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M. V. CONTROL  
DEC. 1944 - JAN. 1945

## HEADQUARTERS ALLIED COMMISSION

APG 194

## COMMERCE SUB-COMMISSION

AMS/hp

Tel. Room 476629  
26 January 1945

Ref. AC/ 5037 /Commerce/POL 27

SUBJECT: Motorvehicle Control - Lazio Umbria Region

TO : ~~Ref. AC/ 5037 /Commerce/POL 27~~

1. Attached is a copy of Transportation Sub-Commission's AC/5/III.5 of 22 January 1945 and enclosed report on road transport in Lazio-Umbria Region.

2. The paragraph in the enclosed report marked by them was 213, but this Sub-Commission would draw your attention also to paragraph 5.

3. It was learned on inquiry through the Ministry of Industry, Commerce and Labour, Liquid Fuels Office, that SPAG who are a government ENTE and apparently prepare their own instructions for signature by the Minister, have nearly succeeded in gaining control over the bulk of the petrol allocations for subversive purposes in Rome province where they are expected to commence operations around the 1st of February.

4. It appears that they have already succeeded in having issued to all vehicles registered by them circulation permits without the UPIC (whose approval is first necessary under the existing regulations, as confirmed by the Ministry of Industry, Commerce and Labour's Circular 21, dated 19 Dec. 44) having anything to say in the matter.

5. The Ministry of Industry, Commerce and Labour have objected on the grounds that the issue of circulation permits in this manner is contrary to the regulations and takes the control out of the hands of UPIC and also that the control of petrol

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2. The paragraph in the enclosed report marked by them was not, but this Sub-Commission would draw your attention also to paragraph 3.

3. It was learned on inquiry through the Ministry of Industry, Commerce and Labour, Liquid Fuels Office, that ENAC who are a government ENAC and apparently prepare their own instructions for signature by the Minister, have nearly succeeded in gaining control over the bulk of the petrol allocations for automotive purposes in Rome province where they are expected to commence operations around the 1st of February.

4. It appears that they have already succeeded in having issued to all vehicles registered by them circulation permits without the ENAC (whose approval is first necessary under the existing regulations, as confirmed by the Ministry of Industry, Commerce and Labour's Circular 21, dated 15 Dec. 44) having anything to say in the matter.

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5. The Ministry of Industry, Commerce and Labour have objected on the grounds that the issue of circulation permits in this manner is contrary to the regulations and takes the control out of the hands of ENAC and also that the control of petrol rationed to vehicles registered by ENAC but not actually operated by them on individual day to day Trip Tickets (Trip Tickets, Municipal services, and owners working for their own account) is unnecessary and undesirable. They are insisting on control of petrol for these vehicles remaining in the hands of ENAC.

6. The situation appears to be that the Ministry of Communications who are responsible both for the activities of ENAC and for the operations of Motorisations (who are the authority

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actually charged with the issue of circulation permits) are issuing instructions which appear to be prompted by EHAO, without first consulting the Ministry of Industry, Commerce and Labour. The latter are responsible under the existing regulations for petroleum refining and for approving the issue of circulation permits to these individuals or bodies to whom they are prepared to grant petrol.

7. The situation is being watched, but it would appear in the meanwhile advisable to keep a close hand, through short period releases, on supplies of automotive POL in Leticia-Vieira Region, so as to prevent any possibility of their being exhausted prematurely through lack of adequate control. This is particularly so in view of paragraph 5 (a) of the report.

Major A. S. BREWSTER  
W. F. EVANS  
for Colonel-Director  
Commerce Sub-Commission

Copy to: Transportation S/C (with 2 encls.)  
Public Safety S/C (Attn. Maj. Ballance) (With encls.) ✓

Economic Section (with enclosures)

| TO               | DATE |
|------------------|------|
| Colonel D. M. N. |      |
| Colonel D. M. N. |      |
| Colonel D. M. N. |      |
| Colonel D. M. N. |      |

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COPY

HEADQUARTERS ALLIED COMMISSION  
Transportation Sub-Commission  
APO 394

CWAP/hgd  
22 Jan. 1945

AC/R/79/TN.5.

SUBJECT: AFHQ Inspection Report dated 31 Dec. '44.

TO : Regional Commissioner Lazio- Umbria  
Industry Sub-Commission  
Commerce Sub-Commission  
Mr Gross Planning Staff.

Your attention is drawn to the attached Report and the paragraphs as marked by the Director of the Transportation Sub-Commission.

For the Chief Commissioner:

MERRIT H. TAYLOR 4514  
Director

ALLIED FORCE HEADQUARTERS  
COMBINED INSPECTION TEAM  
APO 512

31 DEC.44

SUBJECT : Report of Re-Inspection of Road Transport in  
Allied Commission Lazio-Umbria Region.

AUTHORITY AND SCOPE

1. In accordance with decision made at a staff meeting in the office of the Brigadier, Q (AE) on 2 November 1944, motor transportation in the Lazio - Umbria Region, AC, was reinspected during the period 18-23 Dec. 1944, by Lt. Col. M.A. Kinley, IGD, Major J.W. Ulery, IGD and WOJG B.C. Johnson, USA, for the purpose of determining the improvements effected subsequent to the original inspection of 12-25 Oct. 1944.

2. All of the provinces in this region were visited and a verbal report of findings was made to the Regional Executive Officer, Lt. Col. Bonham-Carter, before departure.

3. To facilitate the making of comparisons, this report is arranged in the same general order as that of the original inspection referred to in paragraph 1, above.

OPERATIONS

4. WE/TE Vehicles:

(a) Ration between vehicles and personnel remains approximately the same as before, and it is still believed that the combined total of WD and requisitioned vehicles is in excess of actual needs. Lt. Col. Bonham-Carter states that this region has received no official TE/WE, and consequently no comparison can be made of actual versus authorized holdings.

(b) First steps are being taken toward the formation of a motor pool at Region Headquarters, but no written directive has been published, and little has been accomplished to date. The majority of the vehicles are still operated on an assigned basis, thus be required in a properly operated pool.

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(c) Personal use of passenger vehicles for private and unauthorized purposes appears to be as extensive as before, and may be expected to continue as long as such vehicles are on an assigned, rather than a pool, status.

##### 5. Civilian Owned and Operated Vehicles:

(a) Since the time of the last inspection, Region Headquarters has issued specific instructions to the effect that all provinces except Perugia and Terni are now completely under Italian jurisdiction, and that nothing will be done to create any impression that AC is giving orders or directing operations in such areas. AC personnel have been instructed to remove their offices from the premises of the Italian Organisation with which they are

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working, and have been ordered to act in an advisory capacity only, and to conduct themselves in such a way that they cannot be accused of attempting to supervise or direct the activities with which they are associated. This directive has tied the hands of the operating personnel, for the Italians whom they are "advising" have of course heard of it, and in many cases are taking advantage of the situation by refusing to accept suggestions. Organization and operation of truck pools is being handicapped by the fact that in many places the local civilians are either doing nothing about organizing transport or are going about it in their own way, ignoring the advice the AC officers can offer, but cannot force upon them.

(b) The result of the condition described above is that in many instances trucks pool organization has actually grown worse, rather than better. The Ufficio Trasporti di Roma is still the only pool which exhibits any great degree of organization, but all of the adverse comments made on it in the previous report are still pertinent, and with the exception that the Regional Control Office has been shifted from AC to the Ministry of Transport, operations remain essentially unchanged. Prescribed tariff rates are not being charged, as UTR has introduced a rate of their own which varies considerably from the official standards.

(c) It was learned that officials of ENAC have decided to experiment first with UTR and Rome Province before going on to assume control over the balance of Italy. The central ENAC office is being organized at present and has assumed a few of the functions of UTR. It has not begun to actually operate as yet, and responsible officials estimated that they will not be ready to take over completely even in Rome province for at least another month. Uniform work tickets have been approved and printed, but their universal use is not anticipated until such time as ENAC is ready to assume full control throughout "King's Italy". The position of civilian transport in the Lazio Umbria Region is that, since AC has relinquished control completely, and ENAC is not prepared to take over for an as yet indefinite period of time, control of individual civilian-owned vehicles is being lost, rather than gained.

(d) Very little is being done to establish road blocks to control or check traffic in any way. The infrequent checks at



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(d) Very little is being done to establish road blocks to control, or check, traffic in any way. The infrequent checks which have been made indicate a definite need for a great deal of activity along this line, and until adequate police measures are established it cannot be expected that any appreciable degree of control can be gained over truck movements. ENAC has proposed a tentative plan for establishment of semimobile patrols, but the number proposed is utterly inadequate, and even these few have not been organized as yet.

(e) Control of civilian vehicles is made doubly difficult by the case with which gasoline may be secured illegally. Fair control is exercised over that which is distributed through official channels, but local conversations and observations lead to the conclusion that large quantities of fuel are available in the black market, and that vehicle owners are using their official circulation permits and fuel allotments as a mask for illegal consumption of such gasoline. At present there is no way of determining whether the fuel in a vehicle tank came from official sources, and consequently, even a thorough



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system of road blocks could accomplish nothing to overcome this difficulty unless a distinctive fuel were to be furnished for official civilian distribution. "White" gasoline is not considered suitable for this purpose, as color may be too easily removed from pilfered fuel, but it is believed that a dark blue or black dye, or some other easily distinguishable additive, could be found which is available only from controlled sources. By blending this additive with the fuel at time of official release from Army stocks, a product could be obtained which could not be easily counterfeited or camouflaged and which would enable the police to check the use of illegal fuels. Such an additive must, of course, be of a nature which would make possible a quick and simple quantitative, as well as qualitative, analysis.

(f) Availability of telephone facilities was again checked, and Signals officers, both at Rome Allied Area Command and at AC Region Headquarters, stated that arrangements could be made to furnish priority use of lines at prearranged times of day to all necessary points in the province and to most of the desired points in adjacent provinces. Nothing has been done to date, however, to set up this or any other type of service which would facilitate scheduling of return loads in advance.

#### MAINTENANCE

##### 6. WE/TE Vehicles.

(a) Steps are now being taken to establish a preventive maintenance schedule on requisitioned vehicles similar to that already in effect on War Department vehicles, but this plan is not operative as yet.

(b) AC Vehicle Maintenance Instruction No I has not been implemented in this region, and maintenance is performed according to normal Army system instead. Although the standard of maintenance achieved to date on WD vehicles appears to be satisfactory, it is believed that in order to absorb the additional load of preventive maintenance on the requisitioned vehicles, it will be necessary to install the system prescribed by VAI no. I

##### 7. Civilian Vehicles.

(a) The majority of the civilian vehicles in this region are

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#### MAINTENANCE

##### 6. WE/TE Vehicles.

(a) Steps are now being taken to establish a preventive maintenance schedule on requisitioned vehicles similar to that already in effect on War Department vehicles, but this plan is not operative as yet.

(b) AC Vehicle Maintenance Instruction No 1 has not been implemented in this region, and maintenance is performed according to normal Army system instead. Although the standard of maintenance achieved to date on WD vehicles appears to be satisfactory, it is believed that in order to absorb the additional load of preventive maintenance on the requisitioned vehicles, it will be necessary to install the system prescribed by VAI no. 1.

##### 7. Civilian Vehicles.

(a) The majority of the civilian vehicles in this region are <sup>all</sup> privately owned, and the individual owners handle their own maintenance to a great extent. Public garages and repair shops are available in most areas, and are being used by some owners, but these shops have not been incorporated into the civilian pools, and their use is entirely optional with the truck owner.

(b) The parts and tyre situations are growing steadily worse, and the number of vehicles deadlined for lack of these items is growing constantly. Parts are being manufactured locally in some cases, but tires and batteries remain extremely critical, and shortage of these two items is responsible for the nonavailability of a high proportion of the vehicles currently on deadline.

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CONCLUSIONS:

8. That action to approve the new combined TE/WE for AC should be expedited, so that steps may be taken within AC to adjust their holdings of vehicles accordingly.
9. That immediate action should be taken by Region Headquarters to pool as many of their TE/WE vehicles possible, and to eliminate the use of such vehicles for unauthorized purposes.
10. That consideration should be given to the wisdom of continuing the policy which has resulted in the impossible position in which this region now finds itself in regard to supervision of civilian activities. The presently established policy of turning all of Southern Italy back to unsupervised civilian management has caused a release of military control prior to the establishment of civilian agencies capable of assuming the burden, and is seriously handicapping the development of organized motor transport. It is believed that the power to supervise and to give orders in each individual province should be retained by AC, until such time as those officers who know the local situation are convinced that the civilian agencies are capable of operating properly without supervision.
11. That use of the uniform work ticket should not be delayed until ENAC is ready to operate throughout Italy, but should be instituted at once, in order to give police a basis on which to check vehicles on the road.
12. That AC and ENAC road block plans should be coordinated with those now in formulation in the office of the Provost Marshal General, MICOUSA. It is believed that more effective coverage can be gained by working civilian police in conjunction with military then by organizing separate blocks as currently proposed by ENAC.
13. That consideration should be given to the advisability of furnishing a special, readily identifiable fuel for officially authorized civilian consumption.
14. That Region Headquarters should immediately investigate the possibility of arranging "appointment" use of telephone lines for coordinating trucks movements and scheduling back loads, and should recommend such use of telephones to the responsible Italian agencies.
15. That the preventive maintenance plan prescribed in AC VMI NY I should be instituted in this region and applied to requisitioned and



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14. That Region Headquarters should immediately investigate the possibility of arranging "appointment" use of telephone lines for coordinating trucks movements and scheduling back loads, and should recommend such use of telephones to the responsible Italian agencies.

15. That the preventive maintenance plan prescribed in AC VMI N° I should be instituted in this region and applied to requisitioned and WD vehicles alike.

16. That action to make possible the manufacture and/or of batteries tires and tubes should be expedited by AFHQ in order to get more civilian vehicles on the roads and keep them there, and thus hold down the growing demand for War Department vehicles.

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/s/ M.A. Kinley  
Lt. Col., IGD  
Senior Inspector (US)

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