. (Copy of this form attached. This work ticket and delivery note to be in triplicate.)

2.

(vi) cont;

- (a) One copy to remain in the hands of the civilian transport organisation.
- (b) One copy to be handed to the consignor.
- (c) One copy to be carried by the driver, signed by the consignor and returned by the driver to the transport organisation.

These forms will be printed in English with an Italian translation. The printing will be carried out by HQ. AMB/ACC. Regions must give early advice to HQ. ACC (Internal Transportation Sub-commission) as to their requirements.

(vii). Arrangements will be made with the appropriate authorities (C.I.P.), so that petrol and lubricants can be delivered in bulk to the maintenance depot or depots established, in order that truck owners can draw their supplies from one source. A monthly petrol account will be kept; this account to be open to inspection at any time.

(viii). All applications for Provincial Road Haulage movement will be made through his organisation.

(ix). He will maintain a record of Road Haulage Movement in his province and render a weekly vehicle availability state to the Regional Road Haulage Transport Control Officer. (Specimen form attached).

II. MOVEMENT OF GOODS BY ROAD.

This can be divided into two categories:-

A. Movement beginning and ending within the Provincial Boundary.

Movement of goods by road within the province will be under the jurisdiction of the Provincial Civil Supply and Road Haulage Transport Control Officer, through whose organisation all requests for movement by road will be made. The Provincial Civil Supply and Road Haulage Transport Control Officer and his organisation will be guided by the following principles:

(1) The Priority of Goods to be carried.

- (a) ACC/AMB goods.
- (b) Foodstuffs, vegetables, fruits and wine.
- (c) Salt.
- (d) Livestock and fowls, alive or slaughtered.
- (e) Coal and coke for industry.
- (f) Cement, lumber and building materials.
- (g) Charcoal.
- (h) Seeds.
- (i) Fertilisers and raw materials for manufacture of fertilisers.
- (j) Agricultural machinery.
- (k) Soaps.

The above list will be amended by the Regional Control Commissioner as he thinks necessary, having regard to the varying conditions prevailing in different provinces.

(11)(a) Goods carried on behalf of ACC/ACC and on behalf of civilian consignors will be carried at freight rates, to be drawn up by each provincial Civil

(viii). All applications for Provincial Road Haulage movement will be made through his organisation.

(ix). He will maintain a record of Road Haulage Movement in his province and render a weekly vehicle availability statement to the Regional Road Haulage Transport Control Officer. (Specimen form attached).

II. MOVEMENT OF GOODS BY ROAD.

This can be divided into the categories:-

A. Movement beginning and ending within the Provincial Boundary.

Movement of goods by road within the province will be under the jurisdiction of the Provincial Civil Supply and Road Haulage Transport Control Officer, through whose organisation all requests for movement by road will be made. The Provincial Civil Supply and Road Haulage Transport Control Officer and his organisation will be guided by the following principles:

(1) The Priority of Goods to be carried.

- (a) ACC/AMG goods.
- (b) Foodstuffs, vegetables, fruits and wine.
- (c) Salt.
- (d) Livestock and fowls, alive or slaughtered.
- (e) Coal and coke for industry.
- (f) Cement, lumber and building materials.
- (g) Charcoal.
- (h) Seeds.
- (i) Fertilisers and raw materials for manufacture of fertilisers.
- (j) Agricultural machinery.
- (k) Soaps.

The above list will be amended by the Regional Control Commissioner as he thinks necessary, having regard to the varying conditions prevailing in different provinces.

(14)(a) Goods carried on behalf of ACC/AMG and on behalf of civilian consignors will be carried at freight rates, to be drawn up by each Provincial Civil Supply and Road Haulage Transport Control Officer and submitted to the Regional HQ for review and forwarding to HQ ACC (Internal Transportation Sub-commission) for approval. In submitting such rates for approval, the comparative pre-occupation rates should also be shown.

(b). Existing practices regarding payment of freight charges will be continued. Freight charges for goods carried solely for ACC/AMG domestic purposes will be paid by the consignor (ACC/AMG).

(c). When ACC/AMG vehicles are allocated to civilian road haulage transport organisations, this will be done on a contract basis. These vehicles will be supplied to the Regions as explained in paragraph III below and it will be the responsibility of the Regional Road Haulage Transport Control Officer to turn over the vehicles to the civilian road haulage organisations, on the recommendations of the provincial officers. Gasoline, oil, maintenance, manpower and other requirements will be supplied and paid for by the civilian road haulage organisation. A standard form of contract for each civilian road haulage organisation, with provision for local variations as necessary, will be issued.

II A (cont.)

- (iii) Goods preferably will not be transported by road if rail transport is available except when trucks are returning empty.
- (iv) No other goods shall be accepted for transport so long as any goods on the priority list are awaiting transport.
- (v) The subject of return loads will always be borne in mind.
- (vi) All requests for road transport of AGS/AGT goods will be submitted to the Provincial Civil Supply and Road Haulage Transport Control Officer at least 24 hours before the movement is required to take place.

B. Movement extending beyond the Provincial Boundary.

- (i). All requests for the movement of goods beyond the Provincial Boundaries will be made to the Regional Road Haulage Transport Control Officer and the principles set out in "A" apply. The Regional Road Haulage Transport Control Officer, with the information supplied to him by his provincial officers, will be in a position to organise these moves and utilise the most convenient Provincial Road Haulage Transport organisation or organisations. The Regional Road Haulage Transport Control Officer, acting with opposite numbers in adjacent regions, will establish thru-rates for inter regional movements. (Regional officers may also establish inter-provincial thru-rates in their regions).
- (ii). Close contact between Regional Road Haulage Transport Control Officers is essential and this contact will enable full use to be made of the return load system.

III. SUPPLY OF ADDITIONAL TRUCKS.

- (i) It is anticipated that in the near future additional trucks will be made available. Under these circumstances, Regional Road Haulage Transport Control Officers must make every effort to see that organisations, as set out in para I, are established with every possible speed.
- (ii) They will collate the following information as soon as possible:
Number and carrying capacity of additional trucks required, (after taking into account those at present available) to maintain essential road haulage facilities within their Provinces and Regions. Consideration must be given to import exportations and overall distribution and warehousing. This information will be forwarded to: Internal Transportation Sub-committee, AGS c/o Mov. & Tr., A P H Q., Advance Administration Echelon, CMF.

IV. FORMATION OF EMERGENCY TRANSPORT POOL.

- (i). In the very near future, 200 trucks will be made available and those have been provisionally allocated as follows:-
Ortore 15 trucks, Reggio 10 trucks, Genova 10 trucks, and Catanzaro 10 trucks (Region 2).
- Naples area 80 trucks (Region 3).
- Bari 20 trucks, Taranto 20 trucks and Brindisi 10 trucks (King's Italy) with a reserve of 15 trucks at Bari and 10 trucks at Brindisi.
- (ii). These 200 trucks will be organised on a military basis, but it will be necessary for the Regions concerned in the above mentioned areas, to have ready an officer and staff to take over the supervision of these trucks. In the main, this Emergency Transport Pool will be dealing with the carriage of imported Roadstuffs from ports to warehouses and from warehouses to distributing centres.

(i). All requests for the movement of goods beyond the Provincial boundaries will be made to the Regional Road Haulage Transport Control Officer and the principles set out in "A" apply. The Regional Road Haulage Transport Control Officer, with the information supplied to him by his provincial officers, will be in a position to organise these moves and utilise the most convenient Provincial Road Haulage Transport Organisation or Organisations. The Regional Road Haulage Transport Control Officer, acting with opposite numbers in adjacent regions, will establish thru-rates for inter regional movements. (Regional officers may also establish inter-provincial thru-rates in their regions).

(ii). Close contact between Regional Road Haulage Transport Control Officers is essential and this contact will enable full use to be made of the return load system.

III. SUPPLY OF ADDITIONAL TRUCKS.

(i) It is anticipated that in the near future additional trucks will be made available. Under these circumstances, Regional Road Haulage Transport Control Officers must make every effort to see that organisations, as set out in para I, are established with every possible speed.

(ii) They will collate the following information as soon as possible:

Number and carrying capacity of additional trucks required. (after taking into account those at present available) to maintain essential road haulage facilities within their Provinces and Regions. Consideration must be given to import expectations and overall distribution and warehousing. This information will be forwarded to: Internal Transportation Sub-Committee, ACC c/o Mov. & Tr., A.P.H.C., Advance Administration Division, CIP.

IV. FORMATION OF EMERGENCY TRANSPORT POOL.

(i). In the very near future, 200 trucks will be made available and these have been provisionally allocated as follows:-

Crotona 15 trucks, Reggio 10 trucks, Genova 10 trucks, and Catanzaro 10 trucks (Region 2).

Naples area 20 trucks (Region 3).

Bari 20 trucks, Taranto 20 trucks and Brindisi 10 trucks (King's Italy) with a reserve of 15 trucks at Bari and 10 trucks at Brindisi.

(ii). These 200 trucks will be organised on a military basis, but it will be necessary for the Regions concerned in the above mentioned areas, to have ready an officer and staff to take over the supervision of these trucks. In the main, this Emergency Transport Pool will be dealing with the carriage of imported foodstuffs from ports to warehouses and from warehouses to distributing centres.

(iii). The formation of this Emergency Transport Pool is in order to meet the most urgent road haulage requirements until such time as Civilian organisations, as outlined in para I, are capable of taking over commitments. When that time is reached, it will be possible to transfer the Emergency Transport Pool to forward areas of occupied territory, where road transport is of vital importance and no civilian organisation can be operated. The Regions to which this transport is allocated must bear this important fact in mind and appreciate that it may be necessary to withdraw some or all of that transport at very short notice.

615

ALLIED CONTROL COMMISSION - ALLIED MILITARY GOVERNMENT.
Road Transport Haulage Work Ticket and Delivery Note.

6150

Registered No. of Vehicle..... Carrying Capacity..... Name of Owner..... Name of Driver.....

Name & Address of Hirer	Province	Details of Load		Origin	Destination	Name of
		Description	Weight (in tons)			

This is to certify that the abovementioned goods have been received.

Time of Arrival of truck.....

Signed.....

Time of Departure of truck.....

Name of Transporter.....

Signature.....
(Consignee)

Date.....

6153

Serial No.....

Name of

Name of _____

Capacity

Owner . .

Driver.

Date _____

bovenmentioned

Signed

"Name of Transport Organisation".

0483

SECRET

AMG/453

SITUATION REPORTS

PS.

0484