

ACC/14411/PS

10000/143/1204

CONTROL
AUG. 194

10000/143/1204

CONTROL OF PASSENGER TRANSPORT, ROMA
AUG. 1944 - FEB. 1945

ACC/148-11/PS

Control of Passenger Transport - Rome

John R. R. R. R.

Dettin - Roma - Ord. 30 (1944)

D.P.S.

In HA the Ministry of Public Works has attention to the passage transport problems of Rome, and asks the help of this HQ. A reply was sent as in 5A. A copy of the correspondence was sent to R.C., Lazio Umbria Region, and the matter was taken up with the Ministry of Communications as in 4A. Economic Section are taking independent action in the matter, and it is known that the Prefect is preparing a plan for the R.C.

The two plans when received will be considered jointly in the Region M.C. Gallarate Region

5 November, 1944.

Done by DD

1471

PRINCIPALI PRODOTTI DELLE MINIERE
E DELLE CAVE

HEADQUARTERS ALLIED COMMISSION

APO 394

COMMERCE SUB-COMMISSION

ABB/na.

Ref. AC/5057/Commerce/POI 16

Tel. Rome 478329

20 February 1945

SUBJECT: Waste of Petrol

TO : ~~Latin~~ ~~German~~ ~~Region~~.

1. Your B/2850 of 29 January 45 refers.

2. May we please be advised of the latest situation with the control of passenger transport by Cautonette in Rome area.

3. Whilst there appears to be some reduction in numbers none of those still in use appears to have a posted Route Card or Fare Schedule and practically none display Circulation Permits.

4. They are also apparently working between Piazze, are overloaded and many of them are still 3 wheelers which were understood to be forbidden on account of insurance difficulties.

5. Whilst individually these vehicles may consume relatively little POL there are large numbers of them which appear, inspite of promised action by the Ministry of Communications and alleged control by AACC, to be operating with impunity and perpetuating the Black Market in POL.

For the Chief Commissioner:

W. P. EVANS
Colonel
Director
Commerce Sub-Commission

Copy for Public Safety S/C (Col. Bellanca).

TO : Laxio Subregion.

9181-1816

1. Your R/2800 of 25 January 43 refers.
2. May we please be advised of the latest situation with the control of passenger transport by Camionette in Rose area.
3. Whilst there appears to be some reduction in numbers none of those still in use appears to have a posted Route Card or Fare Schedule and practically none display Circulation Permits.
4. They are also apparently working between Pimase, are overloaded and many of them are still 3 wheelers which were understood to be forbidden on account of insurance difficulties.
5. Whilst individually these vehicles may cause relatively little POL there are large numbers of them which appear, inspite of promised action by the Ministry of Communications and alleged control by ATAC, to be operating with impunity and perpetuating the Black Market in POL.

For the Chief Commissioner:

R. P. EVANS

1477

Colonel
Director
Commerce Sub-Commission

Public Safety S/O (Ref. Ballance).

Transportation S/O

Pet. Sec. S/O

TO	DATE
COL. CH-PMAN	
COL. YOUNG	
T. COL. WILSON	
MAJ. LUCKMAN	
MAJ. WILSON	
MAJ. HANBURY	
MAJ. BALLANCE	
CAPT. POWER	
CHIEF CLERK	

14411

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUB-COMMISSION

ASB/hp

Ref.: AC/5087/ Commerce/POL 2

Tel. Rome 478829
5 February 1945

SUBJECT: Passenger Transport - Rome

TO : Public Safety Sub-Commission

- 18A
- 18B
1. Our AC/5087/Commerce of 17 January 1945 refers.
 2. Attached is a copy of Umbria Lazio Region R/2800 of 29 January 1945.
 3. As it appears that progress is being made - although slowly - it is recommended that the proposed police action be deferred but that the Region be instructed to tell the Ministry that the deadline of February 10th will not be further postponed.
 4. Simultaneously arrangements should be made to start a police drive on or about that date.

As Authority
W.P. EVANS
Colonel
Director
Commerce Sub-Commission

Encls. (as para 2 refers)

Copy to: Pet. Sec. AFHQ, RAAC
(with enclosures)

COL. CHAPMAN		
COL. YOUNG		
LT. COL. WILSON		
MAJ. DICKSON		
MAJ. WILSON		
MAJ. HARRISON		
MAJ. B. JONES		
CAPT. DAVIS		

1470

1470 11/2 X

2mg 14411/15

Instructions re
circulation of vehicles
issued to all regions
not.

11/2

Bring up on file relating
to Rome transport

11/2

18B

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
LAZIO-UMBRIA REGION
APO 394

29 January 1945

R/2300

SUBJECT: Waste of Petrol - REF : AC/5007/Commerce POL 23

TO : Colonel W.P. EVANS
Director, Commerce Sub-Commission, AC HQ

1. In answer to your letter of 17 January 1945, concerning the misuse of petrol by camionette in the Rome area, the following facts are reported:

a. The commission set up to study the question of camionette has finished its work and has submitted its report to the Prefect.

b. The Prefect has approved the report and has forwarded it, after small changes regarding the fares, to the Ministry of Communications.

c. The Ministry of Communications has verbally approved the report, but owing to the fact that Minister Cerabona was out of town it is doubtful if the decree will be signed before today.

d. Organization of the plan is now to be completed.

e. Several owners of the camionette, approximately 90 of them, have already applied for their enlistment with the ATAC.

f. The Director of the "Ispettorato per la Motorizzazione", Dott. Lattanzi, believes that in 7 or 8 days everything might be settled, and that the new scheme may then start to operate.

g. It is recommended by the Ispettorato that the measures for the sequestration of the camionette be postponed at least until Monday, 5 February 1945.

h. Today the Ministry of Communications has submitted a letter a copy of which is attached, whereby this Headquarters has been officially requested to postpone the measures against the camionette and assurances have been given that the plan will be in operation within 7 or 8 days.

Encl. letter from Ministry of
Communications 29/1/45

JOHN D. AMES
Lt. Col. Acting R.C.

1470

TRANSLATION

FROM: MINISTRY OF COMMUNICATION

Ref. N°847 Div.601-06

29 January 1945

TO Col. AMES

Regional Commissioner of
Lazio-Umbria
Via Lucullo, 6 - Rome

SUBJECT: Combined urban Transportation.

1. The problem of combined urban Transport in Rome with light trucks (camionette) is being solved as the proposals of the Board, specially constituted by the Prefect of Rome, as suggested by you are awaiting approval of the Minister of Transport (Ispettorato Generale della Motorizzazione civile e dei Trasporti in Concessione) .

2. In order that the above mentioned proposals be put into effect in the best way possible, choosing and certifying the camionette, qualifying the drivers, application of the countermarks, organizing routes time tables, rotations etc., a certain period is needed which cannot be less than 10 days, during which time the set up will be more and more regulated.

3. Meantime it would seem suitable that any action of repression be deferred to 10 February, whilst in the meantime we could prevent circulation of the three wheeled motorvehicles which the aforementioned Board had already decided to abolish for collective transport of people.

We hope AC will adhere to the above mentioned postponement, and we are awaiting an answer.

HEADQUARTERS ALLIED COMMISSION
APC 374
COMMERCE SUB-COMMISSION

AGS/hob

17A

Ref: AC/5087/Commerce/TOL 23

Tel: ROME 478829
17 January 1945

SUBJECT: Waste of Petrol

TO: Regional Commissioner
Lazio-Umbria Region
Attn: S & S Div.

1. At a meeting held in Major Harris' office on Dec. 31 to give further consideration to the action being taken to control the misuse of petrol by camionette in Rome area, it was understood that within a period of ten days these allowed to ply for passenger transport would be brought under control of ATAG and that each would carry a route sign giving the established fares, etc.
2. It is noted that so far no vehicles are to be seen on the streets with these signs nor do they appear to be operating on controlled routes, but can be found in the main squares in exactly the same way as formerly.
3. They are also still operating as independent services in connection with the various places of entertainment, such as race tracks, theaters, etc., in Rome area.
4. May we please be informed when these vehicles are going to be fully controlled and present wastage of petrol issued for other purposes or bought on the black market brought to an end.

For the Chief Commissioner:

W. A. S. BRERETON

FOR: W. P. EVANS
Colonel
Director
Commerce Sub-Commission

Copy to: ~~Mr. G. G. G. G. G.~~
Director, Public Safety S/S

TO		
COL. CHAPMAN		
COL. YOUNG		1473
LT. COL. WILCOX		
MAJ. LUCKMAN		
MAJ. WILSON		
MAJ. HANBURY		
MAJ. BALLANCE		10/1
CAPT. POWEL		
CHIEF		

schools visited by the education officer 19 were found by him to be functioning.

6. Transport - controlled and uncontrolled

Approximately 1,500 privately owned passenger-carrying small trucks and motor tricycles in Rome are crossing in the neighborhood of 6,000,000 lire daily for their operators who use fuel primarily from black market sources, according to the motor transportation division of the Lazio-Umbria Region headquarters. A recently created consultative commission sitting under the chairmanship of Giovanni Tensio, Prefect of Rome, and including representatives from the old Railway and Autobus Agency of Rome (A.I.A.G.), the new Camion Owners Union (U.E.S.A.R.), and other interested parties, thinks the approximately 300,000 clients now served daily by this means of transport can get more and better rides cheaper and safer with fewer vehicles and is meeting this week to draft proposals for a vastly improved service.

A decree aimed to encourage local owners to take their vehicles to transportationless communities. In the region provides that after January 10 only a fixed number, probably about 300 passenger-carrying private vehicles, each licensed and legally entitled to a gas ration, will be permitted to circulate in Rome. But even a reduction by 80 percent of the Camion Union's strength does not greatly lessen its voice. The problems which brought the commission into being still remain. It still must decide how individual private operators can be persuaded to adhere to fixed timetables when the normal practice is not to start the vehicle unless it is over-loaded, now to convince them that fixed routes and stops are better than ranging over the city at will and converging on a few select piazzas where trade promises to be brisk, or how to increase the safety factor in motor tricycles which, since they carry all of their weight on one lone front wheel lack not only equilibrium but the confidence of insurance companies, not one of which will sell an accident or liability policy to an operator at any price.

The stake of the owners in their passenger-carrying small trucks and motor tricycles, many of which have been refashioned from private automobiles and motorcycles by converting seats which specialize in the business, is represented in the amount below which is a sampling of passenger loads actually carried by camionette now in service and the mileage traveled per liter.

The fuel is almost invariably obtained on the black market at prices which range from 20 to 30 lire, the average being about 25. The fares charged customers range from 10 lire for short rides to 25 lire for the longer distances, with the average about 20.

1-72

- 6 -

MAKE	PASSENGERS	KILOMETERS PER LITER	P/KM/LITER
Augusta	7	7	42
Ballilla	8	7	55
Ford	10	5-6	50
Fiat 509	10	6	60
SP4	12	4-5	43
Ansaldo	12	5	60
Ariena	14	4-5	56
Bianchi	14	8	84
Astura	16	4	64
Dallanca	16	3	48
Motor Tricycle	8	13	104
"	10	12	120
"	12	11	132
"	14	12	168

A sample of the kind of service Romans may reasonably anticipate in the near future is shown in the chart below which contains some of the routes and timetable recommendations for the city of Rome as proposed by the A.T.A.G.:

ROUTE	VEHICLES AND SCHEDULES			
	LENGTH (KM)	PERSONS (DAILY)	6-9:30AM 9:30AM ONWARDS	Frequency MIN.
V.le Pavlovi - Via Veneto	3.2	5,500	10	7
Esquilino - Stazione Tuscolana	5.2	10,500	22	15
P.le Flaminio - P.le Clodio	2.3	3,500	12	8
Colosseo - Piazza Cavour	3.1	15,500	20	13
S.M. Maggiore - Piazza Cavour	4.2	11,000	20	13
Ferravie - Piazza Cavour	3.4	12,000	20	13
P.le Ponte M.-Tomia di Nerone	4.6	2,000	4	2
S.Trastevere-Borg. Duca d'Aosta	6.0	4,000	13	6

It has been estimated that the camionette are wearing out at the rate of 10 to 15 vehicles a month for lack of materials for proper maintenance and upkeep, but a reservoir of 1,000 vehicles should (if control can be successfully exercised) guarantee their service to the community for some time to come.

7. Odds and Ends

Revised Electrical Note: Central Italy before the Allies arrived had 1,150,000 kw., of which Rome had 115,000; the Allies found 57,000 in Central Italy, of which 20,000 were in Rome; at present Central Italy has 105,000 kw., of which Rome gets 30,000 to 50,000. The British Navy wants to recruit 24 Italian divers for the

TRANSLATION.

THE PREFECT OF THE PROVINCE OF ROME

Having regard to the transport situation of the City of Rome brought about by the war;

Having consideration for the fact that at present collective public motor services are run with any kind of conveyance and with no authorisation or supervision;

Given the necessity of coordinating and regularising the local collective motor services actually running or to be run;

Having regard to Royal Decree No. 370 of the 5th May, 1944;

And also Art. 19 of the Communal and Provincial Law approved by Royal Decree No. 363 of the 1st March, 1944;

DECREES

Art. 1

A "Collective and individual public transport Commission for the City" is established with the following duties:-

a) To study and effect the coordination of existing individual or collective transport services, reactivated or to be reactivated (trams, electric buses, motor buses, adapted lorries, public motors etc.);

b) To study itineraries and time-tables for the bus lines in accordance with necessity, with the greater or lesser potentiality of the tram and bus wires and with the availability of electrical energy and tyres;

c) To fix the tariff of collective transport services in relation to the actual service cost;

d) To propose measures to ensure the application of the regulations to be adopted;

Art. 2

15A

147

Having regard to Royal Decree No. 370 of the 5th May, 1944;

And also Art. 19 of the Communal and Provincial Law approved by Royal Decree No. 383 of the 3rd March, 1944;

DECREES

Art. 1

"Collective and individual public transport Commission for the City" is established with the following duties:-

- a) To study and effect the coordination of existing individual or collective transport services, reactivated or to be reactivated (trams, electric buses, motor buses, adapted lorries, public motors etc.);
- b) To study itineraries and time-tables for the bus lines in accordance with necessity, with the greater or lesser potentiality of the tram and bus wires and with the availability of electrical energy and types;
- c) To fix the tariffs of collective transport services in ¹⁴⁷ relation to the actual service cost;
- d) To propose measures to ensure the application of the regulations to be adopted;

Art. 2

The Commission mentioned in Art. 1 has consultative duties, is presided over by the Director of the Rome Sectional Inspectorate of Civil Motor Transport and of Concessional Transport or by his delegate and is composed of representatives:

- a) of the Rome Prefecture;
- b) of the Rome Commune;
- c) of the Tramways and Motor bus Company of Rome (A.T.A.C.);
- d) of the Rome Confederal Labour Chamber;
- e) of the Rome Transport Office;
- f) of the Motor Transport and Public Utility Union (U.T.S.A.P.U.);
- g) of the Public Motor Services;
- h) of the City Police.

Art. 3

Whoever intends to operate collective transport of persons services in Rome, with motor vehicles appropriately constructed or adapted, must obtain a sub-concession from the Tramways and Motor bus Company of the Commune of Rome, which holds the State concession of collective motor transport for the city, in accordance with existing laws, after consultation with the Commission mentioned in Art. 1 of the present Decree and with the consent of the Ministry of Transport (General Inspectorate of Civil Motorization and Concessional Transport).

Art. 4

Motor vehicles to be used as collective motor transports mentioned in Art. 3 must be furnished with a "circulation permit" which will be issued by the Sectional Inspectorate of Civil Motorization and Concessional Transport on production of the prescribed documentary proofs.

Art. 5

The sub-concessionaires must always conform to the existing regulations as regards social insurance for their personnel and they must also be covered by adequate insurance for as much as concerns civil responsibility.

Art. 6

The sub-concessionaires must subscribe to an appropriate "act of submission" and abide by the discipline which will be established by the A.T.A.C., and the Commission mentioned in Art. 1 of the present decree under the supervision of the Sectional Inspectorate of Civil Motorization and Concessional Transport as regards itineraries, time-tables and tariffs and submit to control of the service with regard to the supply of carburettors and lubricants.

Art. 7

Transgressors, besides being punished by the application of the sanctions provided by existing laws, will have their circulation permit withdrawn and the motor vehicle in use requisitioned, which will be placed at the disposition of the

Art. 4

Motor vehicles to be used as collective motor transports mentioned in Art. 3 must be furnished with a "circulation permit" which will be issued by the Sectional Inspectorate of Civil Motorization and Concessional Transport on production of the prescribed documentary proofs.

Art. 5

The sub-concessionaires must always conform to the existing regulations as regards social insurance for their personnel and they must also be covered by adequate insurance for as much as concerns Civil responsibility.

Art. 6

The sub-concessionaires must subscribe to an appropriate "act of submission" and abide by the discipline which will be established by the A.T.A.C., and the Commission mentioned in Art. 1 of the present decree under the supervision of the Sectional Inspectorate of Civil Motorization and Concessional Transport as regards itineraries, time-tables and tariffs and submit to control of the service with regard to the supply of carburenta and lubricants.

Art. 7

Transgressors, besides being punished by the application of the sanctions provided by existing laws, will have their circulation permit withdrawn and the motor vehicle in use requisitioned, which will be placed at the disposition of the A.T.A.C. for collective transport service in the city of Rome.

Art. 8

The Sectional Inspectorate of Civil Motorization and Concessional Transport is charged with the execution of the present decree.

Rome, 12th December, 1941.

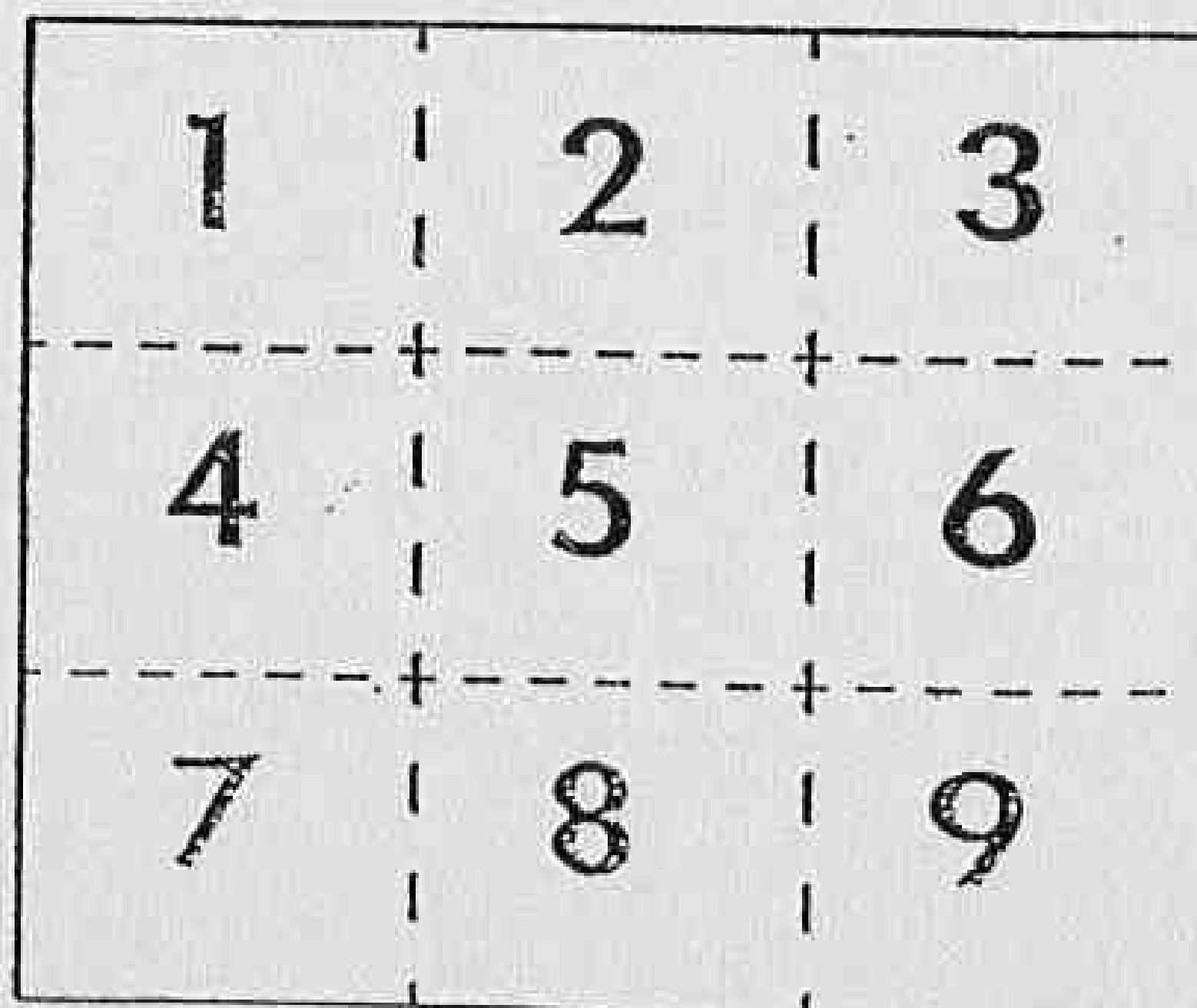
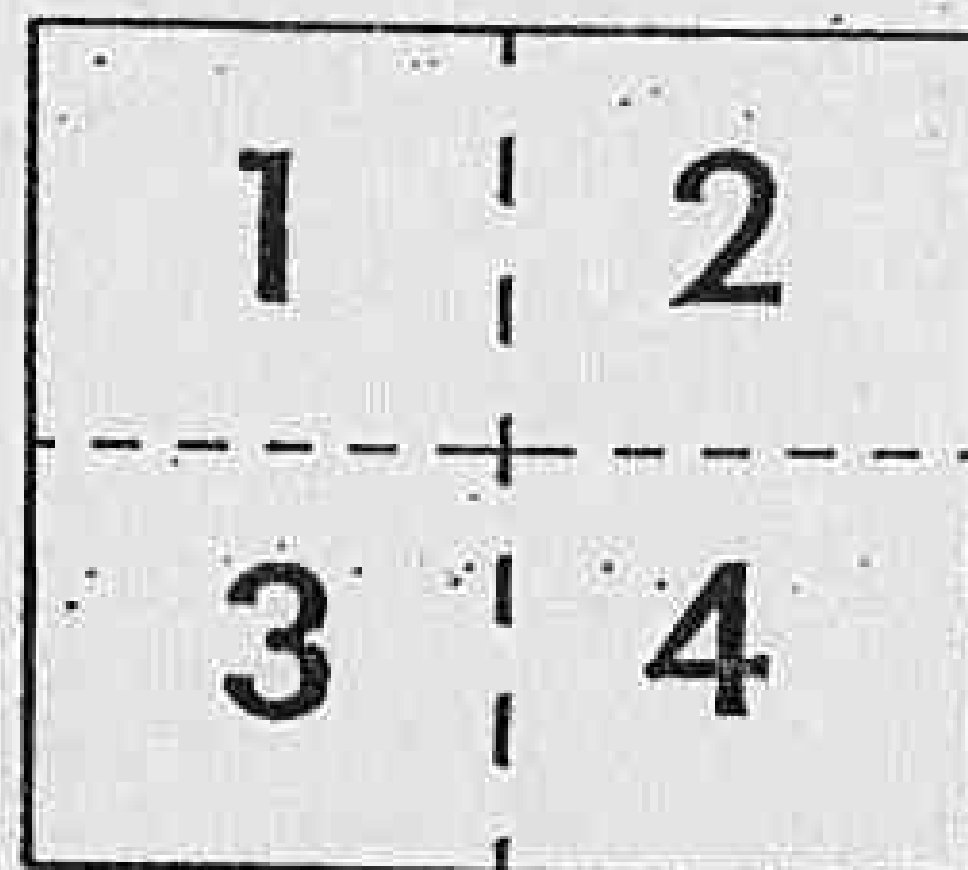
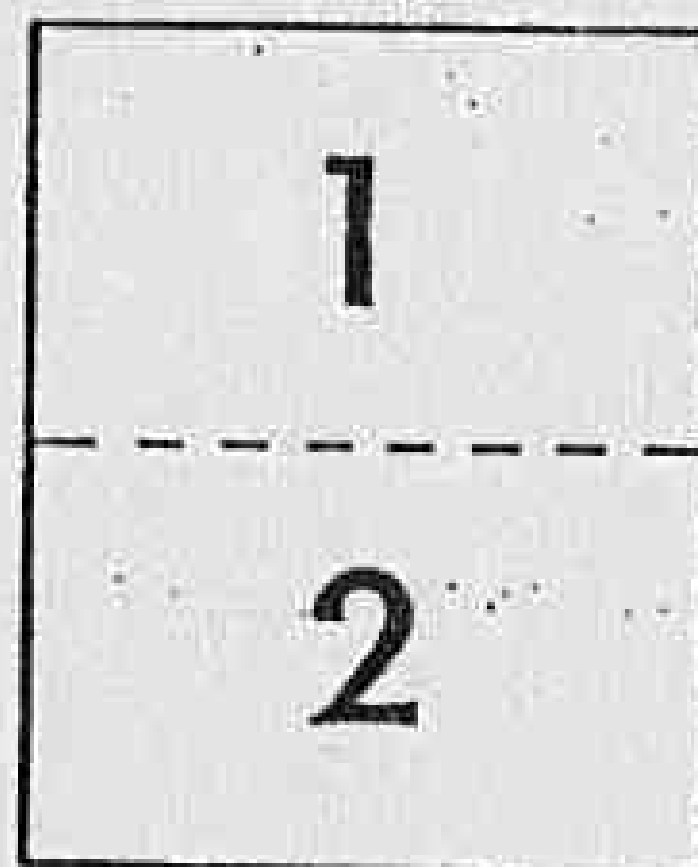
THE PREMIER

PEROTTO

ea.

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



11A

HEADQUARTERS ALLIED COMMISSION
APO 394
COMMERCE SUB-COMMISSION

ASB/hp

Ref. AG/5087/Commerce/POL 34

Tel. Rome 478829
9 December 1944

SUBJECT : POL for Rome Bus Services.

TO : ~~Rome, AFHQ, Rome Allied Area Command.~~

1. Our AG/5087/Commerce of 1 December 1944 refers.
2. Attached is a copy of Lazio-Umbria Region's MT/2534/13 of 5 December 1944.
3. The position appears to be getting cleaned up and we will advise further as soon as we hear that the decrees are published.

For the Chief Commissioner:

MAJ K. S. SKERETON

for
W. P. EVANS
Colonel
Director
Commerce

1 Encl. (as para 2 refers)

Copy to : Public Safety S/O
(Attn. Maj. Ballance).

TO	INIT	DATE
COL. CHAPMAN		
COL. FORD		
LT. COL. WILSON		
MAJ. LUCKMAN		
MAJ. WILSON		
MAJ. HANBURY		
MAJ. BALLANCE	Scan.	
CAPT. POWEL		
CHIEF CLERK		

1464

10B

It occurs to me that certain Italian civilians do not appreciate the dangers which Allied Merchant seamen brave in order to bring petrol to this theatre.

I refer to the civilians who have the time, the money AND THE PETROL to patronise the trotting races which take place twice each week at Villa Glori, Rome.

At the conclusion of any meeting you can see dozens of Italian civilian cars transporting their apparently prosperous owners back to their homes.

In Britain, to-day, it is an extremely serious offence to misuse the minute petrol ration in this manner.

I suggest that the Italian police should do the same at Villa Glori - unless co-belligerents are to have special recreational privileges.-

Peter Wilson

1462

HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
APC 394

9A

14 November, 1944.

ACC/14411/P

SUBJECT : Passenger Transportation Services
in Rome.

TO : AFHQ (Pet. Sec.), R.A.A.C.
Economic Section
(Attention Mr. Villa)
Regional Commissioner, Lazio Umbria Region
Congress Sub-Commission
(Attention Major A.S. Brarston).

7A

1. With reference to my letter, over number, dated
2 November, 1944, addressed to His Excellency the Minister
of Communications, with regard to above subject, copy of let-
ter to you.

8B

2. Attached is a translation of a letter received
from the Minister in reply to my letter referred to in para-
graph 1.

3. Forwarded for information.

may

for
JOHN S. CHAPMAN
Colonel, J.A.G.C.
Director Public Safety
Sub-Commission.

1 Enclosure.

WTV/c.

1461

11/11/50

JB

MINISTRY OF TRANSPORT

11 November 1950
 List. No. 217/50

Subject: Transport Services in Rome.
 To : Public Safety, U.S. Allied Commission.
 Ref : 1211/50 dated 11/11/50.

Reference to above letter, we inform that this Ministry is under consideration the various conditions of motor transport services for passengers in Rome and the necessity to eliminate as soon as possible the illegal and dangerous use of trucks stolen from public service.

These illegal services have been tolerated, considering the lack of any regular service, but with the intention to abolish them, as soon as it would have been possible to give to the citizens a sufficient minimum of regular services, with the necessary trucks, spare parts and motor fuel.

For this purpose we are studying a project for the establishment of some regular bus-line services including buses and taxis furnished with a regular permit and under the permanent control of this Ministry.

The project foresees several solutions, more or less simple, according to the availability of trucks with which we will be able to rely.

Positive proposals will be forwarded as soon as possible to that Sub-Commission, accompanied with all useful informations and with the statement of motor fuel, tyres and spare parts.

With the gradual execution of this project it will be possible to eliminate all services made with small trucks and other motor vehicles actually used.

THE MINISTRE
 OF TRANSPORT

My Believer

D P S.

Through

Executive Officer.

EO Adm

Adm
J.H.C.

Col Wilcox

2A

An economical sensible means of movement which should be interfered with only if in fact patrol from a known illegal source is used

PK

