Declassified E.O. 12356 Section 3.3/NND No. 785016

ACC 10000/143/2178 378/02 TRANSPORTATION

Feb. 1944 - July 1946

SECURITY INTELLIGENCE

FILE

MINUTE SHEET

No. of sheet	Date	File no. of Ans'd Ltr.	From whom	Subject
1	20 Feb		Trans. Sub com.	Railway Traffic
2.	—	—		Transportation for ASC + Civilian Freight
3.				Development and operation of all Ith Railways
4.				Complaint To the Allied Command - about the Railway personnel of montalto di Castro.
5	19 Dec.	—	— — —	ESTABLISHMENT MEMORANDUM.
6.	24 Jan.	- - -	- - -	Notes on Tpt. situation.
7	3 MAR.	—		RE OPENING OF PIOMBINO - - -
8	12 March	- -	- -	Transportation sub-Commission directory -
9.	6 April	- -	- -	Movements division - road - Memo 1.
10	10 "			TRANSPORTATION SUB C. OFFICERS NORTHERN ITALY.
11	11 JUNE			E. N. A. C.
12	25 June	- -	- -	Movements division - Road - Memo 1. amendment n. 1
13	28 June	- -	- -	Mov. div. - Road - Memo. 2 -
14	1 JULY			TRANSPORTATION OF ITALIAN SERVICE PERSONNEL
15	20 Aug	- -	- -	Instructions for the bidding, screening and movement of AC/ANC. and civ. freight by sea

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5	19 Dec		ESTABLISHMENT MEMORANDUM
6.	24 Jan.		Notes on Tpt. Situation.
7	3 MAR.		RE OPENING OF PORTUGUESE ...
8	12 March		Transportation sub-Commission directory ...
9.	6 April		Movements division - road - Memo 1.
10	10 "		TRANSPORTATION SUB C. OFFICERS NORTHERN ITALY.
11	11 JUNE		E. N. A. C.
12	25 June		movements division - Road - Memo 1. amendment n. 1
13	28 June		Mov. div. - Road - Memo. 2 -
14	1 JULY		TRANSPORTATION OF ITALIAN SERVICE PERSONNEL
15	20 Aug		Instructions for the bidding, screening and movement of AC/AMC. and civ. freight by rail
16.	6 Sept.		Train service circular No. 29
17	2 Dec. 45		ESTABLISHMENT OF EUROPEAN CENTRAL...
18	12 July 46		TRADE between Italy and Austria

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	19 Dec.	—	—	—	—	—	ESTABLISHMENT MEMORANDUM
6.	24 Jan.	-	-	-	-	-	Notes on Tpt. Situation.
7	3 MAR.	—					RE OPENING OF PORTUGUESE ...
8	12 March	-	-		-	-	Transportation sub-Commission directory -
9.	6 April	-	-		-	-	Movements division - road - Memo 1.
10	10 "						TRANSPORTATION SUB C. OFFICERS NORTHERN ITALY.
11	11 JUNE						E. N. A. C.
12	25 June	-	-		-	-	Movements division - Road - Memo 1. Amendment n. 1
13	28 June	-	-			-	Mov. div. - Road - Memo. 2 -
14	1 JULY						TRANSPORTATION OF ITALIAN SERVICE PERSONNEL
15	20 Aug.	-	-		-	-	Instructions for the bidding, screening and movement of AC/ANC. and civ. freight by rail
16.	6 sept.	-	-		-	-	Train service circular No. 24
17	3 Dec. 45						ESTABLISHMENT OF EUROPEAN CENTRAL...
18	12 July 46						TRAVEL between Italy and Austria

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HEADQUARTERS ALLIED COMMISSION
APO 394

File

Suspense _____ Date 12 July 46

FROM		TO	FROM		TO
	Staff Officer to CC			Political Advisers	
	Executive Commissioner			Establishment Section	
	Message Center			Executive Officer (A)	
	Liaison Division	X		Executive Officer (B)	
	Civil Affairs Section			G-1 (A)	
	Dis Per & Repat			G-1 (A) Civilian Emp.	
	Local Govt			G-1 (B)	
	Patriots Branch			G-4 (A)	
X	Public Safety T. C. Vivian			G-4 (B)	
	Security Division			2675th Regt	
	Public Health			Headquarters Commandant	
	Legal			Allied Civ. Pers. Director	
	Education			Adjutant Allied Commission	
	Monuments & Fine Arts			Navy	
	Economic Section			Land Forces (MMLA)	
	Requisition Branch			Air	
	Agriculture			Communications	
	Commerce			Civil Censorship Group	
	Coal Div			WMD	
	Finance			I.P.W.	
	Property Control Div			Public Relations Branch	
	Food			Information Division	
	Industry			Archivist	
	Mining Division				
	Labor				
	Public Works & Utilities				
	Shipping				
	Transportation				

Signature
Remarks & Recommendations
Information X
Approval/Disposal
Appropriate Action
Investigation & Report
Dispatch

Remarks:

18

25/7

1760

373-02

1714

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HEADQUARTERS ALLIED COMMISSION
Public Safety Sub-Commission
Travel Control Division
APO.794, U.S. Army.

GBI.380-506/18-J 12 JUL 1946

SUBJECT : Travel between Italy and Austria.

TO : See Distribution.

1. With effect 1 June 1946 the system whereby persons desiring to travel between Austria and Italy had to obtain an Allied Force permit has been slightly altered.

2. Travel from Italy to Austria.

All persons desiring to go to Austria with the exception of the following two categories should make application to the Austrian Consulate, Via Bruno Buozzi, 113, Roma, for an Austrian visa.

(a) American, British, French and Russian nationals.
(b) Any national sponsored by one of the four occupying powers to go into its own zone.

Applicants in (a) and (b) above are still dealt with by this office, or G-2 (C.I.3.) A.F.H.Q.

3. Travel from Austria to Italy.

All applicants other than American or British service personnel, have to make application to the Italian Consulate in Vienna, or his representative in Klagenfurt, for an Italian entry visa. American and British service personnel are the only exceptions from Italian visas and may enter Italy on valid travel orders.

It is pointed out that before it is possible to leave Austria an exit permit is required by all nationals except American, British, French or Russian; this is obtained by making application to the local Austrian Police Headquarters.

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4. The above is passed for information, though it is pointed out that it does not mean that there is any change in the policy of categories of travel which are at present permitted.

"E.J. BYE,
Colonel,
Acting Director.

Distribution.

P.C. A.M.G., Udine Province, (Attn S.C.A.P.O.).
S.C.A.O. A.M.G., Venezia Giulia, (Attn. S.C.A.P.O).
H.Q. Venezia Giulia Police Force,(Security Division).

C.L.Os. (Attention P.S.L.Os.).

Naples	Liaison Group,	Naples.
Ligurian	Liaison Group,	Genoa.
Piedmonte	Liaison Group,	Turin.
Bolzano,	Liaison Group,	Bolzano.
Venezia	Liaison Group,	Treviso.
Lombardia	Liaison Group,	Milan.
Bologna	Liaison Group,	Bologna.

1005

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RESTRICTED

GWP/wp
SJ/378.02

ALLIED FORCE HEADQUARTERS
APO 512

AG 500 METH-O

3 December 1945

SUBJECT: Establishment of European Central Inland Transport Organization.

TO: All Concerned.

1. The "European Central Inland Transport Organization" (ECITO) has been established by international agreement to coordinate the international movement of traffic in EUROPE by rail, road and inland waterways and to advise on the allocation and distribution of transport equipment and material. Its objective is so to assist the rehabilitation of inland transportation within EUROPE that normal peacetime movement of traffic can be resumed as rapidly as possible.

2. To this end, ECITO has established Divisional Offices in all those Allied countries which are signatories to the international agreement. In ex-enemy countries and in those countries in which overall control of transport remains with the Allied military authorities, ECITO is establishing Branch Offices of its "Office for Relations with Military and Occupation Authorities" (ORMOA).

3. a. A Branch Office of ORMOA to be known as ECITO (ORMOA) (ITALY) is being established in ROME under the direction of the Divisional Officer ECITO (ORMOA) (ITALY).

b. The terms of reference and main functions of the Divisional Officer, as laid down by the Deputy Director General, ORMOA, ECITO are set out in Appendix "A" to this letter.

c. The office of the Divisional Officer is located in the MINISTERO DELLE COMUNICAZIONI, Piazza Della Croce Rossa, ROME. Correspondence will be addressed to the Divisional Officer, ECITO (ORMOA) (ITALY), c/o Headquarters, Allied Commission, ITALY, APO 394.

4. In order to fulfill the functions for which ECITO has been established, it is necessary that all members of the organization, including ORMOA, be afforded freedom of movement and certain supplies and services.

5. Duly accredited ECITO personnel stationed in ITALY will require military permits for entry into AUSTRIA or GERMANY, or the Province of VENEZIA GIULIA. These will be obtainable from G-2 (CI) Section, Allied Force Headquarters, or from Public Safety Sub-Commission, Headquarters, Allied Commission, ITALY. Personnel stationed in other countries requiring to

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Ltr, AFHQ, AG 500 M&TN-O,
dtd 3 December 45 (Cont'd)

enter ITALY will be required to be in possession of an Italian entry visa, obtainable from Italian Embassies or Consulates abroad. For those countries in which the Italian Government is not yet represented the Allied Force Permit System remains in force.

6. Details of supplies and services which Allied military authorities are authorized to provide to ECITO personnel will be issued separately through US and British channels.

BY COMMAND OF LIEUTENANT GENERAL MORGAN:

C. W. CHRISTENBERRY
Colonel, AGD
Adjutant General

1 Incl
Appendix "A"

DISTRIBUTION:
Hq
Plus
60 - M&TN

Declassified E.O. 12356 Section 3.3/NND No. 785016

RESTRICTED

APPENDIX "A" to AFHQ ltr AG 500 M&TN-O, dtd 3 Dec 45

TERMS OF REFERENCE OF DIVISIONAL OFFICER, ECITO (ORMOA) (ITALY)

1. The main functions of the Divisional Officer, Office for Relations with Military and Occupation Authorities, ECITO (ITALY) as laid down by the Deputy Director General, ORMOA, ECITO are as follows:

a. To keep the Deputy Director General informed of the transport situation in ITALY, and to submit such recommendations as may be required.

b. To coordinate and advise the appropriate authorities upon all international road and rail problems in which ITALY is concerned.

c. To coordinate and advise the appropriate authorities upon the problems involved in wagon exchange, so far as ITALY is concerned.

d. To institute a periodical census of rolling-stock.

e. To collect such statistical information and records as may be required by the Deputy Director General in connection with road and rail transport, inland waterways and ports.

f. To coordinate and advise upon the questions of repair and restitution of transportation equipment facilities, where this advice may be specificelly requested from the appropriate authorities of the Allied military forces or the Allied Commission.

g. To coordinate and advise the authorities concerned upon the disposal of surplus military transportation stores to the Italian Government, or to any other authority whom, in the light of detailed study of the local conditions, he may consider appropriate.

h. To coordinate and consolidate the essential requirements of transportation equipment of the Italian Government. This work will be undertaken through the Allied military authorities or Allied Commission.

2. The Divisional Officer is only authorized to deal with the Allied military authorities or the Allied Commission, ITALY. All dealings with the Italian Government or Italian transportation agencies will be through the Allied military authorities or the Allied Commission, as may be the more appropriate, except in such cases as the Allied military authorities or the Allied Commission may give specific permission for him to deal direct with the Italian Government or Italian transportation agencies.

1-11

Inclosure Number 1

RESTRICTED

ALLIED COMMISSION TRANSPORTATION SUB-COMMISSION, APO 394.

TRAIN SERVICE CIRCULAR N°27 — 6 September 45

By arrangement with AFHQ/MRS/AC/ISR following additions and alterations to ISR services are approved. ISR to arrange operation and advise dates and details to all concerned.

Commencing 12 September through passenger service will be established between TORINO and VENEZIA and will operate on the following schedule:

TORINO - MILANO - VENEZIA

Daily

0605	(187)	TORINO P.S.	(182)	1855
0619		TORINO P.SUSA		1845
0645		CHIAVASSO		1813
0719		SANTHIA'		1738
0726		S.GERMANO		1724
0731		OLCENENGO		1715
0744		VERCELLI		1703
0751		BORGO VERCELLI		1650
0758		PONZANA		1640
0813		NOVARA		1627
0823		TRECATE		1607
0836		MAGENTA		1550
0842		VITTUONE		1541
0851		RHO		1531
a. 0910		MILANO CENTRALE		a. 1510
d. 1100				a. 1420
1304		BRESCIA		1225
1530		VERONA		1000
1650		VICENZA		0830
1739		PADOVA		0741
1824		VENEZIA MESTRE		0654
1840	(187)	VENEZIA S.LUCIA	(182)	0635

378.02

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	0726	S.GERMANO	1724
	0731	OLCENENGO	1715
	0744	VERCELLI	1703
	0751	BORGO VERCELLI	1650
	0758	PONZANA	1640
	0813	NOVARA	1627
	0823	TRECATE	1607
	0836	MAGENTA	1550
	0842	VITTUONE	1541
	0851	RHO	1531
a.	0910	MILANO CENTRALE	d. 1510
d.	1100		a. 1420
	1304	BRESCIA	1225
	1530	VERONA	1000
	1650	VICENZA	0830
	1739	PADOVA	0741
	1824	VENEZIA MESTRE	0654
	1840 (137)	VENEZIA S.LUCIA (182)	0635

1710

COMPOSITION: 10 Coaches
1 Baggage Van
1 Postal Van
One Compartment reserved for AC personnel.

For the Chief Commissioner:

Declassified E.O. 12356 Section 3.3/NNN No. 785014

DISTRIBUTION:
M.R.S. (4)
I.S.R. (4)
AFHQ (5-5)
AFHQ (G-4 Mov & Tn)

Sub-Commission A.C.
Agriculture
Air Force
Army
Communications
Displaced Persons
Education
Finance
Food
Industry
Labour
Legal
Local Government
Monuments, Fine Arts and Archives
Navy
Public Health
Public Relations
Public Safety
Public Works & Utilities

Transportation Sub-Commission
Director
Deputy Director
Roads Division

Rail : Chief,
Executive Officer
Mech.Engrs.
Civil Engrs.
Stores
War Materials Disposal and Italian P.O.W.

Executive Commissioner HQ-AC (2)
G-5 (American)
Economic Section
HQ Commandant A.C.
Office of the representative of the Chief Commissioner

Declassified E.O. 12356 Section 3.3/NND No. 785016

Monuments, Fine Arts and Archives
Navy
Public Health
Public Relations
Public Safety
Public Works & Utilities

Transportation Sub-Commission
Director
Deputy Director
Roads Division

Rail : Chief,
Executive Officer
Mech.Engrs.
Civil Engrs.
Stores
War Materials Disposal and Italian P.O.W.

Executive Commissioner HQ-AC (2)
G-5 (American)
Economic Section
HQ Commandant A.C.
Office of the representative of the Chief Commissioner
16, Via Buonaparte - Milan -
Snr. Tn.Officer, Naples (3)
A.C. Tn.Officer, Bologna.

Regional Commissioners
for Reg.Tn.Officers:
- Liguria (2)
-Piemonte (2)
- Lombardia (2)
- Venezia (2)

Movements:
- Foggia
- Naples
- Bari
- Taranto
- Reggio

- Ancona
- Rome
- Bologna
N.E.Italy
N.W.Italy

Ministry of Transports.

Tn.Sub-Comm.Officers:
- Reggio
- Bari
- Florence
- Ancona
- Roma

Declassified E.O. 12356 Section 3.3/NND No. 785016

Security Info

CFC/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

MOVEMENTS DIVISION (ROADS) MEMORANDUM No 4

Tel : 478303

AC/31/13/Tn 3

20 August 1945

348.02 TRANSP.

(15)

INSTRUCTIONS FOR THE BIDDING, SCREENING AND MOVEMENT OF AC/AMG AND CIVILIAN FREIGHT BY ROAD

1. INTRODUCTION

In view of changed conditions, it has become necessary to revise the existing instructions on the above subject. Movements Division (Roads) Memorandum No. 1 dated 6 April '45, with Amendments Nos. 1 and 2 dated 27 June '45 and 5 July '45 respectively, and Movements Division (Roads) Memorandum No 2 dated 28 June '45 are hereby cancelled. The following revised instructions will operate forthwith.

2. CLASSIFICATION OF TRAFFIC

Traffic is divided into four main categories as follows :-

(a) Civilian traffic for movement within Italian Government Territory.

(b) Civilian traffic for movement within AMG Territory.

(c) Civilian traffic for movement from Italian Government Territory to AMG Territory, and vice versa.

(d) AC/AMG sponsored traffic, i.e. traffic specially arranged on behalf of AC Sub-Commissions or AMG Regional Headquarters.

3. BIDDING PROCEDURE

(a) Civilian traffic for movement within Italian Government

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the existing instructions on the above subject. Movements Division (Roads) Memorandum No. 1 dated 6 April '45, with Amendments Nos. 1 and 2 dated 27 June '45 and 5 July '45 respectively, and Movements Division (Roads) Memorandum No 2 dated 28 June '45 are hereby cancelled. The following revised instructions will operate forthwith.

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(a) Civilian traffic for movement within Italian Government Territory.

(b) Civilian traffic for movement within AMG Territory.

(c) Civilian traffic for movement from Italian Government Territory to AMG Territory, and vice versa.

(d) AC/AMG sponsored traffic, i.e. traffic specially arranged on behalf of AC Sub-Commissions or AMG Regional Headquarters.

3. BIDDING PROCEDURE

(a) Civilian traffic for movement within Italian Government Territory

Details of ENAC organisation and functions are shown at Appendices 'A' and 'B'. Bids must be submitted to the appropriate Provincial Director of ENAC on ENAC Form 3 (see Appendix 'C'). 709

(b) Civilian traffic for movement within AMG Territory

Bids must be submitted to the AMG Provincial Commissioner of the Province in which the loading point is situated.

(c) Civilian traffic for movement between AMG and Italian Government Territory

Bids must be submitted as in paras 3 (a) and (b) above.

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(d) AC/AMG sponsored traffic

(i) Bids arising in Italian Government Territory must be submitted by the local firm, Government Agency or local AC Transportation Officer to the appropriate Provincial Director of ENAC on ENAC Form 3. In the case of traffic emanating from the Compartimenti of TOSCANA and MARCHE, however, bids should be made on ENAC Form 3 to the local Ufficio Autotrasporti, or to Truck Pools at ASCOLI, MACERATA, OSIMO, TORRETE (ANCONA), FLORENCE, and LEGHORN, until ENAC have completed their organisation in those Compartimenti.

(ii) Bids arising in HQ Allied Commission must be submitted by the Sub-Commission concerned to Transportation Sub-Commission, Movements Division (Roads Branch), on Bid Form as specimen at Appendix 'D'. Movement programmes are prepared for 10 day periods, i.e. 1st - 10th, 11th - 20th, 21st - last day, of each month. Large scale movement will be based on these programmes and bids must be received by the first day of the period prior to the one during which movement is required.

(iii) Bids arising in AMG Territory will be submitted as follows :-

From Regional HQ to Regional Transportation Officer.
From Provincial HQ to Provincial Transportation Officer.

4. SCREENING

Responsibility for screening Movement rests with HQ Allied Commission, ENAC or AC/AMG Transportation Officers as appropriate. In Italian Government Territory, difficulties will always be referred to HQ Allied Commission, Transportation Sub-Commission, Movements Division (Roads Branch), and in AMG Territory to Office of Representative of Chief Commissioner, AC, 16, Via Bonaparte, Milan, (Attention Transportation Officer), for assistance and final decision.

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(iii) Bids arising in AMG Territory will be submitted as follows :-

From Regional HQ to Regional Transportation Officer.
From Provincial HQ to Provincial Transportation Officer.

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5. MOVEMENT

(a) Within Italian Government Territory

Movement will be arranged by ENAC within their available resources.

(b) Within AMG Territory

Movement will be arranged by AMG Transportation Officers.

(c) From Italian Government Territory to AMG Territory

Movement will be arranged only by ENAC; ENAC will authorise OUTWARD loads only and will NOT authorise return loads. Truckers will be ordered to report to, and accept a return load ONLY from AMG Transportation Officers.

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Allied Commission and Italian Government issue orders from time to time prohibiting the movement of certain commodities without special authority. In these cases ENAC will submit applications to move such commodities to HQ Allied Commission, Transportation Sub-Commission, Movements Division (Roads Branch) for authority to move. Such applications will be rendered in triplicate in accordance with the proforma shown at Appendix 'E'.

(d) From AMG Territory to Italian Government Territory

Movement will be arranged by AMG Transportation Officers, who will authorise OUTWARD loads only and will NOT authorise return loads. Truckers will be ordered to report to and accept a return load ONLY from ENAC.

(e) Movement Control

AC Transportation Officers and Regional or Provincial Transportation Officers in the Field will allocate priority of movement as necessary, and will exercise overall supervision of movement in their Regions, Compartimenti and Provinces as applicable.

6. VEHICLE TRIP TICKETS AND RETURN LOADS

(a) Truckers must obtain an AMG Trip Ticket in AMG Territory, or an ENAC Trip Ticket in Italian Government Territory, to move goods from their respective areas. Such Trip Tickets must be retained by the drivers as their authority for movement.

(b) Trip Tickets covering RETURN journeys will NOT be issued for vehicles moving from Italian Government Territory to AMG Territory and vice versa.

(c) In the case of loaded vehicles proceeding into AMG Territory, the driver will always report to the nearest AMG Transportation Officer for a return load. Similarly, vehicles from AMG Territory will report to the nearest ENAC Office for a return load. Where no return load is available, Trip Tickets will be endorsed "No load available" by the despatch Offices concerned. Return loads will normally only be allotted on the direct routes to the truckers place of domicile, and ENAC and AMG Transportation Officers will ensure that, where such return loads are

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(b) Trip Tickets covering RETURN journeys will NOT be issued for vehicles moving from Italian Government Territory to AMG Territory and vice versa.

(c) In the case of loaded vehicles proceeding into AMG Territory, the driver will always report to the nearest AMG Transportation Officer for a return load. Similarly, vehicles from AMG Territory will report to the nearest ENAC Office for a return load. Where no return load is available, Trip Tickets will be endorsed "No load available" by the despatch Offices concerned. Return loads will normally only be allotted on the direct routes to the truckers place of domicile, and ENAC and AMG Transportation Officers will ensure that, where such return loads are available, they are despatched without delay. 1708

7. HAULAGE CHARGES

(a) Charges will NOT exceed the tariff rate applicable to the Area from which goods are moved, e.g. revised General Order 42 Tariff in AMG Territory, and ENAC Tariff in Italian Government Territory.

(b) No payment will be made to truckers for the return journey at the point of origin before departure.

(c) If a return load is available at destination, or on the return route, the trucker will be paid by ENAC or the AMG representative at appropriate rate for the mileage involved.

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(d) If no return load is available at point of return or en route the trucker will receive payment for the return Trip at the normal appropriate rates for empty mileage, provided that the Trip Ticket is produced, endorsed as laid down in para 6 (c).

(e) In all cases where loads obtained on the return journey do not cover the complete distance from destination despatch office to trucker's place of domicile, the trucker will be paid by the despatch office at his place of domicile for the empty mileage involved on the following basis :- The sum payable for returning empty less any amount receivable for a return load, to be calculated on the tariff rate for empty mileage applicable in his area of domicile.

(f) Truckers refusing a return load without good reason, or failing to have their Trip Tickets stamped at despatch offices en route, will NOT be entitled to any payment for return empty mileage.

8. P.O.L.

(a) On departure from point of origin, sufficient P.O.L. will be allotted with the Trip Ticket for the OUTWARD JOURNEY only.

(b) At destination, P.O.L. for the return journey will be issued with the RETURN Trip Ticket only.

(c) Where no return load is available at destination, only sufficient P.O.L. will be issued to reach the next despatch office en route, except in cases where no despatch office exists on the direct route.

By Command of Rear Admiral STONE

FRANK UPMAN JR.
Director

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(f) Truckers refusing a return load without good reason, or failing to have their Trip Tickets stamped at despatch offices en route, will NOT be entitled to any payment for return empty mileage.

8. P.O.L.

(a) On departure from point of origin, sufficient P.O.L. will be allotted with the Trip Ticket for the OUTWARD JOURNEY only.

(b) At destination, P.O.L. for the return journey will be issued with the RETURN Trip Ticket only.

(c) Where no return load is available at destination, only sufficient P.O.L. will be issued to reach the next despatch office en route, except in cases where no despatch office exists on the direct route.

By Command of Rear Admiral STONE

FRANK UPMAN JR.
Director

Summary of Appendices attached :-

Appendix 'A' - General Outline of Trucking Organisations
" 'B' - Location Statement of ENAC offices
" 'C' - ENAC Form 3
" 'D' - Bid Form - Request for road transportation
" 'E' - Authority for movement.

Declassified E.O. 12356 Section 3.3/NND No. 785016

DISTRIBUTION

External

G-4 (Mov & Tn) AFHQ
List 'B' Groups 2 & 3
Senior AC Transportation Officer, Naples (4)
" " " " Bari (6)
" " " " Ancona (4)
" "" " " Florence (2)
" " " " Reggio (2)
" " " " Leghorn (2)
" " " " Rome
" " " " Chieti
Port Liaison Officer, Piombino
Istituto per il Commercio Estero (I.C.E.)
E.N.A.C.

Internal

List 'B' Group I (less Serials 38 to 41, 43 to 47 incl.)
(1 copy to Serial No 37)
Transportation Sub-Commission :- Director,
Deputy Director,
Administration Division,
Planning Staff,
Movements Division :-
Rail-Roads Branch,
Shipping Branch,
Rail Division :-
Operations Branch,
Supply Branch.
Roads Division :-
Operations Branch,
Maintenance Branch,
Supply Branch.
Ports & Warehouse Division.

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" " " " Ancona (4)
" " " " Florence (2)
" " " " Reggio (2)
" " " " Leghorn (2)
" " " " Rome
" " " " Chieti

Port Liaison Officer, Piombino
Istituto per il Commercio Estero (I.C.E.)
E.N.A.C.

Internal

List 'B' Group I (less Serials 38 to 41, 43 to 47 incl.)
(1 copy to Serial No 37)

Transportation Sub-Commission :- Director,
Deputy Director,
Administration Division,
Planning Staff,
Movements Division :-
Rail-Roads Branch,
Shipping Branch,
Rail Division :-
Operations Branch,
Supply Branch.
Roads Division :-
Operations Branch,
Maintenance Branch,
Supply Branch.
Ports & Warehouse Division.

M.M.I.A. for Movements Liaison Officer.

1707

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CFC/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

MOVEMENTS DIVISION (ROADS) MEMORANDUM No 4

Tel : 478303

20 Agosto 1945

AC/31/13/Tn 3

ISTRUZIONI PER LA RICHIESTA, CONTROLLO E MOVIMENTO DELLE MERCI DELL'AC/AMG E DI CIVILI TRASPORTATE SU STRADA

1. INTRODUZIONE

In vista delle cambiate condizioni si è reso necessario revisionare le esistenti istruzioni sulla questione in oggetto. Il Memorandum No 1 della Movements Division (Roads) del 6 Aprile '45 ed i suoi emendamenti No 1 e 2 rispettivamente del 27 Giugno 45 e 5 Luglio '45, ed il Memorandum No 2 del 28 Giugno '45 sono annullati. Le seguenti nuove disposizioni entreranno in vigore immediatamente.

2. CLASSIFICA DEL TRAFFICO

Il traffico è diviso in quattro categorie principali come segue :-

(a) Traffico civile nell'ambito del territorio del Governo Italiano.

(b) Traffico civile nell'ambito del territorio dell'A.M.G.

(c) Traffico civile dal territorio del Governo Italiano al territorio dell'A.M.G. e viceversa.

(d) Traffico per incarico dell'AC/AMG, cioè traffico specificatamente disposto per conto delle AC Sub-Commissions oppure delle Organizzazioni Regionali dell'A.M.G.

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(c) Traffico civile dal territorio del Governo Italiano al territorio dell'A.M.G. e viceversa.

(d) Traffico per incarico dell'AC/AMG, cioè traffico specificatamente disposto per conto delle AC Sub-Commissions oppure delle Organizzazioni Regionali dell'A.M.G.

3. PROCEDURA PER LE DOMANDE

(a) Traffico civile nell'ambito del Governo Italiano

Dettagli delle organizzazioni e funzioni dell'E.N.A.C. si trovano in Appendice 'A' e 'B'. Le richieste debbono essere presentate agli uffici della competente Direzione Provinciale dell'E.N.A.C. sul modulo 3 dell'E.N.A.C. (vedi Appendice 'C'). 1796

(b) Traffico civile nell'ambito del territorio dell'A.M.G.

Le richieste devono essere fatte alla Commissione Provinciale dell'A.M.G. della provincia ove avviene il carico.

(c) Traffico civile dal territorio del Governo Italiano al territorio dell'A.M.G. e viceversa

Le richieste debbono essere fatte come nei suddetti paragrafi 3 (a) e (b).

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(d) Traffico per incarico dell'A.C. e dell'A.M.G.

(i) Le richieste effettuate nel territorio del Governo Italiano debbono essere fatte sul modulo 3 dell'ENAC e sottoposte dalla ditta locale, Agenzia Governativa o Ufficiale dei Trasporti dell'A.C. alla competente Direzione Provinciale dell'ENAC. Nel caso il traffico provenga dal Compartimento della TOSCANA o delle MARCHE, e fino a quando l'ENAC non abbia completato la sua organizzazione in quei Compartimenti, le richieste, compilate sul modulo 3 dell'ENAC, verranno presentate al locale Ufficio Autotrasporti o ai Truck Pools di ASCOLI, MACERATA, OSIMO, TORRETTE (Ancona), FIRENZE e LIVORNO.

(ii) Le richieste effettuate dalla Commissione Alleata (HQ Allied Commission) debbono essere presentate dalla Sotto Commissione interessata alla Sotto Commissione dei Trasporti, Divisione Movimenti (Strade) su modulo di richiesta, come da modello Appendice 'D'. I programmi di movimento sono preparati per periodi di 10 giorni, cioè dall'1 al 10, dall'11 al 20, dal 21 all'ultimo giorno di ogni mese. I movimenti su larga scala debbono essere eseguiti in base a tali programmi e le richieste debbono essere ricevute in tempo, e cioè entro il primo giorno del periodo precedente a quello in cui si voglia fare lo spostamento.

(iii) Le richieste effettuate nel territorio dell'A.M.G. debbono essere presentate come segue :-

Dai Comandi Regionali ai rispettivi Ufficiali Regionali dei Trasporti.
Dai Comandi Provinciali ai rispettivi Ufficiali Provinciali dei Trasporti.

4. CONTROLLO

La responsabilità del controllo dei movimenti incombe, a seconda della competenza, alla HQ Allied Commission, all'ENAC oppure agli Ufficiali dell'AC/AMG. Nel territorio del Governo Italiano le eventuali difficoltà verranno sempre sottoposte per aiuto e per

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modulo di richiesta, come da modello Appendice 'D'. I programmi di movimento sono preparati per periodi di 10 giorni, cioè dall'1 al 10, dall'11 al 20, dal 21 all'ultimo giorno di ogni mese. I movimenti su larga scala debbono essere eseguiti in base a tali programmi e le richieste debbono essere ricevute in tempo, e cioè entro il primo giorno del periodo precedente a quello in cui si voglia fare lo spostamento.

(iii) Le richieste effettuate nel territorio dell'A.M.G. debbono essere presentate come segue :-

Dai Comandi Regionali ai rispettivi Ufficiali Regionali dei Trasporti.
Dai Comandi Provinciali ai rispettivi Ufficiali Provinciali dei Trasporti.

4. CONTROLLO

La responsabilità del controllo dei movimenti incombe, a seconda della competenza, alla HQ Allied Commission, all'ENAC oppure agli Ufficiali dell'AC/AMG. Nel territorio del Governo Italiano le eventuali difficoltà verranno sempre sottoposte per aiuto e per la decisione finale all'HQ Allied Commission, Transportation Sub-Commission, Movements Division (Roads Branch); nel territorio dell'A.M.G., all'Office of Representative of Chief Commissioner AC (Ufficio del Rappresentante del Capo Commissario dell'A.C.) Via Bonaparte 16 Milano (Attention Transportation Officer).

5. MOVIMENTI

(a) Entro l'ambito del territorio del Governo Italiano

I movimenti saranno disposti dall'ENAC entro i limiti delle sue possibilità.

(b) Entro l'ambito del territorio A.M.G.

I movimenti saranno disposti dagli Ufficiali dei Trasporti dell'A.M.G..

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(c) Dal territorio del Governo Italiano al territorio dell'A.M.G.

I movimenti saranno organizzati solo dall'ENAC. L'ENAC autorizzerà solo i carichi IN PARTENZA e NON autorizzerà i carichi di ritorno. I trasportatori riceveranno l'ordine di presentarsi agli Ufficiali dei Trasporti dell'A.M.G., e di ricevere il carico di ritorno solo da loro.
La Commissione Alleata ed il Governo Italiano di tempo in tempo diramano ordini che vietano il movimento di certe merci senza speciale autorizzazione. In questi casi l'ENAC sottoporrà le richieste di trasporto di tali merci alla HQ Allied Commission, Transportation Sub-Commission, Movements Division (Roads Branch). Queste richieste debbono essere presentate in triplice copia sul modulo come da esemplare Appendice 'E'.

(d) Dal territorio dell'A.M.G. al territorio del Governo Italiano

I movimenti saranno disposti dagli Ufficiali dei Trasporti dell'A.M.G. che autorizzeranno solo carichi IN PARTENZA e NON autorizzeranno i carichi di ritorno. I trasportatori avranno l'ordine di presentarsi all'ENAC e di ricevere il carico di ritorno SOLO da esso.

(e) Controllo dei Movimenti

Gli Ufficiali dei Trasporti dell'A.C. e gli Ufficiali Provinciali e Regionali dei Trasporti distaccati nel paese, assegneranno le precedenze dei trasporti a seconda delle necessità ed eserciteranno un controllo generale sui movimenti nell'ambito delle rispettive Regioni, Compartimenti e Provincie.

6. FOGLI DI VIAGGIO E CARICHI DI RITORNO

(a) Per poter spostare le merci dalle loro rispettive zone, i trasportatori debbono munirsi di Fogli di Viaggio dell'A.M.G. nel territorio dell'A.M.G., oppure di Fogli di Viaggio dell'ENAC nel territorio del Governo Italiano. Questi Fogli di Viaggio debbono essere conservati dagli autisti, quale autorizzazione del viaggio.

(b) Ai veicoli che si spostano dal territorio del Governo Italiano al territorio dell'A.M.G. [illegible]

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(d) Dal territorio dell'A.M.G. al territorio del Governo Italiano

I movimenti saranno disposti dagli Ufficiali dei Trasporti dell'A.M.G. che autorizzeranno solo carichi IN PARTENZA e NON autorizzeranno i carichi di ritorno. I trasportatori avranno l'ordine di presentarsi all'ENAC e di ricevere il carico di ritorno SOLO da esso.

(e) Controllo dei Movimenti

Gli Ufficiali dei Trasporti dell'A.C. e gli Ufficiali Provinciali e Regionali dei Trasporti distaccati nel paese, assegneranno le precedenze dei trasporti a seconda delle necessità ed eserciteranno un controllo generale sui movimenti nell'ambito delle rispettive Regioni, Compartimenti e Provincie.

6. FOGLI DI VIAGGIO E CARICHI DI RITORNO

(a) Per poter spostare le merci dalle loro rispettive zone, i trasportatori debbono munirsi di Fogli di Viaggio dell'A.M.G. nel territorio dell'A.M.G., oppure di Fogli di Viaggio dell'ENAC nel territorio del Governo Italiano. Questi Fogli di Viaggio debbono essere conservati dagli autisti, quale autorizzazione del viaggio.

(b) Ai veicoli che si spostano dal territorio del Governo Italiano al territorio dell'A.M.G. e viceversa, NON saranno rilasciati Fogli di Viaggio validi anche per il RITORNO. 1705

(c) Nel caso di veicoli carichi diretti al territorio A.M.G. l'autista si presenterà sempre al più vicino Ufficio Trasporti dell'A.M.G. per ricevere il carico di ritorno. Analogamente, i veicoli provenienti dal territorio dell'A.M.G. si presenteranno al più vicino Ufficio ENAC per ricevere il carico di ritorno. Nel caso non ci fosse merce da caricare i Fogli di Viaggio debbono avere la scritta "Non si dispone di carico" nota che sarà apposta dai rispettivi Uffici di Movimento. I carichi di ritorno saranno assegnati normalmente solo sui percorsi diretti verso il domicilio del trasportatore, e sia l'ENAC che gli Ufficiali dell'A.M.G. si assicureranno che, se ci sono carichi a disposizione, essi siano spediti senza ritardo.

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7. TARIFFA PER I TRASPORTI

(a) L'ammontare del trasporto NON sarà superiore alle tariffe applicabili alla zona dalla quale sono spostate le merci, cioè : tariffa revisionata dall'Ordine Generale 42, da applicarsi nel territorio AMG, e tariffa ENAC, nel territorio del Governo Italiano.

(b) Prima della partenza dal luogo di origine, nessun pagamento sarà fatto ai trasportatori per il viaggio di ritorno.

(c) Se a destinazione è disponibile un carico di ritorno oppure un carico si trovi lungo la strada del ritorno, il trasportatore sarà pagato dall'ENAC o dal rappresentante dell'A.M.G. per il chilometraggio da percorrere.

(d) Se nessun carico è disponibile sia all'inizio del ritorno sia lungo il percorso, il trasportatore sarà pagato per il suo viaggio di ritorno con l'appropriata tariffa normale per il chilometraggio a vuoto, sempre che sul Foglio di Viaggio sia stata fatta l'annotazione come in paragrafo 6 (c).

(e) In tutti i casi in cui il carico nel viaggio di ritorno non percorra la distanza completa dall'ufficio di destinazione al luogo di domicilio del trasportatore, questi sarà pagato dall'ufficio del suo luogo di residenza per il chilometraggio del percorso a vuoto sulla base seguente :- Egli riceverà la somma pagabile per il viaggio di ritorno a vuoto calcolata in ragione della tariffa per chilometraggio a vuoto vigente nel suo luogo di residenza, detratto l'ammontare dovutogli per il tratto percorso con carico.

(f) I trasportatori che rifiutino, senza una ragione plausibile, il carico per il viaggio di ritorno, oppure omettano di farsi bollare il Foglio di Viaggio dagli Uffici Movimento lungo la via del ritorno, NON avranno diritto a pagamento di sorta per il chilometraggio di ritorno a vuoto.

8. CARBURANTI E LUBRIFICANTI

(a) Alla partenza dal punto di origine, sarà assegnato con il Foglio di Viaggio un quantitativo di carburante e lubrificante sufficiente per il solo VIAGGIO DI ANDATA.

(b) A destinazione, sarà assegnato il carburante e il lubrifi-

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5 (c).

(e) In tutti i casi in cui il carico nel viaggio di ritorno non percorra la distanza completa dall'ufficio di destinazione al luogo di domicilio del trasportatore, questi sarà pagato dall'ufficio del suo luogo di residenza per il chilometraggio del percorso a vuoto sulla base seguente :- Egli riceverà la somma pagabile per il viaggio di ritorno a vuoto calcolata in ragione della tariffa per chilometraggio a vuoto vigente nel suo luogo di residenza, detratto l'ammontare dovutogli per il tratto percorso con carico.

(f) I trasportatori che rifiutino, senza una ragione plausibile, il carico per il viaggio di ritorno, oppure omettano di farsi bollare il Foglio di Viaggio dagli Uffici Movimento lungo la via del ritorno, NON avranno diritto a pagamento di sorta per il chilometraggio di ritorno a vuoto.

8. CARBURANTI E LUBRIFICANTI

(a) Alla partenza dal punto di origine, sarà assegnato con il Foglio di Viaggio un quantitativo di carburante e lubrificante sufficiente per il solo VIAGGIO DI ANDATA.

(b) A destinazione, sarà assegnato il carburante e il lubrificante solo con il Foglio di Viaggio per carico di Ritorno.

(c) Quando a destinazione non sia disponibile un carico di ritorno, verrà assegnato solo il carburante e lubrificante sufficiente per raggiungere il prossimo ufficio movimento che si trovi sul percorso del ritorno, eccetto nei casi in cui sulla via del ritorno non se ne trovi alcuno.

Per Ordine del Rear Admiral STONE

FRANK UMAN JR.
Director

Sommario delle Appendici accluse:
Appendice 'A'- Notizie Generali sulle Organizzazioni Autocarri
" 'B'- Dichiarazione dell'ubicazione degli uffici ENAC
" 'C'- Modulo 3 dell'ENAC
" 'D'- Modulo Richiesta- Richiesta per il trasporto su strade
" 'E'- Autorizzazione di Spostamento.

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CFC/elc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

APPENDIX 'A'

Tel : 478303

AC/31/13/Tn 3

GENERAL OUTLINE OF TRUCKING ORGANISATIONS

A. ITALIAN GOVERNMENT TERRITORY

1. ENAC

(a) The Italian Government, through its Ministry of Communications, set up in December 1943 a Commission to investigate the problem of Road Transport. Following upon this investigation, Italian Law created the Corporation entitled :- ENTE NAZIONALE AUTOTRASPORTI COSE (National Agency for Motor Transportation of Goods), which will be referred to hereafter as ENAC. It was sanctioned by Lieutenancy Decree Law No 186 dated 17 August 1944, and commenced to function 1 Feb '45. It is a non profit organisation designed on commercial lines.

(b) Under the Decree Law, owners of vehicles are compelled to register with ENAC, and are only permitted to trade through ENAC. It is forcidden to transport goods by road except with ENAC authority, and subject to ENAC terms, conditions and rates of freight. Plans are in hand for Italian Government Control of the issue of tyres, petrol and spares, so that only those commercial (goods) vehicles operating for ENAC will be able to receive such supplies.

(c) At the present time, ENAC controls all civilian road transport, (including those former A.C. vehicles recently turned over to the Italian Government) in Italian Government Territory. Except as otherwise stated in para 2 (c), this Territory includes the mainland of Italy south of the AMG boundary, and the islands of Sardinia and Sicily.

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NAZIONALE AUTOTRASPORTI COSE (National Agency for Motor Transportation of Goods), which will be referred to hereafter as ENAC. It was sanctioned by Lieutenancy Decree Law No 188 dated 17 August 1944, and commenced to function 1 Feb '45. It is a non profit organisation designed on commercial lines.

(b) Under the Decree Law, owners of vehicles are compelled to register with ENAC, and are only permitted to trade through ENAC. It is forbidden to transport goods by road except with ENAC authority, and subject to ENAC terms, conditions and rates of freight. Plans are in hand for Italian Government Control of the issue of tyres, petrol and spares, so that only those commercial (goods) vehicles operating for ENAC will be able to receive such supplies.

(c) At the present time, ENAC controls all civilian road transport, (including those former A.C. vehicles recently turned over to the Italian Government) in Italian Government Territory. Except as otherwise stated in para 2 (c), this Territory includes the mainland of Italy south of the AMG boundary, and the islands of Sardinia and Sicily.

(d) Movement within one Province, or between two adjoining Provinces, is authorised by the Provincial Directorate(s) concerned. Movement beyond two adjoining Provinces is authorised by the Compartment Directorate(s) concerned, so long as it is confined to two adjoining Compartments. Movement beyond two adjoining Compartments is authorised by the General Directorate in Rome.

1704

2. **Truck Pools**

(a) Approximately 1500 W.D. Trucks, operating in Truck Pools, have been handed over to the Italian Government and are now controlled by ENAC in the same way as civilian Trucks.

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(b) Locations of Truck Pools are :- LEGHORN, FLORENCE, PESARO, ANCONA, MACERATA, ASCOLI, TERAMO, PESCARA, CHIETI, AQUILA, SIENA, CAMPOBASSO, FOGGIA, BARI (Area), NAPLES (Area). In addition, Ufficio Autotrasporti exist in each Province of TOSCANA and MARCHE for the control and despatch of civilian Trucks.

(c) ENAC have not yet assumed control of Truck Pools and Ufficio Autotrasporti in TOSCANA and MARCHE.

B. AMG TERRITORY

3. Civilian Trucks

AMG controls the operation of all civilian Trucks through Ufficio Autotrasporti which have been established in each Province. AMG Transportation Officers are responsible for the supervision of Ufficio Autotrasporti to maintain efficiency and prevent irregular operation.

4. Truck Pools

(a) Approximetely 1700 W.D. and civilian type Trucks from Allied sources are being organised in Truck Pools at GENOA, TURIN, MILAN, VERONA, PADOVA, VENICE, TREVISO, BOLZANO, ROVIGO, BOLOGNA, RAVENNA, FERRARA, RIMINI, MODENA, and REGGIO EMILIA. Pools may later be formed at other locations.

(b) These Pools are civilian staffed and operated, but are under the direct control of [illegible]/IC Transportation Officers, who are responsible for efficient operation and screening of bids. At a later date all such Pools will be handed over to the Italian Government.

Declassified E.O. 12356 Section 3.3/NND No. 785016

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(b) These Pools are civilian staffed and operated, but are under the direct control of AMG/IC Transportation Officers, who are responsible for efficient operation and screening of bids. At a later date all such Pools will be handed over to the Italian Government.

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CFC/alc

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

APPENDICE 'A'

Tel : 478303

AC/31/13/Tn 3

NOTIZIE GENERALI SULLE ORGANIZZAZIONI AUTOCARRI

A. TERRITORIO DEL GOVERNO ITALIANO

1. ENAC

(a) Il Governo Italiano, e per esso il Ministero dei Trasporti, istituì nel Dicembre 1943 una Commissione per studiare il problema dei trasporti su strada. In seguito a questo studio, con apposita Legge Italiana, fu istituito un Ente chiamato : ENTE NAZIONALE AUTOTRASPORTI COSE, che nomineremo ENAC nel corso dell'esposizione. Questo Ente è stato sancito con Decreto Luogotenenziale No 188 in data 17 Agosto 1944, ed ha incominciato a funzionare il 1 Febbraio 1945. E' un organismo senza scopo di lucro, predisposto con criteri commerciali.

(b) Ai sensi del Decreto Legge, i proprietari di veicoli hanno l'obbligo di iscriversi all'ENAC, e possono esercitare i trasporti solo per il tramite dell'ENAC. I trasporti di merce su strada sono proibiti, se non autorizzati dall'ENAC e subordinatamente ai regolamenti, condizioni e tariffe dell'ENAC. Sono in corso progetti intesi ad affidare al Governo Italiano il controllo dell'assegnazione di pneumatici, di carburante e parti di ricambio, in modo che soltanto i veicoli commerciali (per trasporto merci) in servizio dell'ENAC possano riceverne.

(c) Al momento attuale l'ENAC controlla tutto il trasporto su strade da parte di civili (inclusi i veicoli precedentemente dell'A.C. che sono stati recentemente passati al Governo Italiano), nel territorio del Governo Italiano. Salvo quanto diversamente stabilito nel paragrafo 2 (c), questo territorio include la zona continentale dell'Italia a sud del confine dell'A.M.G., e le isole della Sardegna e della Sicilia.

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problema dei trasporti su strada. In seguito a questo studio, con apposita Legge Italiana, fu istituito un Ente chiamato : ENTE NAZIONALE AUTOTRASPORTI COSE, che nomineremo ENAC nel corso dell'esposizione. Questo Ente è stato sancito con Decreto Luogotenenziale No 188 in data 17 Agosto 1944, ed ha incominciato a funzionare il 1 Febbraio 1945. E' un organismo senza scopo di lucro, predisposto con criteri commerciali.

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(c) Al momento attuale l'ENAC controlla tutto il trasporto su strade da parte di civili (inclusi i veicoli precedentemente dell'A.C. che sono stati recentemente passati al Governo Italiano), nel territorio del Governo Italiano. Salvo quanto diversamente stabilito nel paragrafo 2 (c), questo territorio include la zona continentale dell'Italia a sud del confine dell'A.M.G., e le isole della Sardegna e della Sicilia.

(d) I movimenti nell'ambito di una provincia e tra due provincie adiacenti sono autorizzati dalle rispettive Direzioni Provinciali. I movimenti che oltrepassino due provincie adiacenti sono autorizzati dalle Direzioni Compartimentali interessate, se essi avvengano in due Compartimenti adiacenti. I movimenti oltre due compartimenti adiacenti sono autorizzati dalla Direzione Generale di Roma.

1703

2. <u>Centri Automobilistici (Truck Pools)</u>

(a) Circa 1500 wutocarri militari che operarono in centri automobilistici sono stati ceduti al Governo Italiano, e vengono ora controllati dall'ENAC nello stesso modo degli autocarri civili.

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(b) Le località dove si trovano centri autocarri sono :- LIVORNO, FIRENZE, PESARO, ANCONA, MACERATA, ASCOLI, TERAMO, PESCARA, CHIETI, AQUILA, SIENA, CAMPOBASSO, FOGGIA, BARI (zona), NAPOLI (zona). In più esiste un Ufficio Autotrasporti in ogni Provincia della Toscana e delle Marche per il controllo ed il movimento degli autocarri civili.

(c) L'ENAC non ancora ha assunto il controllo dei Centri Autocarri e dell'Ufficio Autotrasporti in Toscana e nelle Marche.

B. TERRITORIO DELL'A.M.G.

3. Autocarri civili

Per il tramite degli Uffici Autotrasporti, che sono stati istituiti in ogni provincia, l'A.M.G. ha il controllo degli autocarri civili. Gli Ufficiali dei Traposrti dell'A.M.G. sono responsabili della vigilanza in detti Uffici per mantenere l'efficienza ed impedire l'irregolare funzionamento.

4. Centri Autocarri

(a) Circa 1700 autocarri di tipo militare e civile di provenienza Alleata vengono organizzati in Centri Autocarri a GENOVA, TORINO, MILANO, VERONA, PADOVA, VENEZIA, TREVISO, BOLZANO, ROVIGO, BOLOGNA, RAVENNA, FERRARA, RIMINI, MODENA e REGGIO EMILIA. In seguito altri Centri saranno formati in altre località.

(b) Questi Centri hanno personale civile e sono da esso gestiti, ma si trovano sotto il diretto controllo degli Ufficiali dei Trasporti dell'A.M.G., che sono responsabili del loro buon funzionamento e dell'esame delle richieste. In un secondo tempo tutti questi centri saranno ceduti al Governo Italiano.

Declassified E.O. 12356 Section 3.3/NND No. 785016

APPENDIX "B"

ADDRESSES OF THE PROVINCIAL AND COMPARTMENTAL
OFFICES OF "E.N.A.C."

COMPARTIMENTO DI CATANZARO

Direttore Compartimentale Calzona Ing. Vincenzo - Piazza Prefettura
Palazzo E.N.A. - CATANZARO
COSENZA : Carelli Dott. Paolo - presso Camera Commercio
REGGIO CALABRIA : Cozzupoli Ing. Demetrio - Via G. Pepe Nº 16.

COMPARTIMENTO DI CAGLIARI

Direttore Compartimentale Cannas Ing. Piero
SASSARI : Riccardi Rag. Angelo

COMPARTIMENTI DI BARI

Direttore Compartimentale Montedoro Ing. Carlo Palazzo Questura
Via Oriani - Bari
Direttore Provinciale Spalla Dott. Alfredo - Via A. Gimma 70 - Bari
BRINDISI : Sederino Dott. Corrado - Corso Umberto 18
FOGGIA : Lattanzi Ing. Ugo - Via D. Alighieri - P.zzo Persichetti
TARANTO : Lombardo Harold - Via Cavour 23.
LECCE : Massari Dr. Massimo - Vle Stazione - P.zzo Franco
MATERA : De Ruggieri Rag. Pietro - Via Cappelluti.

COMPARTIMENTO DI NAPOLI

Direttore Compartimentale Bertoli Ing. Giovanni - P.zzo Borsa
Via S. Aspreno
Direttore Provinciale Franco Augusto - P.zzo Borsa - Via S. Aspreno
AVELLINO : Meccanico Dott. Alfredo - P.zzo Camera Commercio
P.zza Duomo
BENEVENTO : Castellucci Ing. Zanobio - presso Ufficio Comunale

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COMPARTIMENTI DI BARI

Direttore Compartimentale Montedoro Ing. Carlo Palazzo Questura
Via Oriani - Bari
Direttore Provinciale Spalla Dott. Alfredo - Via A. Gimma 70 - Bari
BRINDISI : Sederino Dott. Corrado - Corso Umberto 18
FOGGIA : Lattanzi Ing. Ugo - Via D. Alighieri - P.zzo Persichetti
TARANTO : Lombardo Harold - Via Cavour 23.
LECCE : Massari Dr. Massimo - Vle Stazione - P.zzo Franco
MATERA : De Ruggieri Rag. Pietro - Via Cappelluti.

COMPARTIMENTO DI NAPOLI

Direttore Compartimentale Bertoli Ing. Giovanni - P.zzo Borsa
Via S. Aspreno
Direttore Provinciale Franco Augusto - P.zzo Borsa - Via S. Aspreno
AVELLINO : Meccanico Dott. Alfredo - P.zzo Camera Commercio
P.zza Duomo
BENEVENTO : Castellucci Ing. Zanobio - presso Ufficio Comunale
CAMPOBASSO: De Capoa Ing. Ugo - P.zzo R. Prefettura.
POTENZA : Carloni Rag. Corrado
SALERNO : Capone Rag. Renato - traversa C. Pisacane 5

1702

COMPARTIMENTO DI ROMA

Direttore Compartimentale Ranella Cr. Secondo - Via Regina Giovanna
Bulgaria 7 - Roma
Direttore Provinciale Panfani Dott. Luigi - P.zza Sallustio 16 -Roma
L'AQUILA : Speranza Avv. Gaetano - P.zza Palazzo 28
FROSINONE : Benucci Cap. Angiolo - Osteria De Matteis, 14

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COMPARTIMENTO DI ROMA (Cont)

LITTORIA : Veroni Dott. Franco - presso Camera Commercio
RIETI : Mazza Oscar - Via Garibaldi 255-257
VITERBO : Pace Rag. Orlando
CHIETI : Soriano Dott. Fabio - Via Marruccino 138
PESCARA : Branella Rocco
TERAMO : Mazzarelli Dott. Giovanni - Via M. Capuani 87

Declassified E.O. 12356 Section 3.3/NND No. 785016

Copia per l'ENAC

ENAC - 3

ENAC

ENTE NAZIONALE AUTOTRASPORTI COSE

(Decreto Legge Luogotenenziale 17 agosto 1944, n. 188)

RICHIESTA DI TRASPORTO N. .....

Al [1] .....

.....

.....

Trasporto da (luogo di carico) ..... *a* (destinazione) .....

Mittente ..... *Indirizzo* .....

Itinerario ..... *Km.* (complessivi) .....

Destinatario ..... *Indirizzo* .....

Presa cognizione delle condizioni di trasporto dell' E. N. A. C., richiedo il trasporto delle cose sottoindicate.

N. dei colli o capi	Qualità dell'imballaggio	NATURA E QUALITÀ DELLE COSE	Peso lordo in Q.li

Richiedente { *Cognome* ..... *Nome* .....
Indirizzo ..... *Telef. N.* .....

....., *li* .....

(firma leggibile per esteso)

Decisioni de [1] .....

.....

.....

.....

Declassified E.O. 12356 Section 3.3/NND No. 798016

Trasporto da (luogo di carico) ..... *a* (destinazione) .....

Mittente ..... *Indirizzo* .....

Itinerario ..... *Km.* (complessivi) .....

Destinatario ..... *Indirizzo* .....

Presa cognizione delle condizioni di trasporto dell' E. N. A. C., richiedo il trasporto delle cose sottoindicate.

N. dei colli o capi	Qualità dell'imballaggio	NATURA E QUALITÀ DELLE COSE	Peso lordo in Q.li

Richiedente { *Cognome* ..... *Nome* .....
Indirizzo ..... *Telef. N.* .....

....., *li* .....

(firma leggibile per esteso)

Decisioni de[1] .....

.....

.....

....., *li* .....

Timbro

(1) Indicare: Comm.ne Prov.le di ..... Ispett. Comp.le di ..... Ispettorato Generale - Roma.

Automezzi assegnati: *targa* ..... *portata Q.li* ..... *foglio di viaggio N°* .....

data ..... » ..... » » .....

» ..... » » .....

» ..... » » .....

....., *li* .....

Il Capo Stazione

.....

1939

Declassified E.O. 12356 Section 3.3/NND No. 785016

LIQUIDAZIONE PROVVISORIA
PER LA DETERMINAZIONE DEL DEPOSITO CAUZIONALE

		LIRE	cent.
Quota fissa d'ingaggio	riferita alla portata		
	riferita al peso reale		
Quota chilometrica . .	riferita alla portata: a L. ___ × Q.li ___ × Km.		
	riferita al peso reale: a L. ___ × Q.li ___ × Km.		
Percentuali di maggiorazione: ___ %.			
Pernottazioni N. ___ a L. ___.			
Contributo ENAC .	riferita alla portata: a L. ___ × Q.li ___ × Km.		
	riferita al peso reale: a L. ___ × Q.li ___ × Km.		
Aumento del 25 % (compresa l'Imposta Generale sull'Entrata)			
Importo del deposito cauzionale			

IL COMPILATORE

II-45 - Tip. Ditta - Roma

1040

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Quota chilometrica . { riferita alla portata: a L. ___ × Q.li ___ × Km. ___
riferita al peso reale: a L. ___ × Q.li ___ × Km. ___

Percentuali di maggiorazione: ___ %. . . . . .

Pernottazioni N. ___ a L. ___ . . . . . .

Contributo ENAC . { riferita alla portata: a L. ___ × Q.li ___ × Km. ___
riferita al peso reale: a L. ___ × Q.li ___ × Km. ___

Aumento del 25 % (compresa l'Imposta Generale sull'Entrata) . . . .

Importo del deposito cauzionale

IL COMPILATORE

NOTA — Spillare in calce al presente foglio il quarto tagliando del modulo «ENAC 29», e cioè l'Attestazione dell'eseguito versamento del deposito cauzionale.

ENAC - 250.000 - III-46 - Tip. Fimo - Roma

Declassified E.O. 12356 Section 3.3/NND No. 785014

APPENDIX 'C'

ENAC - 3

Copia per l'Ente che ha autorizzato il trasporto

ENAC

ENTE NAZIONALE AUTOTRASPORTI COSE

(Decreto Legge Luogotenenziale 17 agosto 1944, n. 188)

RICHIESTA DI TRASPORTO N. .....

Al (1) .....

Trasporto da (luogo di carico) ..... *a* (destinazione) .....

Mittente ..... *Indirizzo* .....

Itinerario ..... *Km.* (complessivi) .....

Destinatario ..... *Indirizzo* .....

Presa cognizione delle condizioni di trasporto dell'E. N. A. C., richiedo il trasporto delle cose sottoindicate.

N. dei colli o capi	Qualità dell'imballaggio	NATURA E QUALITÀ DELLE COSE	Peso lordo in Q.li

Richiedente { *Cognome* ..... *Nome* .....
Indirizzo ..... *Telef. N.* .....

....., *li* .....

(firma leggibile per esteso)

Decisioni de(1) .....

....., *li* .....

Timbro

Declassified E.O. 12356 Section 3.3/NND No. 785016

Itinerario .....

Destinatario ..... *Indirizzo* .....

Presa cognizione delle condizioni di trasporto dell'E. N. A. C., richiedo il trasporto delle cose sottoindicate.

N. dei colli o capi	Qualità dell'imballaggio	NATURA E QUALITÀ DELLE COSE	Peso lordo in Q.li

Richiedente { *Cognome* ..... *Nome* .....
{ *Indirizzo* ..... *Telef. N.* .....

....., *li* .....

(firma leggibile per esteso)

Decisioni di (1) .....

....., *li*

Timbro

(1) Indicare: Commissariato Prov.le di ..... Ispett. Compart.le di ..... Ispettorato Generale - Roma. 1701

Ricevuta richiesta di trasporto N. ..... *del* ..... *presentata da* .....

....., *li* .....

Bollo

L'impiegato addetto

.....

Declassified E.O. 12356 Section 3.3/NND No. 782014

APPENDIX "D"

ALLIED COMMISSION - TRANSPORTATION SUB-COMMISSION

COMMISSIONE ALLEATA - SOTTOCOMMISSIONE PER I TRASPORTI

BID - REQUEST FOR ROAD TRANSPORTATION - BID

(RICHIESTA PER TRASPORTO STRADALE)

Serial No. of Bid / Numero progressivo della richiesta ..... **Date** / Data .....

Loading Point / Luogo di carico .....

Consignor / Mittente .....

Address / Indirizzo ..... **City** / Città ..... **Tel. No.** / Num. di Tel. .....

Description and weight of commodity and how packed Descrizione e peso della merce e dell'imballaggio	Date loading can commence Data alla quale si può iniziare il carico	Amount that can be loaded per day Quantitativo che può essere caricato giornalmente	Total tonnage Tonnellaggio totale	REMARKS * OSSERVAZIONI *

Only one consignment to be shown on each bid
Ogni richiesta serve per una sola destinazione

* **Particulars to be given in this column of any piece or package exceeding any of the following dimensions: LENGTH 14 ft., BREADTH 6 ft., HEIGHT 6 ft., WEIGHT 1 ton.**
Per ogni collo od oggetto bisogna dare in questa colonna le dimensioni quando esse eccedano le seguenti misure: *lunghezza* m. 4.20, *larghezza* m. 1.80, *altezza* m. 1.80, *peso* 1 ton.

Consignee / Destinatario ..... **Address** / Indirizzo .....

Unloading point / Luogo di scarico ..... **Province** / Provincia .....

Full reason why transportation is required / Ragioni complete per le quali si fa richiesta di trasporto .....

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della merce e dell'imballaggio	iniziare il carico	caricato giornalmente	totale	

Only one consignment to be shown on each bid
Ogni richiesta serve per una sola destinazione

* Particulars to be given in this column of any piece or package exceeding any of the following dimensions: LENGTH 14 ft., BREADTH 6 ft., HEIGHT 6 ft., WEIGHT 1 ton.
Per ogni collo od oggetto bisogna dare in questa colonna le dimensioni quando esse eccedano le seguenti misure: lunghezza m. 4.20, larghezza m. 1.80, altezza m. 1.80, peso 1 ton.

Consignee ..... Address .....
Destinatario Indirizzo

Unloading point ..... Province .....
Luogo di scarico Provincia

Full reason why transportation is required .....
Ragioni complete per le quali si fa richiesta di trasporto

LIMITATION: Road transportation must be limited to Allied Military Traffic plus only such MINIMUM traffic as is necessary to the life of the Community and essential war industry. Before requesting road transportation AC officers and consignors must determine conclusively that proposed movement is necessary in accordance with the foregoing.

LIMITAZIONE: Il trasporto stradale deve essere limitato al traffico militare alleato più quel MINIMO di traffico civile che è necessario per la vita della comunità e per le industrie belliche essenziali. Prima di richiedere il trasporto stradale gli ufficiali dell'AC e i mittenti devono stabilire in modo conclusivo che il movimento richiesto è necessario, tenendo presente quanto precede.

Observations of the Office forwarding the bid .....
Osservazioni dell'Ufficio che inoltra la richiesta

.....

.....

.....

.....

Signed .....
Firmato

Regional Commissioner's decision priority ..... Signed ..... Date .....
Decisione del Commissario Regionale: priorità Firmato Data

Declassified E.O. 12356 Section 3.3/NND No. 785012

THE FOLLOWING QUESTIONS MUST BE ANSWERED:
Bisogna rispondere alle seguenti domande:

1. – **Have cranes and loading labour been arranged?**
Si è provveduto per le gru e per la mano d'opera per il carico?

2. – **Have the necessary arrangements been made for prompt discharge?**
È stato accertato che il destinatario può scaricare celermente?

3. – **Who will pay freight?**
Chi pagherà il prezzo del trasporto?

NOTE: Unless otherwise specially agreed, normal ENAC tariff will apply.
NOTA: Salvo speciali accordi, saranno applicate le tariffe normali ENAC

4. – **When is delivery required to be complete?**
Per quale epoca si richiede la consegna della merce?

NOTES

(a) **This form will in all cases be submitted by Regional Commissioners in quintuplicate to A.C. Sub-Commission.**
Questo modulo in tutti i casi dovrà essere presentato in quintuplicato dal Commissario Regionale alla Sottocommissione della Commissione Alleata.

(b) **The form will be submitted by Sub-Commission to Transportation Sub-Commission, Movements Division, Roads Branch, in quadruplicate.**
Questo modulo sarà presentato in quadruplicato dalla Sottocommissione alla Sottocommissione per i Trasporti (Divisione dei Movimenti - Ramo stradale).

This portion of the form to be left blank.

1. – **The traffic has been rejected accepted for the following reasons.**

2. – ***Priority and Special Instructions.***

3. – **Passed to Roads Division – Transportation Sub-Commission, for execution during period**

Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NNB No. 785016

1 0 4 2 1

Sottocommissione per i Trasporti (Divisione dei Movimenti - Ramo stradale).

This portion of the form to be left blank.

1. – The traffic has been rejected accepted for the following reasons.

2. – ***Priority and Special Instructions.***

3. – Passed to Roads Division – Transportation Sub-Commission, for execution during period .....

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(Signed) .....

(Rank) .....

(Date) .....

ROADS BRANCH, MOVEMENTS DIVISION

APPENDIX "F"

To be rendered in triplicate.

To : HQ. ALLIED COMMISSION.
Transportation Sub-Commission
Movements Division
Road Branch

1. The enclosed ENAC 3 is submitted for approval.
Full particulars in para 2.

2. Bidder. Name
Address
Telephone No.

Goods. Type
Weight

From Name
Address
Telephone No.

To Name
Address
Telephone No.

3. ENAC certify that this movement will not violate any Italian Government regulations and if A.C. authority is granted ENAC undertake to provide the means of transportation and any fuel or lubricants necessary from within their allotment.

Signed.....
(Name block caps)

For ENAC.....

Date.....

4. This portion to be completed by A.C.
The movement of the traffic specified above is authorised/rejected (a)

1948

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Telephone No.

Goods. Type
Weight

From Name
Address
Telephone No.

To Name
Address
Telephone No.

3. ENAC certify that this movement will not violate any Italian Government regulations and if A.C. authority is granted ENAC undertake to provide the means of transportation and any fuel or lubricants necessary from within their allotment.

Signed.....
(Name block caps)

For ENAC.....

Date.....

4. <u>This portion to be completed by A.C.</u>
The movement of the traffic specified above is authorised /rejected (a)
This authority expires.....1945.

Signed.....
(Rank, name block caps)...

Sub-Commission.....

Date.....1945

One copy of this form must accompany any vehicle proceeding with a load outside Italian Government Territory and must be produced on demand to any competent authority.

(a) Delete word NOT applicable.

1698

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TRADUZIONE APPENDIX "E"

Da essere riempito in triplicato.

Al : H.Q. ALLIED COMMISSION.
Transportation Sub-Commission,
Movements Division,
Road Branch.

1. Rimettiamo l'accluso modulo ENAC 3 per approvazione
Completi dettagli al paragrafo 2.

2. Richiedente. Nome.
Indirizzo
Numero telefonico.

Merci. Tipo
Peso.

Da. Nome
Indirizzo
Numero telefonico.

A. Nome
Indirizzo
Numero telefonico.

3. L'ENAC assicura che questo trasporto non violerà nessuna disposizione del Governo Italiano e se è dato il permesso dalla Commissione Alleata l'ENAC si incarica di fornire i mezzi di trasporto ed ogni carburante o lubrificante necessario prendendolo dal suo globale assegnamento.

Firmato.....
(Nome a lettere maiuscole)

Per l'ENAC.....

Date.....

declassified s.o. 12356 section 3.3/NND No. 785016

Numero telefonico.

Merci. Tipo
Peso.

Da. Nome
Indirizzo
Numero telefonico.

A. Nome
Indirizzo
Numero telefonico.

3. L'ENAC assicura che questo trasporto non violerà nessuna disposizione del Governo Italiano e se è dato il permesso dalla Commissione Alleata l'ENAC si incarica di fornire i mezzi di trasporto ed ogni carburante o lubrificante necessario prendendolo dal suo globale assegnamento.

Firmato.....
(Nome a lettere maiuscole)

Per l'ENAC.....

Date.....

4. Questa parte sarà completata dalla Commissione Alleata.
Il movimento del trasporto di cui sopra è autorizzato/ /respinto (a)
Questo permesso scade.....1945

Firmato.....
(Grado,Nome a lettera maiuscole)

Sotto-Commissione.....

Date.....1945

Una copia di questo modulo deve accompagnare ogni automezzo che trasporti un carico fuori del Territorio del Governo Italiano e deve essere mostrata a richiesta di ogni competente autorità.

(a) Cancellare la parola che NON è applicata.

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RESTRICTED

RHF/cvm

ALLIED FORCE HEADQUARTERS
APO 512

Security Div
AG 383

AG 091.6/209 GAP-O

1 July 1945

SUBJECT: Transportation of Italian Service Personnel

TO : All Concerned

14 37402

1. Owing to shortage of transport the greatest difficulty is being found in moving Italian Army personnel when proceeding on leave, duty or demobilization. Moreover British and American drivers are often unwilling to give lifts to Italian Army personnel, so that the difficulty of their reaching their homes and returning on time to their units is considerable. Lack of leave is the main cause of absence in the Italian Army.

2. In view of the fact that a considerable amount of Allied transport is constantly moving empty, it is considered that Italian personnel could be moved by local arrangements with Allied commanding officers.

3. It is requested, therefore, that you instruct unit commanders that they should, if approached by Italian commanding officers, give every assistance to facilitating the movement of properly authorized Italian Army personnel, when such assistance will not interfere with the mission of the transportation concerned.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

/s/ C. W. Christenberry
C. W. CHRISTENBERRY
Colonel, AGD
Adjutant General

Reproduced by Hq 2675th Regt,
AICCM (Ovhd), APO 394, 10 Jul 45.

IXCA
(1 Jul 45) 1st Ind CMF/rsl
HEADQUARTERS, ALLIED COMMISSION, OFFICE OF THE VICE-PRESIDENT, ESTABLISHMENT SECTION, APO 394, U. S. Army, 10 July 1945.

TO: All Regional Commissioners, SCAO's AMG 5th & 8th Armies, AICCM Liaison Officers, Commissioners Naples, Ancona & Livorno Communes.

For your information, guidance, and compliance whenever possible.

BY COMMAND OF REAR ADMIRAL STONE:

1697

C. M. PARKIN
Colonel, Infantry
Actg Vice-President

RESTRICTED

Tel : 476603

Security

HEADQUARTERS ALLIED COMMISSION CNC/fd
APO 394
Transportation Sub-Commission

Our ref.: AC/31/7/Tn 3

378.02

28 June 45.

13

MOVEMENTS DIVISION - ROAD - MEMORANDUM No.2

Movement of Traffic into and out of AMG Territory

1. In accordance with agreement with H.Q. 15 Army Group this instruction is issued to govern the movement of Civilian M.T. carrying civilian traffic from Italian Government Territory to AMG Area and from AMG Area to Italian Government Territory.

2. Traffic from Italian Government Territory to AMG Territory.

The only competent authority to despatch Civilian M.T. from Italian Government Territory is ENAC. Any vehicle proceeding to Army Area will be in possession of ENAC trip ticket and where necessary, AC authority on the form prescribed in Movements Division, Roads Memo No.1 Amendment No.1. After delivery of load driver of vehicle will report (in Army Area) to the nearest AMG Transportation Officer and the vehicle will not undertake the transport of any goods unless authorized to do so, in writing by an AMG Transportation Officer or authority acting on his behalf.

3. Traffic from Army Area to Italian Government Territory.

(a) AC/AMG Transportation Officers will only authorize the movement of M.T. carrying Civilian goods into Italian Government Territory subject to detailed instructions which may be issued from time to time by competent AMG/Army Formations.

(b) M.T. carrying civilian traffic into Italian Government Territory will only be authorized by AC/AMG Transportation Officer to carry an outward load and will be ordered to report to and only accept a return load from ENAC (see para 2).

4. Trip Tickets.

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to Army Area will be in possession of [illegible] necessary, AC authority on the form prescribed in Movements Division, Roads Memo No.1 Amendment No.1. After delivery of load driver of vehicle will report (in Army Area) to the nearest AMG Transportation Officer and the vehicle will not undertake the transport of any goods unless authorized to do so, in writing by an AMG Transportation Officer or authority acting on his behalf.

3. Traffic from Army Area to Italian Government Territory.

(a) AC/AMG Transportation Officers will only authorize the movement of M.T. carrying Civilian goods into Italian Government Territory subject to detailed instructions which may be issued from time to time by competent AMG/Army Formations.

(b) M.T. carrying civilian traffic into Italian Government Territory will only be authorized by AC/AMG Transportation Officer to carry an outward load and will be ordered to report to and only accept a return load from ENAC (see para 2).

4. Trip Tickets.

(a) Truckers must obtain an AMG ticket in AMG Territory or an ENAC ticket in Italian Government Territory to move goods from the respective areas.

(b) Neither U.A. Officer in AMG Territory nor ENAC Offices in Italian Government Territory may issue trip tickets covering return journeys.

(c) Where no return load is available a ticket marked "No load available" will be issued, and the trucker instructed to report for a load to despatch offices on the direct route to his place of domicile. Each despatch office visited will frank the ticket in the same way and sign it, unless a load can be provided. Despatch offices will only allot loads for destinations on the direct route to the truckers place of domicile.

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(d) Trip tickets will be issued in duplicate and one copy will be handed in either to U.A. office or ENAC office on completion of return trip.
(e) All trip tickets will be written in ink or indelible pencil.

5. Haulage Charges.

(a) Charges will not exceed the tariff rate applicable to the area from which goods are moved e.g. revised G.O.42 Tariff in AMG Territory and ENAC Tariff in Italian Government Territory.

(b) No payment for the return journey will be made to truckers at the point of origin before departure.

(c) If a return load is available at destinations the trucker will be paid for the mileage involved either by ENAC in Italian Government Territory or the U.A. office in AMG Territory before departure on return trip.

(d) If no return load (to point of origin or other points en route to points of origin) is pre-arranged or obtained at destinations or points en route, the trucker will receive payment for the return trip at the normal rates for empty mileage applying in location where the truck is domiciled, provided that a trip ticket is produced franked as per Para 4 (c) above, less any sums collected for haulage en route.

(e) Any truckers refusing a return load or failing to have trip ticket stamped at despatch offices en route will not be entitled to any payment for the empty return trip.

6. P.O.L.

(a) On departure from point of origin sufficient POL will be allotted with the trip ticket for the out

Declassified E.O. 12356 Sec. 3.3/NND No. 785016

office in AMG Territory before departure on return trip.

(d) If no return load (to point of origin or other points en route to points of origin) is pre-arranged or obtained at destinations or points en route, the trucker will receive payment for the return trip at the normal rates for empty mileage applying in location where the truck is domiciled, provided that a trip ticket is produced franked as per Para 4 (c) above, less any sums collected for haulage en route.

(e) Any truckers refusing a return load or failing to have trip ticket stamped at despatch offices en route will not be entitled to any payment for the empty return trip.

6. P.O.L.

(a) On departure from point of origin sufficient POL will be allotted with the trip ticket for the out ward trip only.

(b) At destination POL for the return journey will be issued with the return trip ticket only.

(c) There no back-load is available at destination only sufficient POL to reach the next despatch office en route will be issued, except in cases where no despatch office exists on the direct route.

For the Chief Commissioner:

MERRITT H. TAYLOR
Director

Distribution: See Page 3

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"	"	"	"	ANCONA.	(Capt.R.L.BENT.)	(4)
"	"	"	"	FLORENCE.	(Lt.Col.J.A.N.GILES.)	(2)
"	"	"	"	REGGIO.	(Capt.B.W.BODDY.)	(2)
"	"	"	"	LEGHORN.	(Capt.A.C.RAMSEY.)	(2)
"	"	"	"	ROME.	(Capt.S.C.HALL.)	
	"	"	"	CHIETI.	(Capt.F.R.PRICE.)	
Port Liaison Officer.				PIOMBINO.	(Mr.FRANCE.)	

Transportation Sub-Commission:- Adminstration Division.
Planning Staff.
Movements Division.
Rail Branch.
Shipping Branch.
Rail Division.
Operations Branch.
Supply Branch.
Roads Division.
Operating Branch.
Maintenance Branch.
Supply Branch.
Ports & Warehouse Division.

M.M.I.A. for Movements Liaison Officer.
Istituto per il Commercio Estero(I.C.E.)
E.N.A.C.

Tel: 478303 HEADQUARTERS ALLIED COMMISSION CNC/gmh
APO 394
Transportation Sub-Commission

Ref : AC/31/6/Tn3. 25 June 45.

MOVEMENTS DIVISION - ROAD - MEMORANDUM No.1.

AMENDMENT No.1.

378.02
(12)

1. Para 2(a)

Delete the following :-

NOTE : Movement may not take place outside Italian Government Territory without permission of AC/AMG.

2. Para 3 Bidding Procedure and Movement.

Delete Sub-Para (a) and subsitute the following :-

(a) CIVILIAN TRAFFIC.

(i) CIVILIAN TRAFFIC for movement within Italian Government Territory.

Bids must be made to the Provincial Commissioner of ENAC on Form ENAC 3(Appendix B). Further particulars of ENAC organisation are given at App 'A' 'B' 'C' and 'D'.

(ii) CIVILIAN TRAFFIC for movement from Italian Government Territory to points in Italy not included in Italian Government Territory.

Bids must be made to the Provincial Commissioner of ENAC on Form ENAC 3. H.Q. Allied Commission and Italian Government will issue orders, from time to time, prohibiting the movement of certain commodities from Italian Government Territory. When a bid(Form ENAC 3) is received in respect of a commodity the movement of which is NOT prohibited by A.C. or Italian Government, then ENAC may arrange within their available resources. Any bid(Form ENAC 3)

Declassified E.O. 12356 Section 3.3/NND No. 785016

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3. Para 5. Charges.

Delete complete paragraph.

4. Add.

Para 5.

For instructions regarding Charges, Trip Tickets and return loads see Movements Division, Road Memo No.2.

For the Chief Commissioner.

MERRITT.H.TAYLOR.
Director.

Encl: App 'G'

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Port Liaison Officer.				PIOMBINO.	(Mr.FRANCE.)	

Transportation Sub-Commission:- Adminstration Division.
Planning Staff.

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MERRITT.H.TAYLOR.
Director.

Encl: App 'G'

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Transportation Sub-Commission:- Adminstration Division.
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M.M.I.A. for Movements Liaison Officer.
Istituto per il Commercio Estaro(I.C.E.)
E.N.A.C.

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APPENDIX 'G'

To be rendered in triplicate.

To : HQ. ALLIED COMMISSION.
Transportation Sub-Commission
Movements Division
Road Branch

1. The enclosed ENAC 3 is submitted for approval. Full particulars in para 2.

2. Bidder. Name
Address
Telephone No.

Goods. Type
Weight

From Name
Address
Telephone No.

To Name
Address
Telephone No.

3. ENAC certify that this movement will not violate any Italian Government regulations and if A.C. authority is granted ENAC undertake to provide the means of transportation and any fuel or lubricants necessary from within their allotment.

Signed.....
(Name block caps)

For ENAC.....

Date.....

4. This portion to be completed by A.C.
The movement of the traffic specified above is authorised/

/rejected (a)

1693

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Goods. Type
Weight

From Name
Address
Telephone No.

To Name
Address
Telephone No.

3. ENAC certify that this movement will not violate any Italian Government regulations and if A.C. authority is granted ENAC undertake to provide the means of transportation and any fuel or lubricants necessary from within their allotment.

Signed.....
(Name block caps)

For ENAC.....

Date.....

4. <u>This portion to be completed by A.C.</u>

The movement of the traffic specified above is authorised/ /rejected (a)

This authority expires.....1945. 1693

Signed.....
(Rank, name block caps)...

Sub-Commission.....

Date.....1945

One copy of this form must accompany any vehicle proceeding with a load outside Italian Government Territory and must be produced on demand to any competent authority.

(a) Delete word NOT applicable.

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TRADUZIONE APPENDIX "G"

Da essere riempito in triplicato.

Al : H.Q. ALLIED COMMISSION.
Transportation Sub-Commission,
Movements Division,
Road Branch.

1. Rimettiamo l'accluso modulo ENAC 3 per approvazione
Completi dettagli al paragrafo 2.

2. Richiedente. Nome.
Indirizzo
Numero telefonico.

Merci. Tipo
Peso.

Da. Nome
Indirizzo
Numero telefonico.

A. Nome
Indirizzo
Numero telefonico.

3. L'ENAC assicura che questo trasporto non violerà nessuna disposizione del Governo Italiano e se è dato il permesso dalla Commissione Alleata l'ENAC si incarica di fornire i mezzi di trasporto ed ogni carburante o lubrificante necessario prendendolo dal suo globale assegnamento.

Firmato.....
(Nome a lettere maiuscole)

Per l'ENAC.....

Date.....

4. Questa parte sarà completata dalla Commissione Alleata.
Il movimento del trasporto di cui sopra è autorizzato/

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Da. Nome
Indirizzo
Numero telefonico.

A. Nome
Indirizzo
Numero telefonico.

3. L'ENAC assicura che questo trasporto non violerà nessuna disposizione del Governo Italiano e se è dato il permesso dalla Commissione Alleata l'ENAC si incarica di fornire i mezzi di trasporto ed ogni carburante o lubrificante necessario prendendolo dal suo globale assegnamento.

Firmato.....
(Nome a lettere maiuscole)

Per l'ENAC.....

Date.....

4. Questa parte sarà completata dalla Commissione Alleata.
Il movimento del trasporto di cui sopra è autorizzato/
/respinto (a)
Questo permesso scade.....1945

Firmato.....
(Grado, Nome a lettera maiuscole)

Sotto-Commissione.....

Date.....1945

Una copia di questo modulo deve accompagnare ogni automezzo che trasporti un carico fuori del Territorio del Governo Italiano e deve essere mostrata a richiesta di ogni competente autorità.

(a) Cancellare la parola che NON è applicata.

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CONFIDENTIAL File

To: A.C. of S. G-2
Rome Area Allied Command

Major Harvey, Public Safety, HQ AC.
Security Branch
HQ Allied Commission
(2 copies for favour of transmission
to interested Sub Commission A.C.)
Central D.Sec. P.W.B.

276 FSS
Rome Area Allied Command
Phone 478445 Ext 16
Ref: Sec/15
4 June 1945

Sup
Div
Rec'd 12/6
Book No 8117
File No 37802
Action S/c 16/6/45

Copy sent to Sptvr (See attached)

Subject:- E.N.A.C.

1. In various routine security reports by this Sec, ref has been made to the Italian tpt organisation known as ENTE NAZIONALE AUTOTRASPORTI DI COSE. Such refs were made on the basis of reliable reports that this organisation was, in a misguided attempt to control the tpt available for alimentation purposes, not only not succeeding in its primary task but even contributing to the rise and growth of the black market and the rapid spiral in prices which has occurred since its inception.

2. Since these reports were made, the matter has been studied more closely and with the assistance of a competent tpt expert, and now that the "cordon sanitaire" has been abolished between North and South Italy and it has been announced that the territorial scope of ENAC will consequently be extended, it is considered opportune to place on record the results of these further enquiries.

3. The ENAC was officially constituted under the supervision of the Ministry of Communications, by Legislative Decree of the Lieutenant General of the Realm No 188 dated 17 Aug 44, published in the Gazzetta Ufficiale No 53 dated 8 Sep 44. According to Art 3 of this Decree all the firms and private owners of goods tpt are obliged to belong to the ENAC, except in certain cases authorized by the Ministry of Communication, but even here, the vehicles must be registered with ENAC.

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4. The objects of such an organisation are set out in Art 3 of 1642 "Statuto per l'istituzione e funzionamento dell'E.N.A.O.", appended to the a/q Decree and may be summarised as follows:

   a) Effective control and discipline of means of goods tpt, including co-ordination in order to avoid uneconomic running, non-load-carrying journeys, etc.
   b) Application of tpt tariffs and enforcement of their observance.
   c) Distribution of P.O.L., spares, tyres and technical assistance to improve all forms of rd tpt.

5. The ENAC is therefore declared a public corporation under the Ministry of Communication and run by a Directory Committee. It has offices in each Provincial Admin HQ. The operating method is as follows. The consignor, i.e. the party requiring to tpt a load

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of goods from one place to another, makes a request to ENAC for an assignment of tpt. Before the assignment is made from among registered lorries belonging to private firms the consignor must pay the total cost of the tpt, worked out on an average of 60 centesimi per quintal-kilometer. A "foglio di via"(way bill) is then made out for a particular lorry to execute the work and much later, often after several weeks, the owner of the lorry is paid out by the ENAC the sum due for the hire of the tpt, less a percentage (between 3% and 6% for "ENAC expenses").

6. Ever since its inception the ENAC has come under a constant fire of criticism both in the Italian Press and in all departments of the food tpt and distribution trade. Its defects are both general and particular. In general it may be described as a purely bureaucratic imposition which seeks by arbitrary methods to execute functions which it is in reality incompetent to perform for various particular reasons which may be explained as follows (para 7 - 10).

7. Ref para 4 (a) above on intention to direct control and coordinate means of tpt. The ENAC "discipline" only exists in theory or at most on paper. ENAC tries to control means of tpt that do not belong to it but are operated by the actual owners. Its only real control is the checking of the "foglio di via" of a lorry at any of the various ENAC check points that may be seen up and down the main roads of Italy. In order to obtain effective control, ENAC would have either to requisition outright all goods tpt, or appoint as many inspectors or rd police as there are tpt. firms and private owners. Otherwise the control is merely bureaucratic and the lengthy and cumbersome procedure and regulations involved discourage rather than encourage collaboration on the part of operators.

To this may be added the further consideration that the arbitrary imposition of this bureaucratic system cuts right across the fundamental principles and the standard practice of the trucking business. This business depends on the balancing of the opposing interests of consignor and transporter. The consignor's interest is the moving of his goods as rapidly and as cheaply as possible to the selling point, while the transporter's interest is to make his lorries perform the maximum number of paying runs with the greatest economy of petrol and wear and tear at the best profit.

The balance between these two opposing interests is normally struck by the process of contracting between free parties, who, knowing each other can arrange the integration and fulfilment of their interests

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The balance between these two opposing interests is normally struck by the process of contracting between free parties, who, knowing each other can arrange the integration and fulfilment of their interests by a series of operations i.e. a transporter may even be able to do certain runs at par or at a loss because he knows that the profit on other runs on the same contract may make it ultimately worth his while.

The ENAC system abolishes this principle of free contract and can do nothing to secure the good will of either party by safeguarding their natural business interests.

8. Ref para 4 (b) above, on application of tariffs for tpt operations. The basic ENAC tariff of 60 centesimi per quintal-kilometer has apparently been fixed without any consideration of the realities of transport costs in the present situation.

The main cost arises from wear and tear of tyres and small parts. This cost varies greatly with the type and state of the road and is naturally less on the main national highway than on secondary roads or these in war-devastated areas. There should, it is rightly argued be at least 3 tariffs - for national routes, secondary routes, badly damaged

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or surfaced routes.

Even apart from such a technical consideration the fixed tariff quoted does not adequately meet the costs encountered and especially so in the case of small lorries where the margin of profit is far smaller than in the case of larges vehicles capable of heavier quintal loads.

9. Ref para 4 (c) above, on distribution of P.O.L. spares tyres etc. ENAC may be able to allot P.O.L., but certainly cannot supply spares and tyres which are most urgently needed if tpt is to be kept running. It has no central or provincial workshops at its disposal, nor break= down lorries for first aid and recovery duties.

The spare parts question is particularly one quite outside ENAC's possibilities because, in all Southern Italy as far as the Appenines, the stocks of spares held by automobile firms have, in the successive crises and coups d'état (25 July 43, 8 Sept 43, 5 Jun 44 principally) passed into the hands of the workmen who tried to"save"them, or into the stores of private speculators who have created the fantastic Black Market where such articles can alone be got in any quantity (eg a set of pistons for a Lancia car was recently priced at 150.000 lire, a set of main bearings 50-60.000 lire etc; tyres vary in price from 50-120.000 lire each according to size and wear).

10. Furthermore the following general observations may be made on the operating method outlined in para 5 above, in support of the state ement made in para 7 to the effect that the practice is arbitrary and counter to all previous commercial practice in this branch of trade. The consigner, as stated in para 5, must pay into ENAC the total cost of the tpt to be hired including ENAC expenses.

The tpt owner must wait some time before he receives from ENAC the money due to him for the hire, less the 3-6% deducted by ENAC. The tpt owner is therefore forced to be, in effect a "creditor" of ENAC, which though a Corporation under Ministerial aegis, could, in theory, go bankrupt, through mismanagement or dishonesty of the directors or employees.

In any case the sums paid into ENAC account by consignors go to swell the bank interest on this account, while the tpt owner's interest on such monies is nil.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Black Market [illegible] (eg a set of pistons for a Lancia car was recently priced at 1[illegible] lire, a set of main bearings 50-60.000 lire etc? tyres vary in price from 50-120.000 lire each according to size and wear).

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In any case the sums paid into ENAC account by consignors go to swell the bank interest on this account, while the tpt owner's interest on such monies is nil.

Moreover the customary practice in the trucking business is for the consigner to pay one half the tpt costs on ordering the tpt and the second half on completion of the run. The very good reason for this is that the tpt owner must face certain immediate expenses on undertaking the work, and needs ready cash therefore.

11. The foregoing may therefore be summarised as follows. ENAC, by its arbitrary methods, by being materially unable to fulfil the aims for which it was instituted, and because it opposes so flagrantly the interests of both parties concerned in its dealings, has degenerated rapidly into a bureaucratic bottleneck through which the trucking business passes by corrupt means or which completely strangles a large part of that trade. The following results:

a) it is obvious that the consigner with a cargo of perishable or highly profitable goods cannot or will not wait to obtain the necessary "foglio di via" by the normal means of passing in an application to ENAC and waiting till it is agreed orr rejected - often a delay of days or even weeks. There is thus

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everything to be gained from obtaining the "foglio di via" by bribery and corruption and reliable reports state that a regular trade in these goes on (prices quoted 50.000 - 200.000 lire each).

b) as the tpt owner needs ready cash to undertake orders and as he frequently considers that the ENAC monies, even when he gets them, are not sufficient to cover his expenses, he refuses to put his lorry at the disposal of the consigner unless the latter agrees to pay a certain sum varying in amount according to the journey or risks, but averaging, it is stated, about 50.000 lire a time. Such is the state of affairs that discussions for fixing this "purboire" frequently go on in the ENAC offices themselves, under the noses of the officials. Such corruption also arises from the fact that the whole system reduces the actual paying running time of a lorry from its possible 24 hrs out of 24 to an average of about 24 hrs per week, making it necessary for the owner to recoup himself by illicit means.

c) at the various ENAC roadblocks on the main roads further corruption takes place as the officials are not highly paid and can be "persuaded" to allow to pass vehicles with papers not in order. Furthermore at least one case has been reported in the press of an ENAC provincial official refusing to allow to proceed to Rome a load of goods, papers for which were all in order, merely because he happened to be interested in a rival firm to the consigner of the goods.

Also no priorities are observed with regard to which goods are most necessary for feeding the populations but rather preference is given to those goods which bring most profit, eg. a case has occurred of a load of skins being allowed tpt from MACERATA to ROME while permits to bring food therefore have been refused.

12. The net result therefore of the whole system is to increase the flow of goods into the Black Market both because a) the system is circumvented by corruption and b) because of the expenses involved in the corruption can only be recuperated by selling goods at Black Market prices.

13. In addition, and on the admission of the Director General of ENAC himself in a letter to "LA CAPITALE" dated 11 May 45, this system, instead of assisting the flow of tpt, has almost completely blocked it. The a/q letter states that ENAC can only supply petrol for 4000 of the 20.000 lorries registered with it. On this admission therefore

Declassified E.O. 12356 Section 3.3/NND No. 785016

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14. At the moment of writing the position has become so serious that the personnel employed by ENAC have requested the Ministry of Communications to look into it. As a result of this a Commissioner has been appointed. Meanwhile latest reports indicate that a strike of heavy tpt owners is imminent as a protest against the whole system outlined above. A strike of this kind would deprive the Central Markets of essential food - stuffs and might have serious consequences. Indeed the whole reason why this Sec has taken a interest in this matter is that it is obvious that the food situation is the most vital factor in the civil security situation in Italy at the moment.

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15. It is therefore requested that action be taken by the competent authority to end this scandalous state of affairs and to ensure that the best case is made both of the tpt and food available in the country. An obvious method of control of tpt is to control issues of petrol only and encourage tpt owners to use their vehicles and keep them in efficiency. If issue of a basic petrol ration were made dependent on each lorry doing a few days per month "corvée" tpt for the food distributing agencies, the matter would largely solve itself and the end of the Black Market would be in sight.

RBR/E

Capt.
INT CORPS.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NND No. 785016

1st. Ind.

Refs SD/378.02 16 June 1945

Hq., AFCOM, Security Division, Public Safety Sub Commission APO 394

To : Transportation S/C.

1. Forwarded for your information and retention.

JOHN W. CHAPMAN,
Colonel J.A.G.D.,
Director Public Safety,
Sub Commission.

CBH/nb

Declassified E.O. 12356 Section 3.3/NND No. 785016

SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

Phone 489081

211/3/Tn 1

10 April 1945

Transportation Sub-Commission Officers - Northern Italy

1. When AC/AMG take over in N.W. Italy, it is proposed to establish an Advanced Echelon of the Transportation Sub-Commission. Its duties will be as follows:

a. To coordinate, on behalf of the Director of the Transportation Sub-Commission, movements and transportation work in the regions of Piemonte, Liguria, Lombardia, and such other provinces as may be considered as "N.W. Italy" from time to time.

b. To coordinate movements and transportation work with the military authorities.

c. To control the general distribution of AC and civilian transport in N.W. Italy.

d. To see that movements programs are carried out in accordance with established priorities, particularly programs affecting more than one region.

2. a. Regional Transportation Officers will arrange all local movement within N.W. Italy as far as possible from their own local resources; they will contact each other as necessary; and they will also work closely with military movement officers.

b. Demands for local movement within the N.W. area that cannot be met as outlined in (a) above and movement to or from places outside N.W. Italy will be referred to the Advanced Echelon of the Transportation Sub-Commission, who will try to meet such demands (1) by adjustment of AC controlled capacity, (2) by further contact with military movement headquarters in N.W. Italy, and (3) by reference to Transportation Sub-Commission, Rome.

3. The following officers are nominated for the Advanced Echelon of Transportation Sub-Commission:

1687

Lt. Col. M. Harris (A) (i/c)
Major H. C. Talbot (B)

One other officer with railway operating experience will be nominated later.

SECRET

Declassified E.O. 12356 Section 3.3/NND No. 785016

4. The Advanced Echelon of the Transportation Sub-Commission will be located near HQ, 2 District.

5. AC railway engineering work will continue as at present to be dealt with by Transportation Sub-Commission at HQ, and not by Regional Transportation Officers; the following HQ officers are nominated for detachment to Northern Italy:

Railway Civil Engineering - Major P. G. Buckley (B)
Railway Mechanical Engineering - Major E.N.B. Jeffrey (B)

They will keep in touch with Lt. Col. Harris as necessary, but will report direct to their respective branches in the Rail Division of Transportation Sub-Commission, Rome.

By command of Rear Admiral STONE:

M. B. THOMAS, Colonel
Deputy Director

DISTRIBUTION:

List "A", plus
HQ 2 District
Q(M) c/o HQ 2 District
D.M.R.S.
HQ Fourth Corps

SECURITY

318.03 AW

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CNC/fd

Ref.: AC/31/1/Tn 3

6 April 1945

MOVEMENTS DIVISION - ROAD - MEMORANDUM No.1

9

Instructions for the Reception, Screening and Movement of AC and Civilian Freight by Road

1. INTRODUCTION

The object of this Memorandum is to clarify and lay down a system for the submission of applications for transport by road of AC and Civilian traffic, and to bring to the notice of all concerned some of the difficulties and the background which led up to the establishment of such a system, so that those concerned will observe the system laid down. See Appendix 'A' General Outline.

2. Broadly the traffic can be divided into the following categories:-

(a) Civilian traffic for movement within Italian Government Territory.
Note:- Movement may not take place outside Italian Government Territory without permission of AC/AMG.

(b) Civilian traffic for movement from, to or within that part of liberated Italy north of Italian Government Territory and south of Army Rear Boundary.

(c) AC sponsored traffic, that is traffic especially arranged by one of the AC sub-Commission.

(d) Traffic moving in Army Areas.

1686

3. BIDDING PROCEDURE AND MOVEMENT

(a) Civilian Traffic

Declassified E.O. 12356 Section 3.3/NND No. 785016

the system laid down. See Appendix 'A' General Outline.

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(a) Civilian traffic for movement within Italian Government Territory.
Note:- Movement may not take place outside Italian Government Territory without permission of AC/AMG.

(b) Civilian traffic for movement from, to or within that part of liberated Italy north of Italian Government Territory and south of Army Rear Boundary.

(c) AC sponsored traffic, that is traffic especially arranged by one of the AC sub-Commission.

(d) Traffic moving in Army Areas.

1686

3. BIDDING PROCEDURE AND MOVEMENT

(a) Civilian Traffic

Bids must be made to the Provincial Commissioner of ENAC on Form ENAC 3 (Appendix 'B'). Further particulars of ENAC organisation are given at App.'A', 'B', 'C' & 'D'.

(b) Civilian Traffic

Application for movement by road within that part of Liberated Italy, North of Italian Government Territory and south of Army Rear Boundary will be made to the AMG Provincial Commissioner of the Province wherein the loading point is situated.

The Provincial Commissioner will be responsible for deciding the priority, if it can be executed within the limits of transport at his disposal.

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If the Provincial Commissioner concerned is unable to execute, but feels that the traffic is of such importance as to warrant special consideration, he will submit the application to Regional HQ. If Regional Commissioner considers movement necessary but cannot arrange, he will submit application to the appropriate Sub-Commission (Commerce, Food, etc.) of HQ. AC. for consideration. That Sub-Commission will either:

(i) reject, in which event Regional Commissioner will be notified or

(ii) submit to Transportation Sub-Commission, Movements Division, Road Branch, on Road Transport Bid Form as per specimen attached at Appendix 'E' (in quadruplicate).

(c) AC (sponsored) Traffic

Bid Form as per specimen attached at Appendix 'E' will be completed by AC Sub-Commission concerned in respect of any application for Road Transport.
Programmes are prepared for 10 day periods i.e. 1st 10th, 11th -20th and 21st.- 31st. (30) of each month.
Bids must be lodged with Movements Division - Roads Branch of Transportation Sub-Commission by the first day of the period prior to the one during which movement is required.
In the case of movements involving 100 tons or more from one loading point as much warning as possible should be given.

(d) Army Areas

Application for movement in Army Areas will be submitted to SCAO, ANG 5 Army or 8 Army, whichever refers.
If movement is accepted it will be effected by the transport at the disposal of ANG - Army concerned.

(e) Traffic of all categories where other forms of transport are involved.

Declassified E.O. 12356 Section 3.3/NND No. 785016

(c) AC (sponsored) Traffic

Bid Form - as per specimen attached at Appendix 'E' will be completed by AC Sub-Commission concerned in respect of any application for Road Transport. Programmes are prepared for 10 day periods i.e. 1st 10th, 11th - 20th and 21st.- 31st. (30) of each month.
Bids must be lodged with Movements Division - Roads Branch of Transportation Sub-Commission by the first day of the period prior to the one during which movement is required.
In the case of movements involving 100 tons or more from one loading point as much warning as possible should be given.

(d) Army Areas

Application for movement in Army Areas will be submitted to SOMO, ANG 3 Army or 8 Army, whichever refers.
If movement is accepted it will be effected by the transport at the disposal of ANG - Army concerned.

(e) Traffic of all categories where other forms of transport are involved.

(i) RAIL

Before any traffic can be carried by Rail a Bid - Request for Rail Transportation - Form TSO/3 must be completed. This form includes a declaration that transport and labour has already been arranged for the loading and unloading of the rail wagons. Any firm, person or Sub-Commission requiring the assistance of road transport for the commencement or completion of a railway haul must therefore make preliminary arrangements with the relative authority according to location as laid down in (a), (b), (c), (d) of this paragraph.

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(ii) SEA

Movements from Ships Side to local Warehouse will be effected under the normal conditions appertaining at the Port of Discharge of Ship. Movement by Road required from Ships side to a destination outside the Port Area will be requested from the relative authority as laid down in (a), (b), (c), (d) of this Paragraph.

4. DOCUMENTATION

Bid Form (Appendix 'E') must always be lodged with Movements Division - Road Branch in quadruplicate. If bid is accepted the four copies will be disposed of as follows:-

1 Copy returned to Sub-Commission which submitted bid notifying them of acceptance and the instructions passed to Roads Division.

2 Copies to Roads Division. One to be passed by them to operator and one to be retained for file.

1 Copy retained by Mov - Roads for file.

If bid is rejected 3 copies of form will be returned to Sub-Commission which submitted the bid and one copy retained by Mov - Roads for file.

5. CHARGES

All charges for Road Transport will be based on ENAC tariff (see Appendix 'D').

By Command of Rear Admiral STONE:

1885

for W.B. THOMAS, Colonel

Declassified E.O. 12356 Section 3.3/NND No. 785016

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1 Copy returned to Sub-Commission which submitted bid notifying them of acceptance and the instructions passed to Roads Division.

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1 Copy retained by Mov - Roads for file.

If bid is rejected 3 copies of form will be returned to Sub-Commission which submitted the bid and one copy retained by Mov - Roads for file.

5. CHARGES

All charges for Road Transport will be based on ENAC tariff (see Appendix 'D').

By Command of Rear Admiral STONE:

for M.B.THOMAS, Colonel
Deputy Director
(absent on duty)

1695

Summary of Appendices:-

Appendix 'A' General Outline
" 'B' ENAC Form 3
" 'C' Addresses of ENAC Provincial and Compartmental Offices
" 'D' Tariffa Unica Per i Trasporti di cose su strada con Automezzi.
" 'E' Bid Form - Request for Road Transportation.
" 'F' English translation of ENAC Tariff (Appx.'D') to follow.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NND No. 785016

DISTRIBUTION:-

LIST 'B' (less Serial Nos. 38, 39, 40, 42, 43, 44, 45, 46, 47, 48).
(1 Copy only to Serial 36.)

A.F.H.Q. G-4 (Mov & Tn)

A.C.	Tn.	Officer	Capt. A.H.Irvine Lynch
"	"	"	" B.W.Boddy.
"	"	"	Maj. V.R.Bowers.
"	"	"	Capt. F.R.Price.
"	"	"	Maj.C.W.G.Taylor.
"	"	"	Capt. E.W.Dean.
"	"	"	Capt. J.N.Bowes
"	"	"	Capt. R.E.Cook.
"	"	"	Maj. R.C.Marks.
"	"	"	Maj. W.T.Martin.
"	"	"	Lt. A.M.Clark.
"	"	"	" I.Freidman
"	"	"	Capt. J.C.Dodds.
"	"	"	" G.S.Billingham.
"	"	"	" E.C.Hall.
"	"	"	" R.J.Woodcock.
"	"	"	" D.L.Colman.
"	"	"	Lt. A.F.F.Webb.

c/o AC Palermo.
" " Reggio.
" " Naples.
" " Umbria Marche Reg.
" Movements E.Italy.
" ISR Capo-Compartimento ROME.
ALCOM Port Liais.Officer Civitavecchia.
c/o AC Reggio.
ALCOM Port Liaison Officer, Naples c/o Depot 676
c/o AC Naples.
" " "
" Maj.C.W.G.Taylor HQ Mov E.Italy.
) c/o HQ Mov E.Italy.
c/o AC Tuscans Region.

Transportation Sub-Commission:- Administration Division.
Planning Staff.
Movements Division.
Rail Branch.
Shipping Branch.
Rail Division.
Operations Branch.
Supply Branch.
Roads Division.
Operations Branch.
Maintenance Branch.
Supply Branch.
Port & Warehouse Division.

1684

M.M.I.A. for Movements Liaison Officer.
ISTITUTO per il Commercio Estero (I.C.E.)
E.N.A.C.

A P P E N D I X "A"

General Outline.

ENAC.

1. The Italian Government through its Ministry of Communications set up a Corporation to investigate the problem of Road Transport in Dec. 1943. Following upon these investigations Italian Law creatod the Corporation entitled :- ENTE NAZIONALE AUTOTRASPORTI COSE (National Agency Motor Transportation of Goods)., which will be referred to here after as ENAC. It was sanctioned by Lieutenancy Decree Law No. 188 dated 17 August 1944 and commenced to function 1 Feb 45. It is a non-profit organisation designed on commercial lines.

2. Under the Decree Law owners of vehicles are compelled to register with ENAC and are only permitted to trade through ENAC. It is prohibited to transport goods by road excepting with ENAC authority, and subject to ENAC terms, conditions and rates of freight. Plans are in hand for Italian Government Control of the issue of Tyres, Petrol and Spares whereby only those Commercial (Goods) vehicles operating for ENAC will be able to procure such supplies.

3. At the present time ENAC control all civilian road transport in Italian Government Territory, which territory includes all Provinces on the Mainland of Italy, south of (excluding) the Provinces of ASCOLI, PERUGIA, TERNI and GROSSETO and in addition the Island of SARDINIA. Road Transport in SICILY is at present operated by I.N.T. (National Transport Institute). It is anticipated that SICILY will be brought into the ENAC scheme in the very near future.

4. Transport within one Province or two adjoining Provinces is arranged by Provincial Directorate.

Transport outside one Province or two adjoining Provinces is arranged by Compartment Directorate, so long as it is confined to two adjoining Compartments.

Transport beyond two adjoining Compartments is arranged by H.Q. in ROME.

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3. At the present time ENAC control all civilian road transport in Italian Government Territory, which territory includes all Provinces on the Mainland of Italy, south of (excluding) the Provinces of ASCOLI, PERUGIA, TERNI and GROSSETO and in addition the Island of SARDINIA. Road Transport in SICILY is at present operated by I.N.T. (National Transport Institute). It is anticipated that SICILY will be brought into the ENAC scheme in the very near future.

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Transport outside one Province or two adjoining Provinces is arranged by Compartment Directorate, so long as it is confined to two adjoining Compartments.

Transport beyond two adjoining Compartments is arranged by H.Q. in ROME.

5. Scale of ENAC charges is given at Appendix "D".

1683

W.D.VEHICLES.

6. Italian G.T. Coys. There are four of these Coys equipped with 120 x 3 ton Br. lorries/trucks and driven by Italian Army drivers under the control of Italian Army Officers (for discipline and administration). Each Coy is under command of a British Major with a cadre of British Officers and ORs.

7. Q.M. Truck Coys. These Coys are each composed of 52 x 2½ tons GMC 6 x 6 trucks. Coys are organised and operated in accordance with American Army requirements. Vehicles are driven by Italian Army drivers under the control of Italian Army Officers (for discipline and administration). Each Coy is under the command of an American Army Officer with a cadre of American Personnel.

Declassified E.O. 12356 Sec. Section 3.3/NND No. 785016

8. Truck Pools. From November 1943 onwards W.D. vehicles were allotted to A.C. for the formation of A.C. Civilian Supply Truck Pools. There are at present approx 550 such vehicles, in operation in liberated Italy. In addition, suitable civilian vehicles have been organised into Pools known as UFFICI TRASPORTI COSE. These pools have operated under the supervision of Regional Transportation Officers. They are run on the lines of the ENAC organisation and operate on the same tariff. In Southern Italy and SARDINIA the control of these pools is vested in ENAC. Negociations are in hand for ENAC to take over the control of pools and other non-pool vehicles in SICILY. Vehicles are driven by civilians living under their own arrangements and in consequence, are not mobile.

9. Future Increases in M.T.

According to present shipping programmes, 3174 Cased Vehicles are due to arrive in Italy by the end of June 1945. It is expected that all will be in operation by the beginning of August 1945

It is intended that all Q.M. Coys and G.T. Coys will be under Command Motor Transport Group A.C. (Italian Army Personnel).

Declassified E.O. 12356 Section 3.3/NNN No. 785014

are due to arrive in Italy by the end of June 1945. It is expected that all will be in operation by the beginning of August 1945

It is intended that all Q.M. Coys and G.T. Coys will be under Command Motor Transport Group A.C. (Italian Army Personnel).

Declassified E.O. 12356 Section 3.3/NND No. 785016

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It is intended that all Q.M. Coys and G.T. Coys will be under Command Motor Transport Group A.C. (Italian Army Personnel).

Declassified E.O. 12356 Sec. 3.3/NND No. 785016

Copia per l'Ente che ha autorizzato il trasporto

ENAC -

ENAC

ENTE NAZIONALE AUTOTRASPORTI COSE

(Decreto Legge Luogotenenziale 17 agosto 1944, n. 188)

RICHIESTA DI TRASPORTO N. .....

Al (1) .....

Trasporto da (luogo di carico) ..... *a* (destinazione) .....

Mittente ..... *Indirizzo* .....

Itinerario ..... *Km.* (complessivi) .....

Destinatario ..... *Indirizzo* .....

Presa cognizione delle condizioni di trasporto dell'E.N.A.C., richiedo il trasporto delle cose sottoindicate.

N. dei colli o capi	Qualità dell'imballaggio	NATURA E QUALITÀ DELLE COSE	Peso lordo in Q.li

Richiedente \ *Cognome* ..... *Nome* .....
/ *Indirizzo* ..... *Telef. N.* .....

....., li .....
(firma leggibile nel retro)

Decisioni di (2) .....

.....

.....

....., li .....

Timbro

1952

Declassified E.O. 12356 Section 3.3/NND No. 785701

Copia per l'Ente che ha autorizzato il trasporto

ENAC -

ENAC

ENTE NAZIONALE AUTOTRASPORTI COSE

(Decreto Legge Luogotenenziale 17 agosto 1944, n. 188)

RICHIESTA DI TRASPORTO N. _____

Al (1) .....

.....

Trasporto da (luogo di carico) ..... *a* (destinazione) .....

Mittente ..... *Indirizzo* .....

Itinerario ..... *Km.* (complessivi) .....

Destinatario ..... *Indirizzo* .....

Presa cognizione delle condizioni di trasporto dell' E.N.A.C., richiedo il trasporto delle cose sottoindicate.

N. dei colli o capi	Qualità dell'imballaggio	NATURA E QUALITÀ DELLE COSE	Peso lordo in Q.li

Richiedente { *Cognome* ..... *Nome* .....
Indirizzo ..... *Telef. N.* .....

....., *li* .....

(firma leggibile per esteso)

Decisioni de (1) .....

.....

.....

....., *li* .....

Timbro

1682

Declassified E.O. 12356 Section 3.3/NND No. 785016

Mittente ..... *Indirizzo* .....

Itinerario ..... *Km.* (complessivi) .....

Destinatario ..... *Indirizzo* .....

Presa cognizione delle condizioni di trasporto dell' E.N.A.C., richiedo il trasporto delle cose sottoindicate.

N. dei colli o capi	Qualità dell'imballaggio	NATURA E QUALITÀ DELLE COSE	Peso lordo in Q.li

Richiedente \ *Cognome* ..... *Nome* .....

/ *Indirizzo* ..... *Telef. N.* .....

....., *li* .....

(firma leggibile per esteso)

Decisioni de (1) .....

.....

.....

....., *li* .....

Timbro

1) Indicare: Commissione Provinciale di ..... Ispett. Compart.le di ..... Ispettorato Generale - Roma.

Ricevuta richiesta di trasporto N. ..... *del* ..... *presentata da* .....

....., *li* .....

Bollo

L'impiegato addetto

.....

1882

Declassified E.O. 12356 Section 3.3/NND No. 785016

Copia per l'ENAC ENAC - 3

ENAC

ENTE NAZIONALE AUTOTRASPORTI COSE

(Decreto Legge Luogotenenziale 17 agosto 1944, n. 188)

RICHIESTA DI TRASPORTO N. .....

Al (1) .....

.....

.....

Trasporto da (luogo di carico) ..... *a* (destinazione) .....

Mittente ..... *Indirizzo* .....

Itinerario ..... *Km.* (complessivi) .....

Destinatario ..... *Indirizzo* .....

Presa cognizione delle condizioni di trasporto dell'E.N.A.C., richiedo il trasporto delle cose sottoindicate.

N. dei colli o capi	Qualità dell'imballaggio	NATURA E QUALITÀ DELLE COSE	Peso lordo in Q.li

Richiedente \ *Cognome* ..... *Nome* .....

/ *Indirizzo* ..... *Telef. N.* .....

....., *li* .....

(firma leggibile per esteso)

Decisioni de (2) .....

.....

.....

....., *li*

Timbro

1681

Declassified E.O. 12356 Section 3.3/NND No. 785016

Mittente ..... *Indirizzo* .....

Itinerario ..... *Km.* (complessivi) .....

Destinatario ..... *Indirizzo* .....

Presa cognizione delle condizioni di trasporto dell'E.N.A.C., richiedo il trasporto delle cose sottoindicate.

N. dei colli o capi	Qualità dell'imballaggio	NATURA E QUALITÀ DELLE COSE	Peso lordo in Q.li

Richiedente \ *Cognome* ..... *Nome* .....
/ *indirizzo* ..... *Telef. N.* .....

....., *li* .....

(firma leggibile per esteso)

Decisioni de (1) .....

.....

.....

....., *li* .....

Timbro

1681

(1) Indicare Comune Provincia di ..... Ispett. Compart. di ..... Ispettorato Generale - Roma.

Automezzi assegnati: *targa* ..... *portata Q.li* ..... *foglio di viaggio N°* .....

data ..... » ..... » » .....

» ..... » » .....

» ..... » » .....

....., *li* .....

Il Capo Stazione

.....

Declassified E.O. 12356 Section 3.3/NND No. 785016

LIQUIDAZIONE PROVVISORIA
PER LA DETERMINAZIONE DEL DEPOSITO CAUZIONALE

		LIRE	cent.
Quota fissa d'ingaggio	riferita alla portata		
	riferita al peso reale.		
Quota chilometrica . .	riferita alla portata: a L. ____ × Q.li ____ × Km.		
	riferita al peso reale: a L. ____ × Q.li ____ × Km.		
Percentuali di maggiorazione: ____ %			
Pernottazioni N. ____ a L. ____			
Contributo ENAC . .	riferita alla portata: a L. ____ × Q.li ____ × Km.		
	riferita al peso reale: a L. ____ × Q.li ____ × Km.		
Aumento del 25 % (compresa l'Imposta Generale sull'Entrata)			
Importo del deposito cauzionale			

IL COMPILATORE

Declassified E.O. 12356 Section 3.3/NND No. 785016

Percentuali di maggiorazione: ..... %

Pernottazioni N. ..... a L. .....

Contributo ENAC { riferita alla portata: a L. ..... × Q.li ..... × Km. ..... / riferita al peso reale: a L. ..... × Q.li ..... × Km. .....

Aumento del 25 % (compresa l'Imposta Generale sull'Entrata) .....

Importo del deposito cauzionale

IL COMPILATORE

.....

NOTA — Spillare in calce al presente foglio il quarto tagliando del modulo «ENAC 29», e cioè l'**Attestazione** dell'eseguito versamento del deposito cauzionale.

Declassified E.O. 12356 Section 3.3/NNN No. 785016

APPENDIX "C"

ADDRESSES OF THE PROVINCIAL AND COMPARTMENTAL OFFICES OF "E.N.A.C."

	Telefono
DIREZIONE COMPARTIMENTALE DI ROMA - Via Regina Giovanna di Bulgaria, 7	40796
DIREZIONE PROVINCIALE DI ROMA - Piazza Sallustio, 16	484444
DIREZIONE COMPARTIMENTALE E DIREZIONE PROVINCIALE DI NAPOLI - Piazza della Borsa - Via S. Aspreno	53360
DIREZIONE PROVINCIALE DI AVELLINO - Piazza Duomo - Palazzo Camera di Commercio	1045 / 1070
DIREZIONE PROVINCIALE DI BENEVENTO - presso Ufficio Comunale	
DIREZIONE PROVINCIALE DI CAMPOBASSO - presso Palazzo R. Prefettura	220
DIREZIONE PROVINCIALE DI POTENZA - presso Camera di Commercio	
DIREZIONE PROVINCIALE DI SALERNO - traversa Carlo Pisacane, 5	
DIREZIONE COMPARTIMENTALE DI BARI - Palazzo della Questura - Via Oriani	12260
DIREZIONE PROVINCIALE DI BARI - Via Gimma, 7	
DIREZIONE PROVINCIALE DI LECCE - Viale Stazione, Palazzo Franco	1118
DIREZIONE PROVINCIALE DI MATERA - Via Capnelluti, Palazzo Centro Prov. Gioventù Ital.	170
DIREZIONE PROVINCIALE DI BRINDISI - Corso Umberto, 18-20	
DIREZIONE PROVINCIALE DI FOGGIA	

Declassified E.O. 12356 Section 3.3/NND No. 785016

- presso Ufficio Comunale

DIREZIONE PROVINCIALE DI CAMPOBASSO
- presso Palazzo R. Prefettura 220

DIREZIONE PROVINCIALE DI POTENZA
- presso Camera di Commercio

DIREZIONE PROVINCIALE DI SALERNO
- traversa Carlo Pisacane, 5

DIREZIONE COMPARTIMENTALE DI BARI
- Palazzo della Questura - Via Oriani 12260

DIREZIONE PROVINCIALE DI BARI
- Via Gimma, 7

DIREZIONE PROVINCIALE DI LECCE
- Viale Stazione, Palazzo Franco 1118

DIREZIONE PROVINCIALE DI MATERA
- Via Capelluti, Palazzo Centro Prov. Gioventù Ital. 170

DIREZIONE PROVINCIALE DI BRINDISI
- Corso Umberto, 18-20

DIREZIONE PROVINCIALE DI FOGGIA 1699
- presso Prefettura

DIREZIONE PROVINCIALE DI TARANTO
- Via Cavour, 23 2446

DIREZIONE PROVINCIALE DI CATANZARO
- Palazzo I.N.A.

DIREZIONE PROVINCIALE DI COSENZA
- presso Camera di Commercio

DIREZIONE PROVINCIALE DI REGGIO CALABRIA
- Via S. Francesco, 56

ctd/

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/ Apnendix "C" ctd

DIREZIONE PROVINCIALE DI FROSINONE
- Piazza Osteria De Matteis

DIREZIONE PROVINCIALE DI TERAMO
- Corso Mario Capuani

DIREZIONE PROVINCIALE DI CHIETI
- Corso Marrucini, 138

DIREZIONE PROVINCIALE DI RIETI
- Via Garibaldi 255/257

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E. N. A. C.

ENTE NAZIONALE AUTOTRASPORTI COSE

TARIFFA UNICA PER I TRASPORTI DI COSE SU STRADA CON AUTOMEZZI

(DECRETO MINISTERIALE 30 GENNAIO 1945, PUBBLICATO NELLA "GAZZETTA UFFICIALE" DELL'8 FEBBRAIO 1945, N. 17)

ISTITUTO POLIGRAFICO DELLO STATO

ROMA – 1945

1 1 0 2

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E. N. A. C.

ENTE NAZIONALE AUTOTRASPORTI COSE

TARIFFA UNICA PER I TRASPORTI DI COSE SU STRADA CON AUTOMEZZI

(DECRETO MINISTERIALE 30 GENNAIO 1945, PUBBLICATO NELLA "GAZZETTA UFFICIALE,, DELL'8 FEBBRAIO 1945, N. 17)

ISTITUTO POLIGRAFICO DELLO STATO

ROMA - 1945

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DECRETO MINISTERIALE 30 gennaio 1945.

Tariffa unica per i trasporti di cose su strada con automezzi.

IL MINISTRO PER L'INDUSTRIA, COMMERCIO E LAVORO

DI CONCERTO CON

IL MINISTRO PER I TRASPORTI

Visto il decreto Ministeriale 31 maggio 1944 che fissa i corrispettivi per i trasporti di cose su strada con automezzi;

Visto il decreto legislativo Luogotenenziale 17 agosto 1944, n. 188, che stabilisce l'istituzione dell'Ente Nazionale Autotrasporti Cose (E.N.A.C.);

Ritenuta la necessità di adeguare i corrispettivi stessi alla situazione contingente;

Sentito il Comitato interministeriale dei prezzi;

Decreta:

Articolo unico.

I corrispettivi per i trasporti di cose con automezzi non potranno superare quelli indicati nelle unite tabelle e norme di applicazione.

Il presente decreto ha effetto dal 1° febbraio 1945.

Roma, addì 30 gennaio 1945

Il Ministro per i trasporti

CERABONA

Il Ministro per l'industria commercio e lavoro

GRONCHI

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ALLEGATO *A*

TABELLA

QUOTE DI INGAGGIO E QUOTE CHILOMETRICHE

Portate degli automezzi	Quota fissa di ingaggio Lire	Quota chilometrica Lire per q.le-km. indivisibile
Fino a 5 q.li	210	2,150
6 »	234	2,107
7 »	258	2,064
8 »	282	2,021
9 »	306	1,979
10 »	330	1,937
11 »	356	1,900
12 »	382	1,862
13 »	408	1,824
14 »	434	1,787
15 »	460	1,750
16 »	486	1,714
17 »	512	1,679
18 »	538	1,645
19 »	564	1,612
20 »	590	1,580
21 »	614	1,550
22 »	638	1,520
23 »	662	1,491
24 »	686	1,462
25 »	710	1,434
26 »	734	1,407
27 »	758	1,381
28 »	782	1,356
29 »	806	1,332

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Portate degli automezzi	Quota fissa di ingaggio Lire	Quota chilometrica Lire per q.le-km. indivisibile
30 q.li	830	1,309
31 »	854	1,287
32 »	878	1,265
33 »	902	1,244
34 »	926	1,225
35 »	950	1,207
36 »	974	1,189
37 »	998	1,172
38 »	1.022	1,156
39 »	1.046	1,141
40 »	1.070	1,126
41 »	1.094	1,112
42 »	1.118	1,099
43 »	1.142	1,086
44 »	1.166	1,074
45 »	1.190	1,062
46 »	1.214	1,051
47 »	1.238	1,040
48 »	1.262	1,030
49 »	1.286	1,021
50 »	1.310	1,012
Da 51 a 52 q.li	1.333	1,004
» 53 » 54 »	1.379	0,988
» 55 » 56 »	1.425	0,974
» 57 » 58 »	1.471	0,960
» 59 » 60 »	1.517	0,948
» 61 » 62 »	1.561	0,937

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Portate degli automezzi	Quota fissa di ingaggio Lire	Quota chilometrica Lire per q.le-km. indivisibile
Da 63 a 64 q.li	1.603	0,927
» 65 » 66 »	1.645	0,917
» 67 » 68 »	1.687	0,909
» 69 » 70 »	1.729	0,901
» 71 » 73 »	1.769	0,893
» 74 » 76 »	1.826	0,883
» 77 » 79 »	1.883	0,874
» 80 » 82 »	1.940	0,865
» 83 » 85 »	1.991	0,856
» 86 » 88 »	2.042	0,848
» 89 » 91 »	2.093	0,842
» 92 » 94 »	2.144	0,836
» 95 » 97 »	2.195	0,832
» 98 » 99 »	2.246	0,829
» 100 » 109 »	2.280	0,827
» 110 » 119 »	2.430	0,820
» 120 » 129 »	2.570	0,815
» 130 » 139 »	2.700	0,812
» 140 » 149 »	2.800	0,809
» 150 » 159 »	2.900	0,806
» 160 » 169 »	2.990	0,804
» 170 » 179 »	3.070	0,802
» 180 ed oltre	3.150	0,800

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ALLEGATO *B*.

NORME PER L'APPLICAZIONE

I. — NORME GENERALI.

Agli effetti dell'applicazione delle tariffe di cui al presente decreto, s'intende:

a) per *autotreno* un autoveicolo atto al trasporto di cose composto congiuntamente di motrice e di rimorchio;

b) per *autocarro* un veicolo atto al trasporto di cose costituito dalla sola motrice;

c) per *motocarro* un autoveicolo a tre ruote, atto al trasporto di cose, avente portata utile compresa fra 350 e 1000 kg. e gli analoghi tipi di portata superiore, ancora eccezionalmente in circolazione;

d) per *motofurgone* un autoveicolo a tre ruote, atto al trasporto di cose, avente portata utile inferiore o eguale a 350 kg.;

e) per *automezzo* indistintamente l'autotreno, l'autocarro, il motocarro ed il motofurgone;

f) per *portata utile* quella indicata nella licenza di circolazione e solo ad essa bisogna riferirsi nel calcolare il corrispettivo dovuto al trasporto (salvo le eccezioni più sotto elencate);

g) per *sosta*, il tempo intercedente tra il momento in cui l'automezzo giunge al luogo di carico o scarico e quello in cui riparte da detto luogo;

h) per *luogo di ingaggio*, il luogo dove è la stazione o l'ufficio dell'ENAC dalla quale il trasporto dipende.

II. — STRUTTURA DELLA TARIFFA.

La tariffa è composta:

a) da una quota di ingaggio, dovuta indipendentemente dalla distanza che l'automezzo deve percorrere e comprensiva del compenso per il percorso autorimessa-luogo d'ingaggio e ritorno;

b) da una quota chilometrica;

c) da una maggiorazione di L. 0,05 per ogni q.le-km. effettuato, non applicabile ai motofurgoni;

d) dell'imposta sull'entrata.

— le quote di cui alle lettere *a*) e *b*) risultano dalle allegate tabelle;

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— le quote di cui alle lettere *c*) e *d*) devono essere computate *in aggiunta* a quelle risultanti da dette tabelle.

Perianto, salvo le eccezioni di cui ai punti seguenti, a *ciascun trasporto* si applica:

a) la quota fissa di ingaggio;

b) la quota chilometrica e la maggiorazione di cui alla precedente lettera *c*), sia sul percorso di andata a carico, sia su quello di ritorno a vuoto o viceversa;

c) l'imposta sull'entrata sul totale delle voci precedenti, *dovuta per ciascun trasporto nella misura stabilita dalla legge.*

Dette tariffe sono le massime in ogni caso applicabili ed i prefetti, sentiti i direttori compartimentali dell'ENAC, hanno facoltà di ridurre le quote di ingaggio e le quote chilometriche nei limiti del 10 % per quelle provincie nelle quali il minor costo della vita giustifichi tale riduzione.

Per i trasporti di massa e specialmente per quelli che interessano l'alimentazione, i direttori provinciali e compartimentali promuoveranno speciali accordi forfetari con gli Enti interessati, in diminuzione delle presenti tariffe, eventualmente indicendo la gara fra gli autotrasportatori per l'appalto di tali trasporti.

III. — Carico, stivatura e scarico.

Il carico, la stivatura e lo scarico delle merci devono essere eseguiti rispettivamente a cura e spese del mittente e del destinatario.

IV. — Peso tassabile.

Salvo le eccezioni di cui ai punti seguenti, le tariffe si applicano sulla portata utile dell'automezzo.

V. — Distanza tassabile.

Salvo le eccezioni di cui ai punti seguenti, le tariffe si applicano sul percorso: luogo di ingaggio, luogo di scarico del trasporto e ritorno.

L'itinerario tassabile è quello effettivamente seguito dall'automezzo tenendo conto delle necessarie deviazioni e delle circonvallazioni.

Le distanze si desumono dalla carta automobilistica al 200.000 della Consociazione Turistica Italiana (T.C.I.).

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VI. — Effettuazione di più trasporti con lo stesso automezzo

Se con lo stesso automezzo vengono contemporaneamente effettuate più spedizioni, da caricare e scaricare nello stesso luogo, le tasse si applicano, come se si trattasse di un unico trasporto, sulla portata utile dell'automezzo e si ripartiscono poi fra i vari trasporti in proporzione al peso di ciascuno.

Quando invece il carico e lo scarico non avvengono negli stessi luoghi, ma tuttavia trattisi di spedizioni da effettuare con lo stesso automezzo e sullo stesso itinerario (il cui termine sarà stabilito dal trasporto destinato più lontano) per *ciascun trasporto* sarà dovuta la quota di ingaggio che competerebbe per un automezzo di portata utile pari al peso reale del trasporto medesimo, mentre la quota chilometrica sarà calcolata sulla portata utile del mezzo e ripartita poi, così come la maggiorazione cui al punto II lettera *c*), tra i vari trasporti in proporzione dei q.li-km. di ciascuno.

Qualora la somma delle varie quote di ingaggio calcolate come è detto sopra, risulti inferiore alla quota di ingaggio che sarebbe dovuta in base alla portata utile dell'automezzo, si applicherà quest'ultima, ripartendola poi, come avviene per la quota chilometrica, fra i vari trasporti proporzionalmente ai q.li-km. di ciascuno.

VII. — Trasporti effettuati utilizzando percorsi a vuoto.

L'automezzo che, in relazione ad un primo trasporto, deve effettuare un determinato percorso a vuoto, può essere utilizzato per un altro trasporto da effettuare sul percorso medesimo.

Al nuovo trasporto si applica la tariffa che competerebbe per un automezzo di portata utile pari al peso reale del trasporto medesimo e per la distanza che questo effettivamente deve percorrere.

Il mittente del primo trasporto pagherà in tal caso la quota chilometrica e la maggiorazione di cui al punto II lettera *c*) afferente al percorso che si sarebbe dovuto effettuare a vuoto, diminuita della quota chilometrica e della maggiorazione sopra detta che viene a pagare il nuovo trasporto.

VIII. — Trasporti in serie.

Se l'automezzo, effettuato il primo trasporto, anzichè rientrare direttamente al luogo d'ingaggio, viene utilizzato per altre spedizioni poste su itinerario diverso da quello di ritor-

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no, la tariffa da applicare a *ciascun trasporto* deve essere computata come segue:

a) calcolando la quota di ingaggio in rapporto alla portata utile del mezzo;

b) calcolando la quota chilometrica e la maggiorazione di cui al punto II lettera *c*) per il percorso da ciascuno effettuato a carico, pure in base alla portata utile dell'automezzo;

c) attribuendo a ciascuno una parte della quota chilometrica e della maggiorazione di cui al punto II lettera *c*) competente al percorso od ai percorsi a vuoto (sempre calcolata in base alla portata utile dell'automezzo) in proporzione dei chilometri da ciascuno effettuati a carico.

IX. — Effettuazione di più trasporti nella medesima giornata.

Se un automezzo effettua più trasporti nella medesima giornata la quota di ingaggio deve essere riscossa una sola volta (calcolandola naturalmente sulla portata utile dell'automezzo) e ripartita in parti proporzionali ai q.li-km. da ciascun trasporto effettuati.

X. — Maggiorazione della tariffa.

Quando, per disposizione del mittente, che dovrà tassativamente risultare da un documento scritto, il trasporto venga effettuato nelle ore notturne (cioè da 2 ore dopo il tramonto del sole all'alba) e dopo 8 ore dal momento in cui l'automezzo è stato posto a disposizione, la quota di ingaggio e le quote chilometriche saranno aumentate del 7 % nel primo caso e del 5,5 % nel secondo caso. Tale maggiorazione non si applica nel caso di prosecuzione di viaggio o di ritorno a vuoto.

Per gli automezzi costruiti con attrezzatura fissa e destinati al trasporto continuo ed esclusivo di determinate cose, la cui natura risulterà da apposita annotazione sulla licenza di circolazione, si applicheranno la quota di ingaggio e la quota chilometrica aumentate del 10 %.

Per i colli di straordinario peso, cioè per quelli eccedenti la metà della portata utile dell'automezzo, la quota di ingaggio e la quota chilometrica saranno pure aumentate del 10 %.

Per gli autotreni cisterna e le autocisterne saranno invece aumentate del 20 %.

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XI. — TEMPO A DISPOSIZIONE PER IL CARICO E LO SCARICO.

Le presenti tariffe sono comprensive del tempo occorrente per le operazioni di carico e scarico, che devono effettuarsi nel tempo massimo di 80 q.li all'ora per gli autotreni e di q.li 40 all'ora per gli altri automezzi.

Ogni perditempo dovuto ad operazioni di carico e scarico oltre i limiti sopra indicati, o ad altre ragioni comunque imputabili al mittente od al destinatario, è penalizzato nella misura seguente per ogni ora o frazione di ora:

L. 300 per gli autotreni di portata utile superiore a 120 quintali;

L. 250 per gli autotreni di portata utile fino a 120 q.li;

L. 200 per gli autocarri di portata utile superiore a 30 quintali;

L. 150 per i motocarri ed i motofurgoni.

XII. — PERNOTTAZIONI.

Se un automezzo resta impegnato durante la notte, cioè da due ore dopo il tramonto all'alba del giorno successivo, deve essere corrisposto al vettore, in aggiunta alla tariffa, la somma di L. 400 per ogni pernottazione.

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(1104746) Roma, 1945 - Istituto Poligrafico dello Stato - G. C.

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ISTITUTO POLIGRAFICO DELLO
STATO - G. C. - ROMA, 1945

APPENDIX 'E'

ALLIED COMMISSION - TRANSPORTATION SUB-COMMISSION
COMMISSIONE ALLEATA - SOTTOCOMMISSIONE PER I TRASPORTI

BID - REQUEST FOR ROAD TRANSPORTATION - BID
(RICHIESTA PER TRASPORTO STRADALE)

Serial No of Bid — Date
Numero Progressivo della richiesta ..... Data .....

Loading Point
Luogo di caricamento .....

Consignor
Mittente .....

Address — City — Tel No.
Indirizzo ..... Citta' ..... Num di Tel .....

Description & weight of Commodity and how packed Descrizione e peso della merce e dell'imballaggio	Date loading can commence Data alla quale si puo' iniziare la caricazione	Amount that can be loaded per day Quantitativo che puo' essere caricato giornalmente	Total Tonnage Tonnellaggio totale	+ Remarks + + Osservazioni +

Only one consignment to be shown on each bid.
Ogni richiesta serve per una sola destinazione.

+ Particulars to be given in this column of any piece or package exceeding any of the following dimensions:-LENGTH 14 ft. BREADTH 6 ft. HEIGHT 6 ft. WEIGHT 1 ton.
+ Per ogni collo ed oggetto bisogna dire in questa colonna le dimensioni quando esse eccedano le seguenti misure:-LUNGHEZZA m 4.20. LARGHEZZA m 1.80. ALTEZZA m 1.80. PESO 1 ton.

Consignee — Address
Destinatario ..... Indirizzo .....

unloading Point — Province
Luogo di Scaricamento ..... Provincia .....

Full reason why transportation is required
Motivo per cui si fa richiesta di trasporto .....

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Descrizione e peso della merce e dell'imballaggio	Data alla quale si puo' iniziare la caricazione	Quantitativo che puo' essere caricato giornalmente	Tonnellaggio totale	+ Osservazioni +

Only one consignment to be shown on each bid.
Ogni richiesta serve per una sola destinazione.

+ Particulars to be given in this column of any piece or package exceeding any of the following dimensions:-LENGTH 14 ft. BREADTH 6 ft. HEIGHT 6 ft. WEIGHT 1 ton.
+ Per ogni collo ed oggetto bisogna dire in questa colonna le dimensioni quando esse eccedano le seguenti misure:-LUNGHEZZA m 4.20. LARGHEZZA m 1.80. ALTEZZA m 1.80. PESO 1 ton.

Consignee — Address
Destinatario ..... Indirizzo .....

Unloading Point — Province
Luogo di Scaricamento ..... Provincia .....

Full reason why transportation is required
Ragioni complete per le quali si fa richiesta di trasporti.....

LIMITATION: Road transportation must be limited to Allied Military Traffic plus only such MINIMUM traffic as is necessary to the life of the Community and essential war industry. Before requesting Road transportation AC officers and consignors must determine conclusively that proposed movement is necessary in accordance with the foregoing.
LIMITAZIONE: Il trasporto stradale deve essere limitato al traffico militare alleato piu' quel MINIMO di traffico civile che e' necessario per la vita della comunita' e per le industrie belliche essenziali. Prima di richiedere il trasporto stradale gli ufficiali dell'AC e i mittenti devono stabilire in modo conclusivo che il movimento richiesto e' necessario tenendo presente quanto precede.

Observations of the Office forwarding the bid
Osservazione dell'Ufficio che inoltra la richiesta .....

Signed
Firmato.....

Regional Commissioners decision Priority — Signed — Date
Decisione del Commissario Regionale Priorita'.....Firmato .....Data.....

Declassified E.O. 12356 Section 3.3/NND No. 785016

THE FOLLOWING QUESTIONS MUST BE ANSWERED:
Bisogna rispondere alle seguenti domande:

1. Have Cranes and loading labour been arranged?
   Si e' provveduto per le gru e per la mano d'opera per la caricazione?.....

2. Have the necessary arrangements been made for prompt discharge?
   E' stato accertato che il destinatario puo' scaricare celermente?.....

3. Who will pay freight?
   Chi paghera' il prezzo del trasporto?.....

   NOTE: Unless otherwise specially agreed, normal ENAC tariff will apply.
   NOTA: Salvo speciali accordi saranno applicate le tariffe normali ENAC.

4. When is delivery required to be complete?
   Per quale epoca si richiede la consegna della merce?.....

NOTE :-

(a) This form will in all cases be submitted by Regional Commissioners in quintuplicate to A.C. Sub-Commission.

(b) The form will be submitted by Sub-Commission to Transportation Sub-Commission, Movements Division, Roads Branch, in quadruplicate.

(a) Questo modulo in tutti i casi dovra' essere presentato in quintuplicato dal Commissario Regionale alle Sotto-Commissioni della Commissione Alleata.

(b) Questo modulo sara' presentato in quadruplicato della Sottocommissione alla Sottocommissione per Trasporti (Divisione dei Movimenti - ramo stradale).

This portion of the form to be left blank

1. The Traffic has been Rejected/Accepted for the following reasons :-

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NOTE :-

(a) This form will in all cases be submitted by Regional Commissioners in quintuplicate to A.C. Sub-Commission.

(b) The form will be submitted by Sub-Commission to Transportation Sub-Commission, Movements Division, Roads Branch, in quadruplicate.

(a) Questo modulo in tutti i casi dovra' essere presentato in quintuplicato dal Commissario Regionale alle Sotto-Commissioni della Commissione Alleata.

(b) Questo modulo sara' presentato in quadruplicato della Sottocommissione alla Sottocommissione per Trasporti (Divisione dei Movimenti - ramo stradale).

This portion of the form to be left blank

1. The Traffic has been Rejected/Accepted for the following reasons :-

2. Priority and Special Instructions.

3. Passed to Roads Division - Transportation Sub-Commission for execution during period .....

Signed .....

Rank .....

Date .....

ROADS BRANCH, MOVEMENTS DIVISION.

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HEADQUARTERS ALLIED COMMISSION
Telephone Number - Rome 489081

/bm

TRANSPORTATION SUB-COMMISSION DIRECTORY

Issued - 12 March '45

		FLOOR & ROOM		TELEPHONE NUMBER	
				INTERNAL	EXTERNAL
DIRECTOR					
Mr. Merritt H. Taylor	(A)	6	9	220	
DEPUTY DIRECTOR					
Colonel M.B. Thomas	(B)	6	I3	376	
ADMINISTRATION DIVISION (Tn 1)					
Chief, Lt.Col.W.P.Scoggins	(A)	6	18	482	
Clerks		6	20	320	
Accounts & Statistics Branch					
Capt. C.S. Wyatt	(B)	7A	31		478305
Lt. M.Steinberg	(A)	7A	31	529	
W.O. A.A. DiChello	(A)	7A	39		478406
Clerks (Accounts)		7A	39		478406
Clerks (Statistics)		7A	62	324	
PLANNING STAFF (Tn 2)					
Mr. Charlie Ryan	(A)	6	38	513	
Lt.Col. M. Harris	(A)	Ground	3	471	
Major F.P. Richardson	(B)	6	38	513	
MOVEMENTS DIVISION (Tn 3)					
Chief, Col. M.J. Sieff	(B)	6	16	318	
W.O.II. F. Lark	(B)	6	10	541	
Rail Branch					
Lt.Col. J.W. Baker	(B)	6	8	342	478704
Major C.R. Worthington	(B)	6	8	342	478704
Major J.F.M. Duthie	(B)	6	4	336	478701
Capt. I.F. Clinging	(B)	6	4	336	478701
Clerks		6	6		478903

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378.02

Capt. C.S. Wyatt	(B)	7A	31		478305
Lt. M.Steinberg	(A)	7A	31	529	
W.O. A.A. DiChello	(A)	7A	39		478406
Clerks (Accounts)		7A	39		478406
Clerks (Statistics)		7A	62	334	
PLANNING STAFF (Tn 2)					
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Lt.Col. M. Harris	(A)	Ground	3	471	
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Rail Branch					
Lt.Col. J.W. Baker	(B)	6	8	342	478704
Major C.R. Worthington	(B)	6	8	342	478704
Major J.F.W. Duthie	(B)	6	4	336	478701
Capt. I.F. Clinging	(B)	6	4	336	478701
Clerks		6	6		478903
Road Branch.					
Lt.Col. C.N.Christensen	(B)	6	14		478303
Major C. Stait-Gardner	(B)	6	14		478303
Capt. H.J. Mansfield	(B)	6	12	547	
Capt. W. Ainsworth	(B)	6	12	547	
Capt. J.F. Halstead	(B)	(on detachment)			
Clerks		6	10	541	
Shipping Branch					
Lt.Col. J.A. Balfour	(B)	7A	56	454	
Major G.B. Godfrey	(B)	7A	56	454	
Major A.W. McClure	(B)	7A	56	454	
Capt. R. Hoyle	(B)	7A	58	534	
Lt. J.H. Hazelton	(B)	7A	58	534	
Clerks		7A	54	362	

(Over).

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		FLOOR & ROOM			TELEPHONE NUMBER INTERNAL	TELEPHONE NUMBER EXTERNAL
RAIL DIVISION (Tn 4).						
Chief, Lt.Col. O.H. Lindberg	(B)	Min of Communications				843238
Clerks		"	"	"		843402
Operations Branch						
Major W.G. Fletcher	(B)	"	"	"		843209
Major A.C. Ping	(B)	"	"	"		843238
Major P.G. Matson	(A)	"	"	"		843191 Ext.11
Civil Engeneering Branch						
Major A.H. Street	(B)	"	"	"		843239
Major E.J. Hole	(B)	"	"	"		843023
Major P.G. Buckley	(B)	"	"	"		843023
Mechanical Engineering Branch						
Major S.L. Baister	(B)	"	"	"		843403
Major E.N.B. Jeffrey	(B)	"	"	"		843403
Capt. F.C. Philby	(A)	(on detachment)				
Lt. R.C. Bowie	(B)	"	"	"		843191 Ext.48
Supply Branch						
Major C.M. Long	(A)	Min of Communications				843191 Ext.11
ROAD DIVISION (Tn 5)						
Chief, Mr. G.G. Gross	(A)	3A	68	378		
Clerks		3A	51	566		
Operations Branch						
Lt.Col. G.Fernyhough	(B)	3A	64	566		
Maintenance Branch						
Major H.M. Downer	(A)	3A	66	308		
Major D.C. Moyle	(B)	3A	66	308		
Supply Branch						
Capt. W.G. Peterson	(A)	3A	62	407		
PORT & WAREHOUSE DIVISION (Tn 6)						
Chief, Mr.R.M.Bazzanella	(A)	1A	62	290		
Operations Branch						
Mr. C.C. Crooks	(A)	1A	70	394		
Mr. J.B. Hurley	(A)	1A	64	347		

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Lt. R.C. Bowie	(B)	"	"	"	Ext.48
Supply Branch					
Major C.M. Long	(A)	Min of Communications			843191 Ext.11
ROAD DIVISION (Tn 5)					
Chief, Mr. G.G. Gross	(A)	3A	68	378	
Clerks		3A	51	566	
Operations Branch					
Lt.Col. G.Fernyhough	(B)	3A	64	566	
Maintenance Branch					
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PORT & WAREHOUSE DIVISION (Tn 6)					
Chief, Mr.R.M.Bazzanella	(A)	1A	62	290	
Operations Branch					
Mr. C.C. Crooks	(A)	1A	70	394	
Mr. J.B. Hurley	(A)	1A	64	347	
Mr. B. McDonnell	(NZ)	1A	35	259	
Dr. G. Cazzaroli	(I)	1A	35	259	
Capt. F.H. Smith	(B)	(on detachment)			
Port Branch					
Lt. G.W.E. Warley	(B)	1A	70	394	
Lt. A. Marena	(I)	1A	70	394	
Mr. S.P. France	(A)	(on detachment)			
Warehouse Branch					
Major R.H. Klein	(A)	1A	66	408	478700

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HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CRW/mb

CONFIDENTIAL

Tele : 473704

3 March 1945

285/16/Tn.3.

SUBJECT : Re opening of Piombino Port and Branch Railway Line 229 Campiglia to Piombino.

TO : Distribution (as below)

Security Division
5/3.
5575
378.02

1. Port Facilities.

The Port of Piombino is now open for shipping and can accept ships up to 28 feet draft.

2. Rail connections.

(a) Branch Railway Line 229 Campiglia to Piombino was open to traffic w.e.f. midday 28 February 1945.
(b) The Rail sidings connecting the Branch line with the Port through the Ilva Works are also open to traffic.

For the Chief Commissioner.

for MERRITT H. TAYLOR
Director, Transportation Sub-Commission

DISTRIBUTION :

G-4 (Mov. & Tn.) (4)
G-5 AFHQ.(2)
P.B.S. Leghorn
Executive Commissioner
Civil Affairs Section (3)
Public Safety Sub-Commission
Security Division
Shipping Sub-Commission (3)
Navy Sub-Commission (3)
Communications Sub-Commission
War Shipping Administration
Ministry of War Transport
M.W.T.P. Piombino
Regional Commissioner Sardinia Region
Regional Commissioner Sicilia Region

Declassified E.O. 12356 Section 3.3/NND No. 785016

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2. Rail connections.

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(b) The Rail sidings connecting the Branch line with the Port through the Ilva works are also open to traffic.

For the Chief Commissioner,

MERRITT H. TAYLOR
Director, Transportation Sub-Commission

DISTRIBUTION :

G-4 (Mov. & Tn.) (4)
G-5 AFHQ.(2)
P.B.S. Leghorn
Executive Commissioner
Civil Affairs Section (3)
Public Safety Sub-Commission
Security Division
Economic Section (3)
Agriculture Sub-Commission
Industry Sub-Comission (6)
Transportation Sub-Commission (6)
Commerce Sub-Commission (3)
Food Sub-Commission (3)
Public Works & Utilities Sub-Commission (2)
P.B.S. (South)
Transportation Sub-Commission, Rail Div.
Transportation Sub-Commission, Road Div.
Shipping Sub-Commission (3)
Navy Sub-Commission (3)
Communications Sub-Commission
War Shipping Administration
Ministry of War Transport
M.W.T.R. Piombino
Regional Commissioner Sardinia Region
Regional Commissioner Sicilia Region
Regional Commissioner Southern Region
Regional Commissioner Lazio-Umbria Region
Regional Commissioner Abruzzi-Marche "
Regional Commissioner Toscana Region
A.M.G. 8 Army
Ilva Alti Forni & Acciaierie d'Italia Piombino.
Ministry of Marine - Rome.

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HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
PUBLIC SAFETY SUB COMMISSION
SECURITY DIVISION

6

REF : SD/378.02/F3G/

24 January 1945

SUBJECT : Notes on Tpt. Situation

TO : Transportation Sub Commission ALCOM.
R.C., Lazio Umbria Region.

1. The attached notes on the transport situation received in this office, are forwarded for information and retention.

JOHN W. CHAPMAN,
Colonel J.A.G.D.,
Director Public Safety,
Sub Commission.

JWH/mb

Translations both sent out 24/1/45

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CONFIDENTIAL

To: Major HARVEY
Public Safety
HQ A.C.
(for favour of transmission to interested Sub Commission)

"D" Sec P.W.B. ROME

276 FSS
Rome Area Allied Command
Phone 478445 Ext 17
Ref: SEC/15
18 Jan 45

Subject: Notes on Tpt Situation

1. Att notes have been furnished by a competent source and are passed to you for information.

Field.

R R Roffe
Capt
IIIT CORPS

Security
Division
Rec'd 20 Jan
Book No 4270
File No 3780
Action
S/C.

RILIEVI SUL FUNZIONAMENTO DELL'UFFICIO TRASPORTI

Allo scopo di frenare l'ascesa dei prezzi sui mercati, e per regolare l'afflusso delle derrate, venne a suo tempo, creato l'Uf= ficio Trasporti. Oltre a queste finalità, l'ufficio stesso avrebbe dovuto avere lo scopo di imporre un calmiere ai prezzi dei trasporti e disciplinarne il movimento, dando la precedenza ai generi di prima necessità. A tale scopo, ai trasportatori venne imposto di mettere i propri automezzi a disposizione del nuovo Ente, previa minaccia di requisizione o divieto di circolazione. Si stabilirono delle tariffe che, per gli automozzi di portata superiore ai 30 Q;li, furono fissate in L. 0,60 chilometro quintale.

Da tener presente che l'Ufficio Trasporti non può e non potrà mai fornire i pezzi di ricambio a prezzi di listino, come stabilito nei patti contrattuali in relazione alle tariffe, poichè tali pezzi di ricambio non sono in possesso delle Case costruttrici, ma in mano a privati speculatori o ad operai ed impiegati delle fabbriche, che si sono accaparrati il materiale nei vari momenti opportuni anche col trafugamento (leggi 25 luglio, 8 settembre, 5 giugno ecc;).

Per la stessa ragione non può e non potrà fornire le gomme, perchè nell'Italia liberata non esistono fabbriche di pneumatici, e nessuna assegnazione è stata fatta fino ad oggi dal Governo Al= leato. Da questo è risultato che i pezzi di ricambio sono saliti a prezzi favolosi. Ad esempio: una serie di 5 pistoni Lancia si acquista oggi a non meno di 130/150 mila lire; une serie di bron= zine si può trovare (dopo affannose ricerche) a 50/60 mila lire; una serie di spinotti a L. 7.500 e così via, in modo che la revisio ne di un motore si aggira sulle 500 mila lire, mano d'opera compre= sa. Una saldatura in alluminio di circa 10 centimetri è stata pa= gata dallo scrivente L. 6000. Le gomme oggi si possono acquistare ad un prezzo variante dalle 70 alle 120 mila lire, a seconda dello stato di consumo, se al 60, 70 oppure 80%. La revisione di una ca= bina costa circa 80 mila lire: la costruzione di un cassone L.100 mila, e la verniciatura completa di un autotreno L. 80.000.

Questi dati sono controllabili e documentabili. Naturalmente, in pratica, i trasportatori hanno evitato i trasporti adducendo il pretesto di guasti alla macchina e chiedendo i pezzi di ricambio per poter mettere l'automezzo in efficienza.

L'Ufficio Trasporti non ha potuto aderire a tale richiesta, ed automaticamente i trasportatori si sono intesi autorizzati a [illegible] come meglio credevano. Di conseguenza l'Ufficio Traspor=

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5 giugno ecc;).

Per la stessa ragione non può e non potrà fornire le gomme, perchè nell'Italia liberata non esistono fabbriche di pneumatici, e nessuna assegnazione è stata fatta fino ad oggi dal Governo Alleato. Da questo è risultato che i pezzi di ricambio sono saliti a prezzi favolosi. Ad esempio: una serie di 5 pistoni Lancia si acquista oggi a non meno di 130/150 mila lire; une serie di bronzine si può trovare (dopo affannose ricerche) a 50/60 mila lire; una serie di spinotti a L. 7.500 e così via, in modo che la revisione di un motore si aggira sulle 500 mila lire, mano d'opera compresa. Una saldatura in alluminio di circa 10 centimetri è stata pagata dallo scrivente L. 6000. Le gomme oggi si possono acquistare ad un prezzo variante dalle 70 alle 120 mila lire, a seconda dello stato di consumo, se al 60, 70 oppure 80%. La revisione di una cabina costa circa 80 mila lire: la costruzione di un cassone L.100 mila, e la verniciatura completa di un autotreno L. 80.000.

Questi dati sono controllabili e documentabili. Naturalmente, in pratica, i trasportatori hanno evitato i trasporti adducendo il pretesto di guasti alla macchina e chiedendo i pezzi di ricambio per poter mettere l'automezzo in efficienza.

L'Ufficio Trasporti non ha potuto aderire a tale richiesta, ed automaticamente i trasportatori si sono intesi autorizzati a regolarsi come meglio credevano. Di conseguenza l'Ufficio Trasporti, che avrebbe dovuto disporre di automezzi, si trovò così a-disposizione dei trasportatori, cosa del resto prevedibile dato che le condizioni contrattuali assicuravano quello che non era possibile mantenere.

E qui occorre, purtroppo, fare una dolorosa constatazione, e cioè che <u>la morale</u> non interessa l'Ufficio Trasporti, e ciò si deduce dal fatto che tale situazione venne accettata alla leggera, contentandosi di incassare il 3% sull'importo dei trasporti, per la sola contropartita del rilascio dei fogli di via, dato che gli stessi vengono rilasciati solo quando la Ditta o l'Ente, che ha merce da trasportare, fornisce i dati della macchina, che deve effettuare i trasporti, previ accordi con i proprietari della macchina stessa.

Le finalità per le quali l'Ufficio Trasporti è stato creato,

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non essendo raggiunte, ma neanche sfiorate, l'Ente non ha alcuna ragione d'esistere. Da questo caos burocratico ne è risultato di conseguenza la parziale stasi del lavoro dei trasporti. In atti, per avere un foglio di via (oltre a tutte le altre pratiche ed autorizzazioni della SEPRAL ecc.) occorre presentare domanda all'Ufficio Trasporti, attenderne l'evasione (accetazione o rifiuto) in non meno di due giorni, e così un autotreno deve rimanere, nella migliore delle ipotesi, almeno 48 ore fermo. Di queste richieste, parte vengono accettate e buona parte respinte di modo che si è stabilito il commercio dei fogli di via, che vengono ceduti dietro compensi oscillanti (a seconda delle merci da trasportare) dalle 30 alle 40 mila lire.

Con tale sistema si sono visti effettuare trasporti di pelli dalla provincia di MACERATA a ROMA, anche con autotreni STA, adibiti ai servizi annonari, mentre sono stati rifiutati i permessi per trasporti di generi alimentari di prima necessità, indubbiamente, più utili alla popolazione. Non si conosce, poi, quale autorità sia conferita alla SEPRAL, poichè per ottenere l'introduzione di generi contingentati o non, (es. il vino) occorre ottenere un permesso dalla stessa. Con questo documento l'Ufficio Trasporti dovrebbe concedere il mezzo, senonchè il più delle volte, con tutto il permesso della SEPRAL, non si riesce ad ottenere il relativo foglio di via (non parliamo del mezzo di trasporto che, come detto, non esiste).

Ridotta la funzionalità dell'Ufficio Trasporti ad una burocratica consegna di fogli di via, esso intralcia il movimento dei trasporti, arrivandosi a questo assurdo risultato, e cioè che un autotreno che potrebbe viaggiare 24 ore su 24, viaggia, nella migliore delle ipotesi, 24 ore la settimana. E' naturale che nelle 24 ore settimanali di effettivo impiego debba ricavare tutte le spese di esercizio. Da ciò il rialzo delle tariffe di trasporto.

Volendo viaggiare più spesso, è necessario, come si è detto, ricorrere ad ingordi speculatori, che accaparrano i fogli di via, senza tener conto delle necessarie oblazioni da versare, strada facendo, ai vari posti di blocco, e il tutto grava sempre sui prezzi di trasporto !!

Per quanto sopra esposto si propone:

a) che venga abolito l'UFFICIO TRASPORTI (quanto prima ENAC)

b) che venga creato un Ufficio per l'assegnazione del carburante

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ferita alla SEPRAL, [illegible]
contingentati o non, (es. il vino) occorre ottenere [illegible]
dalla stessa. Con questo documento l'Ufficio Trasporti dovrebbe
concedere il mezzo, senonchè il più delle volte, con tutto il per=
messo della SEPRAL, non si riesce ad ottenere il relativo foglio
di via (non parliamo del mezzo di trasporto che, come detto, non esi=
ste).

Ridotta la funzionalità dell'Ufficio Trasporti ad una buro=
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24 ore settimanali di effettivo impiego debba ricavare tutte le spe=
se di esercizio. Da ciò il rialzo delle tariffe di trasporto.

Volendo viaggiare più spesso, è necessario, come si è detto,
ricorrere ad ingordi speculatori, che accaparrano i fogli di via,
senza tener conto delle necessarie oblazioni da versare, strada facen
do, ai vari posti di blocco, e il tutto grava sempre sui prezzi di
trasporto !!

Per quanto sopra esposto si propone:

a) che venga abolito l'UFFICIO TRASPORTI (quanto prima ENAC)

b) che venga creato un Ufficio per l'assegnazione del carburante che dovrebbe essere giustificato con visti delle autorità dei posti di arrivo o con altre misure atte a garantire l'ef= fettiva realizzazione del viaggio.

c) che venga devoluto il 3% sui trasporti (oggi beneficio del l'Ufficio Trasporti) all'istituzione di squadre di polizia per la sorveglianza delle strade nazionali, dando in tal modo la possibilità di viaggiare anche nelle ore notturne, cosa oggi impossibile per le continue grassazioni, rapine, furti e, qualche volta appropriazione dello stesso automezzo. In tal modo verrebbe anche aumentato il rendimento dei trasporti stessi.

d) che per tutte le merci cosidette povere ed essenziali, si stabiliscano dei viaggi obbligatori mensili a turno, gravanti su tutti i trasportatori, anche a tariffe minime, in modo che, assolto l'obbligo ed il dovere del trasporto delle merci pove= re, il trasportatore acquisti la libertà di movimento, creando la concorrenza sul mercato dei trasporti e conseguentemente

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sul mercato dei prezzi.

o ° o

L'Ufficio Trasporti giustificò la sua creazione a difesa dell'a= scesa dei prezzi, poichè i commercianti attribuirono al prezzo dei no= li l'alto costo delle merci. Dopo vari mesi di pratica è risultato evidente che questa istituzione, che doveva essere calmieratrice, non ha raggiunto il suo scopo, ed è facile dimostrare che, se anche i tra= sporti costassero centesimi o nulla, i commercianti non rinuncierebbe= ro mai ad i loro elevati guadagni.

Esempi pratici:

CONSERVA: A NAPOLI il concentrato (bloccato) costa L. 150 al Kg. Il trasporto, col relativo rischio a carico del trasportatore, L. 800 al q.le. In totale L. 158 al Kg. Viene venduto all'ingrosso a L. 200/220 al Kg.

MANDORLE SGUSCIATE: Acquisto a NAPOLI a L. 110 al kg. base. Trasporto a tariffa di borsa nera L. 8 al kg. In totale L. 118. Vendute all'ingrosso a L. 145 al kg.

VINO: Consegnato nelle Puglie (Lecce) nei mesi di luglio-agosto a L. 800 al quintale per gradi 15. Trasporto a prezzi di tariffa L. 8= Dazio L. 2,60= Totale costo L. 18,60. Venduto (a gradi 11 anzichè a gradi 15) all'ingrosso a L. 70 al litro. Di conseguenza a 15° circa L. 98 al litro.

MARMELLATA: A Napoli L. 230 al Kg. all'ingrosso. Trasporto L. 8. Venduta a ROMA a L. 320/400 al kg.

Si domanda: Cosa incide il prezzo dei trasporti ?

Ad evitare poi l'aumento dei prezzi sui luoghi di produzione, si po= trebbero stabilire dei prezzi di blocco nei luoghi di consumo, con gra= vi sansioni contro gli inadempienti in modo che tali prezzi siano rispettati, con beneficio del popolo che attraversa e vive una trage= dia morale e materiale senza precedenti, e che potrebbe avere conse= guenze gravi.

Con questo sistema dovrà verificarsi l'adeguamento dei prezzi per i produttori, trasportatori e commercianti, se vogliono vendere, trasportare e rivendere.

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a L. 200/220 al Kg.

MANDORLE SGUSCIATE: Acquisto a NAPOLI a L. 110 al kg. base. Trasporto a tariffa di borsa nera L. 8 al kg. In totale L. 118. Vendute all'ingrosso a L. 145 al kg.

VINO: Consegnato nelle Puglie (Lecce) nei mesi di luglio-agosto a L. 800 al quintale per gradi 15. Trasporto a prezzi di tariffa L. 8= Dazio L. 2,60= Totale costo L. 18,60. Venduto (a gradi 11 anzichè a gradi 15) all'ingrosso a L. 70 al litro. Di conseguenza a 15° circa L. 98 al litro.

MARMELLATA: A Napoli L. 230 al Kg. all'ingrosso. Trasporto L. 8. Venduta a ROMA a L. 320/400 al kg.

Si domanda: Cosa incide il prezzo dei trasporti ?

Ad evitare poi l'aumento dei prezzi sui luoghi di produzione, si potrebbero stabilire dei prezzi di blocco nei luoghi di consumo, con gravi sansioni contro gli inadempienti in modo che tali prezzi siano rispettati, con beneficio del popolo che attraversa e vive una tragedia morale e materiale senza precedenti, e che potrebbe avere conseguenze gravi.

Con questo sistema dovrà verificarsi l'adeguamento dei prezzi per i produttori, trasportatori e commercianti, se vogliono vendere, trasportare e rivendere.

Chi espone quanto sopra è trasportatore e commerciante, ed è disposto ad illustrare verbalmente quanto ha scritto.

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RILIEVI SUL FUNZIONAMENTO DELL'UFFICIO TRASPORTI

Allo scopo di frenare l'ascesa dei prezzi sui mercati, e per regolare l'afflusso delle derrate, venne a suo tempo, creato l'Uf= ficio Trasporti. Oltre a queste finalità, l'ufficio stesso avrebbe dovuto avere lo scopo di imporre un calmiere ai prezzi dei trasporti e disciplinarne il movimento, dando la precedenza ai generi di prima necessità. A tale scopo, ai trasportatori venne imposto di mettere i propri automezzi a disposizione del nuovo Ente, previa minaccia di requisizione o divieto di circolazione. Si stabilirono delle tariffe che, per gli automozzi di portata superiore ai 30 Q;li, furono fissate in L. 0,60 chilometro quintale.

Da tener presente che l'Ufficio Trasporti non può e non potrà mai fornire i pezzi di ricambio a prezzi di listino, come stabilito nei patti contrattuali in relazione alle tariffe, poichè tali pezzi di ricambio non sono in possesso delle Case costruttrici, ma in mano a privati speculatori o ad operai ed impiegati delle fabbriche, che si sono accaparrati il materiale nei vari momenti opportuni anche col trafugamento (leggi 25 luglio, 8 settembre, 5 giugno ecc;).

Per la stessa ragione non può e non potrà fornire le gomme, perchè nell'Italia liberata non esistono fabbriche di pneumatici, e nessuna assegnazione è stata fatta fino ad oggi dal Governo Alleato. Da questo è risultato che i pezzi di ricambio sono saliti a prezzi favolosi. Ad esempio: una serie di 5 pistoni Lancia si acquista oggi a non meno di 130/150 mila lire; une serie di bronzine si può trovare (dopo affannose ricerche) a 50/60 mila lire; una serie di spinotti a L. 7.500 e così via, in modo che la revisione di un motore si aggira sulle 500 mila lire, mano d'opera compresa. Una saldatura in alluminio di circa 10 centimetri è stata pagata dallo scrivente L. 6000. Le gomme oggi si possono acquistare ad un prezzo variante dalle 70 alle 120 mila lire, a seconda dello stato di consumo, se al 60, 70 oppure 80%. La revisione di una cabina costa circa 80 mila lire: la costruzione di un cassone L.100 mila, e la verniciatura completa di un autotreno L. 80.000.

Questi dati sono controllabili e documentabili. Naturalmente, in pratica, i trasportatori hanno evitato i trasporti adducendo il pretesto di guasti alla macchina e chiedendo i pezzi di ricambio per poter mettere l'automezzo in efficienza.

L'Ufficio Trasporti non ha potuto aderire a tale richiesta, i trasportatori si sono intesi autorizzati a

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fabbriche, che si sono accaparrati il materiale [illegible] opportuni anche col trafugamento (leggi 25 luglio, 8 settembre, 5 giugno ecc;).

Per la stessa ragione non può e non potrà fornire le gomme, perchè nell'Italia liberata non esistono fabbriche di pneumatici, e nessuna assegnazione è stata fatta fino ad oggi dal Governo Alleato. Da questo è risultato che i pezzi di ricambio sono saliti a prezzi favolosi. Ad esempio: una serie di 5 pistoni Lancia si acquista oggi a non meno di 130/150 mila lire; une serie di bronzine si può trovare (dopo affannose ricerche) a 50/60 mila lire; una serie di spinotti a L. 7.500 e così via, in modo che la revisione di un motore si aggira sulle 500 mila lire, mano d'opera compresa. Una saldatura in alluminio di circa 10 centimetri è stata pagata dallo scrivente L. 6000. Le gomme oggi si possono acquistare ad un prezzo variante dalle 70 alle 120 mila lire, a seconda dello stato di consumo, se al 60, 70 oppure 80%. La revisione di una cabina costa circa 80 mila lire: la costruzione di un cassone L.100 mila, e la verniciatura completa di un autotreno L. 80.000.

Questi dati sono controllabili e documentabili. Naturalmente, in pratica, i trasportatori hanno evitato i trasporti adducendo il pretesto di guasti alla macchina e chiedendo i pezzi di ricambio per poter mettere l'automezzo in efficienza.

L'Ufficio Trasporti non ha potuto aderire a tale richiesta, ed automaticamente i trasportatori si sono intesi autorizzati a regolarsi come meglio credevano. Di conseguenza l'Ufficio Trasporti, che avrebbe dovuto disporre di automezzi, si trovò così a disposizione dei trasportatori, cosa del resto prevedibile dato che le condizioni contrattuali assicuravano quello che non era possibile mantenere.

E qui occorre, purtroppo, fare una dolorosa constatazione, e cioè che <u>la morale</u> non interessa l'Ufficio Trasporti, e ciò si deduce dal fatto che tale situazione venne accettata alla leggera, contentandosi di incassare il 3% sull'importo dei trasporti, per la sola contropartità del rilascio dei fogli di via, dato che gli stessi vengono rilasciati solo quando la Ditta o l'Ente, che ha merce da trasportare, fornisce i dati della macchina, che deve effettuare i trasporti, previa accordi con i proprietari della macchina stessa.

Le finalità per le quali l'Ufficio Trasporti è stato creato,

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non essendo raggiunte, ma neanche sfiorate, l'Ente non ha alcuna ragione d'esistere. Da questo caos burocratico ne è risultato di conseguenza la parziale stasi del lavoro dei trasporti. In atti, per avere un foglio di via (oltre a tutte le altre pratiche ed autorizzazioni della SEPRAL ecc.) occorre presentare domanda all'Ufficio Trasporti, attenderne l'evasione (accetazione o rifiuto) in non meno di due giorni, e così un autotreno deve rimanere, nella migliore delle ipotesi, almeno 48 ore fermo. Di queste richieste, parte vengono accettate e buona parte respinte di modo che si è stabilito il commercio dei fogli di via, che vengono ceduti dietro compensi oscillanti (a seconda delle merci da trasportare) dalle 30 alle 40 mila lire.

Con tale sistema si sono visti effettuare trasporti di pelli dalla provincia di MACERATA a ROMA, anche con autotreni STA, adibiti ai servizi annonari, mentre sono stati rifiutati i permessi per trasporti di generi alimentari di prima necessità, indubbiamente, più utili alla popolazione. Non si conosce, poi, quale autorità sia conferita alla SEPRAL, poichè per ottenere l'introduzione di generi contingentati o non, (es. il vino) occorre ottenere un permesso dalla stessa. Con questo documento l'Ufficio Trasporti dovrebbe concedere il mezzo, senonchè il più delle volte, con tutto il permesso della SEPRAL, non si riesce ad ottenere il relativo foglio di via (non parliamo del mezzo di trasporto che, come detto, non esiste).

Ridotta la funzionalità dell'Ufficio Trasporti ad una burocratica consegna di fogli di via, esso intralcia il movimento dei trasporti, arrivandosi a questo assurdo risultato, e cioè che un autotreno che potrebbe viaggiare 24 ore su 24, viaggia, nella migliore delle ipotesi, 24 ore la settimana. E' naturale che nelle 24 ore settimanali di effettivo impiego debba ricavare tutte le spese di esercizio. Da ciò il rialzo delle tariffe di trasporto.

Volendo viaggiare più spesso, è necessario, come si è detto, ricorrere ad ingordi speculatori, che accaparrano i fogli di via, senza tener conto delle necessarie oblazioni da versare, strada facendo, ai vari posti di blocco, e il tutto grava sempre sui prezzi di trasporto !!

Per quanto sopra esposto si propone:

a) che venga abolito l'UFFICIO TRASPORTI (quanto prima ENAC)

b) che venga creato un Ufficio per l'assegnazione del carburante

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contingentati o non, (es. il vino) occorre ottenere un permesso dalla stessa. Con questo documento l'Ufficio Trasporti dovrebbe concedere il mezzo, senonchè il più delle volte, con tutto il permesso della SEPRAL, non si riesce ad ottenere il relativo foglio di via (non parliamo del mezzo di trasporto che, come detto, non esiste).

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Volendo viaggiare più spesso, è necessario, come si è detto, ricorrere ad ingordi speculatori, che accaparrano i fogli di via, senza tener conto delle necessarie oblazioni da versare, strada facendo, ai vari posti di blocco, e il tutto grava sempre sui prezzi di trasporto !!

Per quanto sopra esposto si propone:

a) che venga abolito l'UFFICIO TRASPORTI (quanto prima ENAC)

b) che venga creato un Ufficio per l'assegnazione del carburante che dovrebbe essere giustificato con visti delle autorità dei posti di arrivo o con altre misure atte a garantire l'effettiva realizzazione del viaggio.

c) che venga devoluto il 3% sui trasporti (oggi beneficio dell'Ufficio Trasporti) all'istituzione di squadre di polizia per la sorveglianza delle strade nazionali, dando in tal modo la possibilità di viaggiare anche nelle ore notturne, cosa oggi impossibile per le continue grassazioni, rapine, furti e, qualche volta appropriazione dello stesso automezzo. In tal modo verrebbe anche aumentato il rendimento dei trasporti stessi.

d) che per tutte le merci cosidette povere ed essenziali, si stabiliscano dei viaggi obbligatori mensili a turno, gravanti su tutti i trasportatori, anche a tariffe minime, in modo che, assolto l'obbligo ed il dovere del trasporto delle merci povere, il trasportatore acquisti la libertà di movimento, creando la concorrenza sul mercato dei trasporti e conseguentemente

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sul mercato dei prezzi.

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L'Ufficio Trasporti giustificò la sua creazione a difesa dell'a= scesa dei prezzi, poichè i commercianti attribuirono <u>al prezzo dei no= li l'alto costo delle merci.</u> Dopo vari mesi di pratica è risultato evidente che questa istituzione, che doveva essere calmieratrice, non ha raggiunto il suo scopo, ed è facile dimostrare che, se anche i tra= sporti costassero centesimi o nulla, i commercianti non rinuncierebbe= ro mai ad i loro elevati guadagni.

Esempi pratici:

<u>CONSERVA:</u> A NAPOLI il concentrato (bloccato) costa L. 150 al Kg. Il trasporto, col relativo rischio a carico del trasportatore, L. 800 al q.le. In totale L. 158 al Kg. Viene venduto all'ingrosso a L. 200/220 al Kg.

<u>MANDORLE SGUSCIATE:</u> Acquisto a NAPOLI a L. 110 al kg. base. Trasporto a tariffa di borsa nera L. 8 al kg. In totale L. 118. Vendute all'ingrosso a L. 145 al kg.

<u>VINO:</u> Consegnato nelle Puglie (Lecce) nei mesi di luglio-agosto a L. 800 al quintale per gradi 15. Trasporto a prezzi di tariffa L. 8= Dazio L. 2,60= Totale costo L. 18,60. Venduto (a gradi 11 anzichè a gradi 15) all'ingrosso a L. 70 al litro. Di conseguenza a 15° circa L. 98 al litro.

<u>MARMELLATA:</u> A Napoli L. 230 al Kg. all'ingrosso. Trasporto L. 8. Venduta a ROMA a L. 320/400 al kg.

Si domanda: Cosa incide il prezzo dei trasporti ?

Ad evitare poi l'aumento dei prezzi sui luoghi di produzione, si po= trebbero stabilire dei prezzi di blocco nei luoghi di consumo, con gra= vi sanzioni contro gli inadempienti in modo che tali prezzi siano rispettati, con beneficio del popolo che attraversa e vive una trage= dia morale e materiale senza precedenti, e che potrebbe avere conse= guenze gravi.

Con questo sistema dovrà verificarsi l'adeguamento dei prezzi per i produttori, trasportatori e commercianti, se vogliono vendere, trasportare e rivendere.

Chi espone quanto sopra è trasportatore e commerciante, ed è

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Trasporto a tariffa di borsa nera L. 8 al kg. In totale L. 118. Vendute all'ingrosso a L. 145 al kg.

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MARMELLATA: A Napoli L. 230 al Kg. all'ingrosso. Trasporto L. 8. Venduta a ROMA a L. 320/400 al kg.

Si domanda: Cosa incide il prezzo dei trasporti ?

Ad evitare poi l'aumento dei prezzi sui luoghi di produzione, si potrebbero stabilire dei prezzi di blocco nei luoghi di consumo, con gravi sansioni contro gli inadempienti in modo che tali prezzi siano rispettati, con beneficio del popolo che attraversa e vive una tragedia morale e materiale senza precedenti, e che potrebbe avere conseguenze gravi.

Con questo sistema dovrà verificarsi l'adeguamento dei prezzi per i produttori, trasportatori e commercianti, se vogliono vendere, trasportare e rivendere.

Chi espone quanto sopra è trasportatore e commerciante, ed è disposto ad illustrare verbalmente quanto ha scritto.

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RESTRICTED

HEADQUARTERS ALLIED COMMISSION
APO 394
ESTABLISHMENT SECTION

378.02

19 December 1944.

ESTABLISHMENT MEMORANDUM)
NUMBER 34)

1. Establishment Memorandum No. 22, this Headquarters, dated 27 September 1944, is hereby rescinded in its entirety, and this Memorandum substituted in lieu thereof:

2. a. The Road Division, (TRANSPORTATION SUB-COMMISSION), will assume complete responsibility for technical supervision, organization and inspection of all vehicle maintenance (both TE & WE) to include both domestic and civil transport vehicles of this Headquarters and the Regions. This in no way relieves the responsible officers of the supervision of maintenance of vehicles assigned to them.

b. To carry out this responsibility:

(1) All motor maintenance and operating personnel will be allocated by the Transportation Sub-Commission, to this Headquarters and to the Regions as needed.

(2) Personnel allocated to this Headquarters, will be assigned to the Headquarters Transportation Section. The Headquarters Transportation Officer will be in command of the Headquarters Transportation Section. He will receive technical instructions direct from the Transportation Sub-Commission. Operational matters, including transfer of personnel from one garage to another will be accomplished by the Establishment Section, upon recommendation of the Headquarters Transportation Officer.

(3) Personnel allocated to Regions, will be assigned to Regional Transportation Sections. This personnel will be under the command of the Regional Transportation Officer, who is responsible to the Regional Commissioner. He will receive technical instructions direct from the Transportation Sub-Commission. Operational matters, including transferring personnel from one locality to another in the Region, will be accomplished by orders of the Regional Commissioner upon recommendation of the Regional Transportation Officer.

(4) Subject to the provisions of Annex A & B attached, all tools and equipment for maintaining these vehicles will be allocated by the

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b. To carry out this responsibility:

(1) All motor maintenance and operating personnel will be allocated by the Transportation Sub-Commission, to this Headquarters and to the Regions as needed.

(2) Personnel allocated to this Headquarters, will be assigned to the Headquarters Transportation Section. The Headquarters Transportation Officer will be in command of the Headquarters Transportation Section. He will receive technical instructions direct from the Transportation Sub-Commission. Operational matters, including transfer of personnel from one garage to another will be accomplished by the Establishment Section, upon recommendation of the Headquarters Transportation Officer.

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(4) Subject to the provisions of Annex A & B attached, all tools and equipment for maintaining these vehicles will be allocated by the Transportation Sub-Commission.

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(5) The Transportation Sub-Commission will be responsible for approving garage allocation.

3. Responsibility of G-4s (See Annex A and B attached).

4. Responsibility of other elements:

a. Headquarters Maintenance Officers will be directly responsible to the Headquarters Transportation Officer for the maintenance of all Headquarters vehicles. Their duties include the supervising and training of personnel in maintenance and driving. It is essential that all incidents, involving accountability of property be co-ordinated with G-4 (both American and British). (See Annex A and B).

b. Regional Maintenance Officer will be directly responsible to the Regional Transportation Officer for the maintenance of all vehicles within their respective Regions; the supervising and training of personnel in maint[illegible]nce

R E S T R I C T E D

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Estab Memo No. 34. this Ho, dtd 19 Dec 44 (Cont'd):

and driving, and the continuous execution of preventive maintenance. He will make frequent technical inspections of all vehicles within his Region and bring about correction of all deficiencies noted.

c. Regional Commissioners will assume the usual "Commanding Officer" responsibility and supervision, as directed in US AW 83 and AR 35-6640 and AR 850-15 and British WD Regulations. (See also paragraph 7, Annex B, for list of responsible officers).

5. Accountability: (See Annex C-4 A and B).

6. All maintenance officers will establish maintenance channels for repair and evacuation within their respective scope of operations.

7. THE MOVEMENTS DIVISION, (TRANSPORTATION SUB-COMMISSION), will control the movement and selection of cargo, of load-bearing vehicles.

a. Regional Transportation Officers will perform this function within the Regions under the general direction of Movements Division, Transportation Sub-Commission.

By command of Rear Admiral STONE:

NORMAN E. FISKE
Colonel
Deputy Chief of Staff

OFFICIAL:

C. M. Parkin

C. M. PARKIN
Colonel, Infantry
Executive Officer (US).

DISTRIBUTION:

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By command of Rear Admiral STONE:

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Deputy Chief of Staff

OFFICIAL:

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Colonel, Infantry
Executive Officer (US).

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"A"

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ANNEX "A" to Estab Memo
No. 34, this Hq, dtd
19 Dec 44.

RESPONSIBILITIES OF G-4 (A)

1. VEHICLE RECORDS.

a. G-4 (A) is accountable for all vehicles (which include requisitioned civilian vehicles), and Motor Maintenance equipment used by Allied Commission and 2675th Regiment and all motor maintenance parts for US Army military vehicles.

b. The Transportation Sub-Commission will turn over to G-4 (A) the complete records on all US Army vehicles, motor maintenance equipment and accessories now in the possession of the Transportation Sub-Commission.

c. A Property Book will be set up in each Region by the American Unit Transportation Officer, in accordance with the instructions contained in Circular 170, War Department, dated 24 July 1944. The American Unit Transportation Officer will be responsible for all such property within his unit.

(1) The Property Book, which will be known as the "Unit Transportation Regional (or Headquarters) Property Book", will record all US Army vehicles and motor maintenance equipment other than 2675th Regimental T/E vehicles and equipment issued direct to companies.

(2) G-4 (A) will be notified in writing of the assignment, and relief of the Transportation Officer, so that a transfer of property in the Unit Transportation Property Book can be accomplished in accordance with Circular 170, War Department, dated 24 July 1944.

(3) Reassignment of Tools and Equipment now charged to 2675th Regiment as T/E property will be made as allocated by the Transportation Sub-Commission.

(4) The procurement, issuing, reassignment, and transfer of all US Army tools and equipment will be accomplished by G-4 (A) as requested or approved by the Transportation Sub-Commission.

d. Reports of Survey or Certificates will be prepared on damaged, lost or stolen vehicles, motor maintenance equipment or accessories by the American Transportation Officer in each unit, and forwarded to G-4 (A). Ref. AR 35-6640.

e. In case of salvage through an Ordnance Depot, a true copy of the Salvage Receipt of the old vehicle, and the Tally Out on the new vehicle, will be forwarded to G-4 (A).

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(1) The Property Book, which will be known as the "Unit Transportation Regional (or Headquarters) Property Book", will record all US Army vehicles and motor maintenance equipment other than 2675th Regimental T/E vehicles and equipment issued direct to companies.

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e. In case of salvage through an Ordnance Depot, a true copy of the Salvage Receipt of the old vehicle, and the Tally Out on the new vehicle, will be forwarded to G-4 (A).

2. REPORTS.

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a. Monthly Material Status Reports will be submitted by the Unit American Transportation Officer on forms furnished by G-4 (A), indicating status of equipment as of 1200 hours on the 10th of each month, so as to reach the office of G-4 (A) not later than 1200 hours on the 12th day of each month. (This deadline must be met).

3. SUPPLIES.

a. All American vehicles and motor maintenance equipment and spare parts will be drawn through G-4 (A), this Headquarters.

b. All motor maintenance parts will be drawn on an exchange basis, direct from the nearest Ordnance Depot or the parts section of G-4 (A). Requisition will be submitted to G-4 (A).

c. Unserviceable vehicles may be salvaged at any Ordnance Depot. Unserviceable American vehicles will not be turned into REME. Replacements may be drawn direct from the nearest Ordnance Depot. (See paragraph 1, Section E).

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ANNEX "B" to
Estab Memo No. 34, this
Hq, dtd 19 Dec 44.

RESPONSIBILITIES OF G-4 (B)

1. G-4 (British) will be responsible for records and major items of supply.

2. RECORDS.

a. G-4 (British) will keep all records and prepare vehicles census of all W.D. vehicles in use in the Sub-Commission.

b. Vehicle Casualties. These will be rendered by G-4 (B) for all W.D. vehicles of the Commission.

c. Vehicle locations.

(1) Distribution of all vehicles to Regions, AMG armies will be recorded by G-4. For this purpose whenever W.D. vehicles (other than W.E. vehicles) are moved from one part of the Commission to another, a copy of the movement order will be sent to G-4 (B). W.E. and W.D. vehicles used on direction of Public Safety Sub-Commission (Fire Service) will not be moved except on the instruction of G-4 Branch.

(2) Whenever any W.D. vehicles, whether on W.E. or not, are transferred from one part of the Commission to another, transferer and transferee will sign and exchange A.Fs. G.1033 and transferer will forward a third copy signed by both to G-4 (British).

3. SUPPLY.

a. Vehicles.

(1) Except as provided in sub-paragraph (a) (2), no vehicles will be drawn by any Region, or other part of the Commission except on the instructions of G-4 Branch.

(2) AMG 8th Army are authorized to replace unserviceable British vehicles by vehicles of the same category through army sources. They are not authorized to draw additional vehicles or replace a vehicle of one type by a vehicle of another type without G-4 sanction.

b. Equipment.

A/. G-4 (B) will set up an M.T. Spare Parts and Equipment Section who will have the following duties:

(1) To indent for all G.1098 M.T. Equipment and L.A.D. Equipment auth-

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G-4 (British).

3. SUPPLY.

a. Vehicles.

(1) Except as provided in sub-paragraph (a) (2), no vehicles will be drawn by any Region, or other part of the Commission except on the instructions of G-4 Branch.

(2) AMG 8th Army are authorized to replace unserviceable British vehicles by vehicles of the same category through army sources. They are not authorized to draw additional vehicles or replace a vehicle of one type by a vehicle of another type without G-4 sanction.

b. Equipment.

A/. G-4 (B) will set up an M.T. Spare Parts and Equipment Section who will have the following duties:

(1) To indent for all G.1098 M.T. Equipment and L.A.D. Equipment authorized under Special List 94/1 and to issue same when received in accordance with the request of or approval by Transportation Sub-Commission.

(2) If any garage equipment is required, surplus to LAD scale to endeavor to obtain release on receipt of a special application from Transportation Sub-Commission.

(3) To indent for M.T. First Aid scaling for all British W.D. vehicles of the Commission and to issue such scalings to Regions etc. as Transportation Sub-Commission may request.

(4) To hold a reserve of M.T. first aid kits and to replace any items used by Regions etc., on application from the Region concerned.

(5) To be responsible for all indents for tools, spare parts and other equipment for all British W.D. vehicles of the Commission.

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B/. (1) Regions etc. will make all demands for tools, spare parts and M.T. equipment on G-4 (B) M.T. Spare Parts and Equipment Section and will not make indents on Ordnance.

(2) This does not prevent Transport Officers from using their own initiative to obtain local assistance from salvage etc., where permitted.

(3) AMG 8th Army are authorized to continue to work through Army sources where desirable. Their vehicles are, however, being included in scalings demanded. Any indents by AMG 8th Army will be clearly marked "AMG 8th ARMY" and such expressions as AMGOT will be avoided.

4. In order to carry out the above policy, the returns set out in appendix "B" will be rendered to G-4 Branch by the parties set out in such appendix. All previous instructions as to returns to G-4 Branch are cancelled.

5. Administrative Instructions No. 3 of 18 April 1944 are cancelled and responsibility for vehicles will be as set out in paragraph 7.

6. Returns to be rendered:

Type of Return	Rendered by	Rendered to	Date
Vehicle Census Return (WE, Civilian Supply & Miscellaneous vehicles will all be shown out separately).	Responsible Officers named in Paragraph 7.	G-4 (B)	21st each month.
Vehicle Casualties, any vehicle lost, stolen, or otherwise struck off strength (e.g. Fire accident, Wear & tear). No particular form is necessary but vehicle must be clearly identified.	Responsible Officers named in Paragraph 7.	G-4 (B)	Within 24 hours.

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6. Returns to be rendered:

Type of Return	Rendered by	Rendered to	Date
Vehicle Census Return (WE, Civilian Supply & Miscellaneous vehicles will all be shown but separately).	Responsible Officers named in Paragraph 7.	G-4 (B)	21st each month.
Vehicle Casualties. Any vehicle lost, stolen, or otherwise struck off strength (e.g. Fire accident, wear & tear). No particular form is necessary but vehicle must be clearly identified. If BER, cause must be stated and BER certificate forwarded as early as possible.	Responsible Officers named in Paragraph 7.	G-4 (B)	Within 24 hours.

7. Responsibility for recording and returns of all vehicles, whether WE, civilian or otherwise authorized, will be as follows:

Responsible Officer	Vehicles for Which Responsible
Headquarters Commandant	1. All British MD Vehicles and Requisitioned vehicles in Hq Motor Pools or assigned to any official, Sub-Commission, etc., other than Sub-Commissions, etc., of which the Director is "Responsible Officer" as set out in this Instruction. 2. Vehicles of Liaison Officers in Rome.

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ANNEX "B" to
Estab Memo No. 34, this
Hq, 6th AG, 19 Dec 44 (Cont'd)

Responsible Officer	Vehicles for Which Responsible
SCAO's 5th & 8th Armies	All WE, civilian supply and other vehicles working with respective armies, including vehicles of Displaced Persons and Repatriation Sub-Commission.
Regional Commissioners	1. All WE vehicles on charge to Region or Province. 2. All requisitioned cars requisitioned by or transferred to Region. 3. All civilian supply vehicles allotted to Region. 4. Any other W.D. vehicles working within the Region on civilian work of which notice is given to Regional Commissioner by G-4 Branch. 5. <u>For maintenance only</u>, any vehicle of Displaced Persons and Repatriation Sub-Commission working within the Region which notice is given to Regional Commissioner by the Sub-Commission.
Displaced Persons and Repatriation Sub-Commission	All own vehicles except those working in Army areas.

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No names mentioned

File

(4)

B7B02

TO THE ALLIED COMMAND.

We inform the Allied Command of the bad activity of the Italian Railway company Agents of the IX Zone I.E.S.

During the German occupation in Italy, the local command of the fascist republican Guard of Montalto di Castro, gave order to the Chief of the 27th Section I.E.S. to send his guards to the railway bridge on the Fiora River and have it watched. As he was an officer of the Fascist Militia he obeyed without raising objections and without thinking that he was sending his guards towards many dangers. He informed the Chief of the IX Zone, who accepted the order without objection and with the purpose of keeping his rank (which he did not deserve because he is an ignorant and he had it during the fascist regime). It is not sure if the two chiefs informed the I.E.S. Office of Rome and we ask why they didn't go personally to Rome and discuss the important matter. On the railway bridge of the Fiora River a workman of the 27th Section I.E.S. was killed by the Germans and it is their own fault, so they are responsible for the crime. Why haven't they been arrested? We want Justice ! The workman had wife and four children , the youngest is only one year old. And the Railway Administration has yet to assign the pension to the widow. That is what is done in the Offices. The epuration is done slowly or they forget to do it.
It is necessary that all the employees of the different Statal Administrations who have belonged to the Fascist Militia, be epurated.

When the Allied Troops left the Electric Power Station of Montalto di Castro they left four barrels of petrol, and although they were watched by the Section Chief, the petrol was stolen by two or three agents of the 27th Section I.E.S. From enquiries made it resulted that the petrol was sold on the black market. The technical Chief should have kept the petrol in one of his warehouses and inform the Allied Command of what had happened.
We ask him: why didn't he do it ?....
The technical chief will give an answer to this question.

Recently some workmen have repaired a motor car and it is known that the petrol is not supplied by the I.E.S. Office of Rome. So when they travel by that car they stop at the Airports and the driver steals the necessary petrol from there in order to satisfy the Chief of Zone. Besides that, the driver sends the monthly returns for the petrol expenses to the I.E.S. Office in Rome, informing that the trips have been made exclusively for office work. (This is done together with the two chiefs above named and their secretary).
From enquiries made it results that the trips are made for their criminal purposes.
The Anglo-Italian-American Labor Party informs the Allied Command of the above facts, so that you may punish the responsible people. We remind you that the chiefs of the IX Zone and of the 27th I.E.S. Section have collaborated with the

1954

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From enquiries made it results that the trips are made for their criminal purposes.
The Anglo-Italian-American Labor Party informs the Allied Command of the above facts, so that you may punish the responsible people. We remind you that the Chiefs of the IX Zone and of the 27th I.E.S. Section have collaborated with the Germans and are responsible for the workman's murder.
We ask for justice; they all must be punished: thieves and murderers.

We are sure that this information of ours will be taken into consideration and we will be waiting for justice.

Death to the responsible of the murder.

The Anglo-Italian-American Labor Party.

ROMA

B.D.

1964

Declassified E.O. 12356 Sec. 3.3/NND No. 785016

Declassified E.O. 12356 Section 3.3/NND No. 785016

TO THE ALLIED COMMISSION, ROME.

We submit to this Honourable Command the following report concerning the activity of various employees of the FF.SS(Italian Railway Company)

1)During the German occupation the Head of the 27th Section of the FF.SS was given the order by the Fasciat Republican Police of Montalto di Castro, to send some sentries to the bridge of the Fiora river.
The above mentioned person was an ex officer of the Militia, and accepted the order, without asking the regular authorization of his own Chief of Rome.
2) On the Fiora bridge a workman of the 27th Section, was murdered by the Germans, but it is obvious that also the FF.SS officials of the 27th Section are responsible.
The murdered workman was the father of four children.
3)When the Allied Troops went away from the Electric factory of Montalto di Castro, they left to the Technical Chief of the factory in consignement 800 Litres of petrol. But the petrol soon disappeared an was therefore sold at the Black Market.
4)Some workmen always of the 27th Section, ~~are-taking~~ steal the petrol for their own truck from the Airfields of Montalto Civitavecchia and Montalto Grosseto.

The Anglo-Italo-American Labourist Party.

U.S.

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Declassified E.O. 12356 Section 3.3/NND No. 785016

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The Anglo-Italo-American Labourist Party.

U.S.

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Comando Supremo Alleato

Roma

Segnatura Archivio 19/III Fascicolo N. 3003 Allegato

Ci pregiamo comunicare allo esimio Comando Supremo Alleato alcune delle più gravi responsabilità commesse da varii agenti della IXª Zona IES delle F.F.S.S. Italiane.

Dopo vastissime indagini comunichiamo quanto segue:

Durante il periodo della obbrobriosa dominazione germanica in Italia, il locale comando della guardia repubblichina di Montalto di Castro ordinò al capo del 27° tronco IES di mandare i suoi agenti a montare la guardia al ponte ferroviario sul fiume Fiora.

Questo fu minacciato in caso di rifiuto, ma essendo un ex-tenente della milizia nonchè un istruttore paramilitare acconsentì, senza mettere in evidenza le esigenze del servizio, inviando i suoi agenti a montare la guardia, non tenendo presente che essi andavano incontro a dei innumerevoli pericoli. Il capo del 27° tronco I.E.S. si lavò le mani mandando il capo della IXª zona, il quale tranquillamente se ne stava in un casello ferroviario, acconsentendo anche egli alla richiesta fatta dal locale comando della milizia repubblicana di Montalto di Castro.

Il capo della IX zona fece questo per conservare il grado (non meritato perchè ignorante, guadagnato durante il fu regime fascista.

Da informazioni avute, non ci consta se i due superiori avvisassero lo ufficio I.E.S. di Roma. Si domanda il perchè essi non si recarono personalmente a Roma per informare il capo dello ufficio, visto il caso impellente che si presentava?

Al ponte ferroviario sul fiume Fiora, un operaio del 27° tronco I.E.S. fu barbaramente ucciso dai tedeschi per colpa loro ed essi insieme ai barbari assassini sono gli unici responsabili del delitto.

«Perchè non vengono arrestati ancora? Giustizia!

L'operaio delle F.F.S.S. ucciso lasciò la moglie e quattro teneri bambini, il più piccolo ha circa un anno.

L'amministrazione delle FF S.S. deve ancora assegnare la pensione alla vedova - Questo è il clima che regna negli uffici. L'epurazione viene applicata lentamente o forse si dimentica di farla -

E' necessario che vengano epurati anche tutti gli impiegati delle varie amministrazioni dello stato che abbiano appartenuti a tutte le milizie volontarie fasciste - 1661

Il giorno che le truppe alleate abbandonarono la S.S. Elettrica di Montalto di Castro, lasciarono sul posto oltre quattro fusti pieni di benzina della capacità di litri duecento cadauno - Sotto gli occhi del conosciutissimo capo tronco, questo liquido prezioso destinato ad alimentare

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le macchine alleate per cacciar via i tedeschi, venne rubato da due o tre agenti del 27 tronco I.E.S. Da ricerche fatte a Montalto, abbiamo saputo che i ladri hanno poi venduto la benzina al mercato nero. Il capo tecnico era obbligato a far rimanere la benzina in deposito, in uno dei tanti locali della S. Stazione di Montalto, avvisando dopo il comando alleato.

Gli domandiamo perchè non lo fece?..

A questo interrogativo categorico risponderà il capo tecnico -

In questi ultimi tempi, alcuni operai (sempre del 27 tronco) hanno montato un motore per barilla surotale. Da indagine fatte, sappiamo che lo Ufficio I.E.S. di Roma non manda la benzina per far circolare tale macchina, però diturnamente durante i viaggi che la macchina compie da Montalto Civitavecchia ed oltre o Montalto Grosseto, passando vicino agli aeredromi, si fermano con la macchina e lo chauffeur ruba quanta benzina occorre per scodisfare il capo zona. Oltre a questo, l'autista mensilmente comunica (sempre in pieno accordo con due nominati superiori, nonchè con uno che fa da segretario) la spesa fatta per la benzina allo ufficio I.E.S. di Roma, mettendo in rilieva che i viaggi fatti sono esclusivamente per servizio; per avere poi il rimborso delle spese. L'Ufficio paga senza indagare.

Da informazioni ricevute, comunichiamo a questo ragguardevole Comando Supremo Alleato, che i viaggi effettuati sono per gli affari loschi di questa cricca di ladri ed assassini.

Il partito laburista anglo-italo-americano, si rivolge all'eminente Comando Supremo affinchè faccia punire i responsabili. Ricordiamo ancora una volta che il capo della IX Zona e quello del 27 tronco I.E.S. hanno collaborato con i tedeschi fino all'assassinio dell'operaio già scritto. Chiediamo giustizia, che vengano puniti tutti i responsabili: dagli assassini ai ladri.

Fiduciosi che questo scritto venga esaminato con particolare scrupolosità, attendiamo giustizia

Morte ai colpevoli dell'assassinio

Il partito laburista anglo-italo-americano.

Roma

13 Novembre 1944

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Security Branch
Rec'd 3/8
Book No. 1880
File No 378.02
Action file

378.02

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. Section
APO 394

29 August 1944.

Ref/91/87/CA.

SUBJECT: Development and operation of all Italian Railways.

TO : Distribution as below.

1. By the terms of General Order 60, 22 October 1943, the rehabilitation, technical development and operation of all Italian State and privately owned railways, except for those portions which may from time to time be returned to civilian operation under the supervision of the Transportation Sub- Commission of the Allied Control Commission, are vested in the organisation of the Director General Military Railway Services.

2. As a result no railways or sections of railways either Italian State or privately owned, will be put into operation without the consent of Director General Military Railway Services which will be obtained through the Transportation Sub-Commission, H.Q. A.C.C.

3. Materials, however damaged, found on a railway must be carefully safeguarded and not disposed of to private persons, and all coal stocks must be frozen.

4. In the forward areas, where State Railway officials may be in some doubt as to their position, they will be instructed to report to the Rome headquarters of the Italian State Railways.

Distribution
"A"

NORMAN E. FISKE.
Colonel.
Deputy Executive
Commissioner.

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Security Br.

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Distribution
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HEADQUARTERS
ALLIED CONTROL COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

TRANSPORTATION FOR ACC & CIVILIAN FREIGHT - ITALIAN MAINLAND ONLY

Reference : ACC Tn/19/13.
Date : 27 April '44.

ACC TN MEMORANDUM NO. 3.

1. Purpose of this Instruction & Effective Date.
(a) Shortage of rail transportation facilities and priority requirements of Allied Forces necessitate more positive control of movement by rail of civil freight traffic. For this reason HQ, AAI has issued Amendment No.2 dated 25 April 44, to Adv. Adm. Echelon, AFHQ Administrative Instruction No.14 dated 6 Dec 43.

(b) Revised control arrangements will be effective from 0001 hours 12 May 44. They are covered by following instructions for obtaining rail transportation of civil freight traffic on mainland of Italy, so that reference to previous instructions is unnecessary.

2. Types of Civilian Freight Traffic.
Civilian (i.e. all non-military) traffic falls into two broad categories;
(a) ACC Traffic. Comprises commodities which ACC considers essential to meet vital needs, and over which ACC exercises large measure of control, such as wheat, flour, sugar, olive oil and other basic foodstuffs or supplies. Salt, fuel, fertiliser, seeds and essential products sponsored by Italian Government under ACC auspices, are included in this category.
(b) Ordinary Italian Civilian Freight Traffic. Comprises all freight movements required by civilians, not coming under sub-para (a) above. Such movements must be limited to capacity available after requirements of sub-para (a) above have been fully met.

3. Railway Divisional Boundaries.
(a) Railway operation on Italian mainland is based on Italian railway divisional systems as were in effect prior to outbreak of hostilities. These do not always correspond with Provincial or ACC Regional boundaries. Briefly, these divisions cover areas as under :-

Standard Gauge Lines.

I. Reggio - Calabria Division - Capo Compartimento at Reggio.
Includes all of following Provinces :-
(a) Reggio (b) Catanzaro (c) Cosenza
and (d) Rail line; Marina di Maratea to Acquafredda in Potenza Province
and (e) Rail line; Sapri to S. Nicolas Varco (near Battipaglia) in Salerno

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Civilian (i.e. all non-military)

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and (e) Rail line; Sapri to S. Nicolas Varco (near Battipaglia) in Salerno Province
and (f) Rail line; Nova Siri to Basilio (near Metaponto) in Matera Province.

II. Bari Division - Capo Compartimento at Bari.
Includes all of following Provinces :-
(g) Taranto (h) Lecce (i) Brindisi (j) Bari
and (k) Potenza, except line noted as in para I. (d) above.
and (l) Matera, except line noted as in para I. (f) above.
and (m) Foggia, except Troia & Bovino stations on Foggia - Benevento line, which are under Naples Division.
and (n) Rail line from Termoli north, along east coast, to Fossacesia (normally part of Ancona Division).
and (p) "Sud-Est System" - Privately owned line operating in Provinces as in paras (g) to (j) inclusive, above.

III. Naples Division - Capo Compartimento at Naples.
Includes all of following Provinces :-
(q) Naples (r) Benevento (s) Avellino (t) Salerno-
except as noted in I. (e) above.
(u) Stations Troia & Bovino in Foggia Province, see para II. (m) above.

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4. Procedure for Obtaining Movement of ACC Traffic (vide para 2 (a)).

Procedure is based on a "bidding system". The agency through which a bid is submitted is determined by railway sections over which goods must pass and geographical boundaries of the Italian railway divisions.

(a) Bid through HQ Transportation Sub-Commission, ACC.

(i) All traffic on the east to west routes via Potenza and via Foggia or vice versa.

(ii) All traffic between any two stations on the Naples (ISR) Division.

(iii) All traffic required to move from one ISR Division to another.

(iv) Bids will be submitted on form TSC/3 (copy attached), and will be made from despatching end, NOT receiving end. Where confirmation of requirement of commodity and ability to accept is necessary from receiving Region or ACC HQ, this must be obtained before bid is submitted.

(v) Bids from Regions will be passed through Regional Commissioner, or his delegeted representative.

(vi) Sub-Commissions requiring movement will arrange for bids to be submitted by the ACC Officers in the Province from which the traffic will originate as laid down in para 4 (a) (iv).

(vii) Bids must reach Transportation Sub-Commission, ACC, APO 394 not later than 0900 hours each FRIDAY; copy being sent to ACC Transportation Sub-Commission Officer concerned, where traffic originates in Reggio or Bari divisional areas.

(viii) Quantities of each bid, to be despatched commencing the following MONDAY week, must NOT exceed the amount which can be loaded within that seven-day period.

(ix) To avoid back logs, all accepted traffic should be despatched within the seven-day period for which it has been accepted. Any traffic not despatched, or if only part of bid is accepted, fresh bid must be made for balance, if movement is required.

(x) Acceptance or rejection of bids, i.e.: decision of Transportation Sub-Committee, HQ, AAI, will be advised to each bidder as soon as possible. Originator's serial number of bid, as shown by him on Form TSC/3 will be used as reference.

(b) Bid through ACC Transportation Officers (Transportation Sub-Commission). Reggio and Bari Areas.

(i) Between any two stations in Bari (ISR) Division, including Sud-Est system, except those NW of Barletta or N of Rocchetta, and stations on routes named in sub-para 4 (a) (i) above.

(ii) Between any two stations in Reggio (ISR) Division.

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(i) Between any two stations in Bari (ISR) Division, including Sud-Est system, except those NW of Barletta or N of Rocchetta, and stations on routes named in sub-para 4 (a) (i) above.

(ii) Between any two stations in Reggio (ISR) Division.

(iii) Bids will be submitted to ACC Transportation Sub-Commission Officer (Reggio or Bari, according to ISR Division), to reach him by 0900 hours each MONDAY, for consignments to be despatched during seven-day period commencing following Monday. Provisions of sub-paras 4 (a) (iv & v) will apply.

(iv) Bids will be collated by ACC Transportation Sub-Commission Officers. ACC Supply and other officers concerned will meet ACC Transportation Sub-Commission Officers on Monday and decide which bids are to be included in loading programme, and assess priorities. Programme will be framed within tonnage limits allocated by "Movements" (Military) for non-military traffic.

(c) Traffic over any lines not covered by (a) or (b) above will be bid for through HQ, Transportation Sub-Commission, AAI.

(d) Emergency traffic of extreme urgency which on account of time factor cannot be included in the normal bidding period will be bid for as "emergency" through appropriate channels as above.

(e) Narrow Gauge Lines. These have separate managements but maintain liaison with ISR. For shipments originating and terminating on the same narrow guage line arrangements may be effected with local management directly. Where freight is to be interchanged with standard gauge lines, bid system, paras 4(a) & (b) and 5 will apply.

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5. Procedure for obtaining Movement of Italian Civilian Freight Traffic. (vide para 2 (b))

(a) Civilian consignors will apply to local ISR stationmaster at despatching point, in writing which shall be their bid, and shall give :-

(i) Description of commodity, how packed, and weight in tons.
(ii) Despatching and receiving stations.
(iii) Names and addresses of consignor and consignee.
(iv) Date of proposed shipment.
(v) Definite statement that transportation to loading station and loading labour has been arranged and statement that wagons will be unloaded promptly upon arrival at destination.

(b) Bids will be forwarded by station master to his Capo Compartimento, who will collate them in railway line sections and pass them to ACC Transportation Sub-Commission Officer at Reggio or Bari, or to ACC Transportation Officer, Region III for traffic originating in Naples Area. These bids will be screened by ACC Representatives at Monday meetings, at Reggio and Bari (or for Naples ISR Area by ACC Representative Region III), as referred under para 4 (b) (iv) above.

(c) Each bid must be given a serial number by Capo Compartimento and quantities bid for must not exceed amount which can be loaded within seven-day bidding period.

(d) Bids for consideration by Transportation Sub-Committee, will, after screening, be forwarded to HQ Transportation Sub-Commission for necessary action.

(e) Decision of Transportation Sub-Committee, will be notified to ACC Transportation Sub-Commission Officer concerned, who will advise Capo Compartimento of action taken. (Acceptance or rejection).

(f) Bids accepted for movement under local arrangements will be included in the seven-day loading programme, only after ACC requirements have been met. ACC Transportation Sub-Commission Officer will advise Capo Compartimento of final decision.

(g) ACC Transportation Sub-Commission Officer will issue official ACC wagon labels, (vide para 6 below), to Capo Compartimento who will instruct consignor concerning arrangements.

GENERAL INSTRUCTIONS.

6. ACC Official Wagon Labels.

(a) Present form of authorisation laid down in para 2 ACC Tn. Memorandum No. 2 dated 29 Dec 43 will be discontinued effective 0001 hours 22 May 44.

(b) Effective same time, ACC official wagon labels will be brought into use for all freight traffic either ACC or civilian, bid for and accepted under arrangements laid (2) labels will be provided for each authorised wagon. It is the

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(b) Effective same time, ACC official wagon labels will be brought into use for all freight traffic either ACC or civilian, bid for and accepted under arrangements laid down above. Two (2) labels will be provided for each authorised wagon. It is the responsibility of consignor to see that they are affixed to each wagon.

(c) ACC official wagon labels will be supplied by ACC Transportation Sub-Commission Representative to Regional and Provincial Supply Officers, who will insert in ink, in block letters, details of commodity, serial number of bid, date during which movement is authorised; stamp and sign them before issuing to consignor. The number of the wagon to be inserted(in ink)on labels by stationmaster at time of loading.

(d) For civilian freight traffic, ACC official wagon labels will be completed and signed by ACC Transportation Sub-Commission Representative before issue to Capo Compartimento.

(e) Wagons not bearing ACC official wagon labels will NOT be moved.

(f) Any cases of misused, lost, stolen or defaced wagon labels, will be brought to attention of authorising ACC Transportation Sub-Commission Officer, by immediate communication. Only after thorough investigation is ACC Transportation Sub-Commission Officer authorised to issue replacement labels, which shall be clearly marked 'DUPLICATE'. Any cases of dishonesty or criminal mis-handling of ACC official wagon labels will be promptly reported to HQ Transportation Sub-Commission ACC, with all supporting details.

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(g) On any cancellation of movement, ACC official wagon labels must be returned to issuing authority.

(h) IT IS ESSENTIAL THAT ALL ACC OFFICIAL WAGON LABELS BE DESTROYED IMMEDIATELY UNLOADING IS COMPLETED.

7. Transport to and from Railway Station.

Bidder must ensure that adequate local labour and transport are available to move goods, authorised for despatch TO and FROM railway station. Preliminary arrangements should be made while bid is being considered. If, owing to wagon shortage or military necessity, consignment cannot move on allotted date, arrangements must be re-effected for subsequent date.

8. Embargoes.

Embargoes which must be placed will be determined by HQ., Transportation Sub-Commission, ACC., from volume of applications for movement in relation to tonnage lift available.

9. Port Clearance.

Arrangements outlined in para 5 above will not change existing system, under which Port Clearance of ACC freight traffic is effected by "Movements", HQ, AAI as part of military lift but all such wagons shall bear ACC official wagon labels (vide para 6).

10. Weekly Returns.

ACC Representatives in Provinces or Regions shall make weekly returns of traffic DESPATCHED in respect of each accepted bid from their area, to the ACC Transportation Sub-Commission Officer, (for Region III direct to HQ Transportation Sub-Commission).

11. Conclusion.

Under revised arrangements, first loading programme, as per paras 4 & 5, will be prepared for traffic required to move during week commencing MONDAY 22 MAY 44. As from that date, all outstanding freight traffic bids, whether ACC or civilian, and any unexecuted forms of authorisation become NULL and VOID. Therefore, all such traffic affected must be re-bid for in accordance with procedure outlined above.

By command of Lieutenant General MASON MACFARLANE.

K. E. Fleming

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which Port Clearance of ACC freight traffic is effected by "Movements", HQ, AAI as part of military lift but all such wagons shall bear ACC official wagon labels (vide para 6).

10. Weekly Returns.

ACC Representatives in Provinces or Regions shall make weekly returns of traffic DESPATCHED in respect of each accepted bid from their area, to the ACC Transportation Sub-Commission Officer, (for Region III direct to HQ Transportation Sub-Commission).

11. Conclusion.

Under revised arrangements, first loading programme, as per paras 4 & 5, will be prepared for traffic required to move during week commencing MONDAY 22 MAY 44. As from that date, all outstanding freight traffic bids, whether ACC or civilian, and any unexecuted forms of authorisation become NULL and VOID. Therefore, all such traffic effected must be re-bid for in accordance with procedure outlined above.

By command of Lieutenant General MASON MACFARLANE.

L.E. Vining

L.E. VINING,
Lieut-Colonel,R.E.,
A/Director, Transportation Sub-Commission, A.C.C.

Declassified E.O. 12356 Sec 3.3/NNN No. 785016

ALLIED CONTROL COMMISSION - TRANSPORTATION SUB-COMMISSION

(See reverse for instructions) A.F.O. 394 FORM TSC/3

BID - REQUEST FOR TRANSPORTATION - BID

Originated by :- _____ DATE _____

Originators Serial No. of Bid _____ Type of Traffic _____
(See para 2 on rev).

This request is for inclusion among Bids for seven day period (indicate period or stipulate "Emergency Request") - Monday _____ (date) To Sunday _____ (date)

Description of commodity: and how packed: _____

Consignor _____

ACC (or AMG) officer to contact _____

Has transportation to loading station and loading labour been arranged? _____

Loading station (precise R.R. station or Port must be specified) (inc. Province)	Date Loading can Commence.	Amount that can be loaded per day.	Total Tonnage	Wagon loads (or units of 40 c.ft. for sea movement)

Only one consignment to be shown on each bid (Form TSC/3).

Consignee _____

Off-loading station _____ Province _____

ACC (or AMG) officer to contact _____

Has it been ascertained that consignee can unload at expected rate of arrival? _____

Reason transportation is required and order of priority: (state fully) :-

If not movement is specified state reasons :

Declassified E.O. 12356 Section 3.3/NND No. 785016

Has transportation to loading station and loading labour been arranged? _____

Loading station (precise R.R. station or Port must be specified) (inc. Province)	Date Loading can Commence	Amount that can be loaded per day.	Total Tonnage	Wagon loads (or units of 40 c.ft. for sea movement)

Only one consignment to be shown on each bid (Form TSC/3).

Consignee _____

Off-loading station _____ Province _____

ACC (or AMD) officer to contact _____

Has it been ascertained that consignee can unload at expected rate of arrival? _____

Reason transportation is required and order of priority: (state fully) :-

If sea movement is specified state reasons :

LIMITATION:- RAIL TRANSPORTATION MUST BE LIMITED TO ALLIED MILITARY TRAFFIC PLUS ONLY SUCH MINIMUM CIVIL TRAFFIC AS IS NECESSARY TO LIFE OF COMMUNITY AND ESSENTIAL WAR INDUSTRY. BEFORE REQUESTING RAIL TRANSPORTATION ACC OFFICERS MUST CONCLUSIVELY DETERMINE THAT PROPOSED MOVEMENT IS NECESSARY, IN ACCORDANCE WITH FOREGOING.

REPORTMENT

Read all instructions for preparation of this form, on reverse hereof; check to insure all required information being properly shown, then complete following certification.

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CERTIFICATION

I certify that I have read above Bid, checked all details shown; that Bid meets provision of "LIMITATION", above, and I hereby approve same.

(Name) (Rank) (Official Position).

(Location) (Mail Address) (Signal and/or Telephone Address)

Declassified E.O. 12356 Section 3.3/NND No. 785016

Declassified U.S. 12356 Section 3.3/NND No. 785016

INSTRUCTIONS FOR PREPARATION OF BID. - FORM TSC/3.

1. Bidding system is designed to provide positive control of transportation by rail of civil freight traffic (both ACC and Ordinary Italian). Careful reading of these instructions and preperation of Form TSC/3, also compliance with all requirements and instructions will materially assist all concerned to obtain best possible transportation.

2. Types of Civilian Freight Traffic. Civilian (i.e. all non military) traffic falls into two broad categories, viz:-

(a) ACC Traffic. Comprises commodities which ACC considers essential to meet vital needs, and over which ACC exercises a large measure of control, such as wheat, flour, sugar, olive oil and other basic foodstuffs or supplies. Salt, fuel, fertiliser, seeds and essential products sponsored by Italian Government under ACC auspices are included in this category.

(b) Ordinary Italian Civilian Freight Traffic. Comprises all freight movements required by civilians, not coming under sub-para (a) above. Such movements must be limited to capacity available after requirements of sub-para (a) above, have been fully met.

3. Emergency Traffic of Extreme Urgency. Regular working of/system is essential. However, it is appreciated that there may arise emergencies requiring special movement arrangements. In such cases, form TSC/3 will be prepared, clearly marked "Emergency Request", and details of emergency clearly specified. Officers preparing form TSC/3 are responsible for determining that there is actual urgency.

4. ACC Official Wagon Labels. Attention is directed to the fact that wagons must bear official ACC WAGON LABELS, completed in ink. Two labels will be provided, upon acceptance of bid, for each authorised wagon. Labels will be supplied by ACC Tn. Representative to Regional and Provincial Supply Officers, who will endorse them with details of commodity, serial number of bid, date during which movement is authorised, stamp and sign them before issuing to consignor. The number of the railway wagon will be inserted in ink, by stationmaster, at time of loading. On any cancellation of movement, ACC official wagon labels must be returned to issuing authority.

5. WARNING. Italian railways have been seriously affected by ravages of war, there are critical shortages of coal, supplies and wagons, and military necessities must always receive preference. Bids beyond reason or necessity must not be made and quantities shall be limited to actual requirements, and must not exceed the quantity that can be loaded within any one seven-day period. Mass bids for large quantities, to move at problematical date, or for which all details have not been fully determined, will NOT be submitted on form TSC/3. Letter giving details of such proposed or problematical shipments should be submitted to Sub. ACC Transportation Sub-Commission in duplicate, through usual channels, giving all known details.

* * * * * * * *

iser, seeds and essential products sponsored by Italian Government under ACC auspices are included in this category.

(b) Ordinary Italian Civilian Freight Traffic. Comprises all freight movements required by civilians, not coming under sub-para (a) above. Such movements must be limited to capacity available after requirements of sub-para (a) above, have been fully met.

3. Emergency Traffic of Extreme Urgency. Regular working of/system is essential. However, it is appreciated that there may arise emergencies requiring special movement arrangements. In such cases, form TSC/3 will be prepared, clearly marked "Emergency Request", and details of emergency clearly specified. Officers preparing form TSC/3 are responsible for determining that there is actual urgency.

4. ACC Official Wagon Labels. Attention is directed to the fact that wagons must bear official ACC WAGON LABELS, completed in ink. Two labels will be provided, upon acceptance of bid, for each authorised wagon. Labels will be supplied by ACC Tn. Representative to Regional and Provincial Supply Officers, who will endorse them with details of commodity, serial number of bid, date during which movement is authorised, stamp and sign them before issuing to consignor. The number of the railway wagon will be inserted in ink, by stationmaster, at time of loading. On any cancellation of movement, ACC official wagon labels must be returned to issuing authority.

5. WARNING. Italian railways have been seriously affected by ravages of war, there are critical shortages of coal, supplies and wagons, and military necessities must always receive preference. Bids beyond reason or necessity must not be made and quantities shall be limited to actual requirements, and must not exceed the quantity that can be loaded within any one seven-day period. Mass bids for large quantities, to move at problematical date, or for which all details have not been fully determined, will NOT be submitted on form TSC/3. Letter giving details of such proposed or problematical shipments should be submitted to Asst. ACC Transportation Sub-Commission in advance, through usual channels, giving all known details.

* * * * * * * *

Declassified E.O. 12356 Sec. Section 3.3/NND No. 785016

DISTRIBUTION:
A.F.H.Q., B.M.A.F.
Main H.Q., A.C.C., Naples.
" " " " (Economic Section).
Rear H.Q., A.C.C., Salerno.
H.Q., No. 1 District.
" No. 2 District.
" No. 3 District.
Commanding General, P.B.S.
H.Q., Region 1 Sicily.
" " 2 Bari(15For distribution to Prov. Supply Officers.
" " 3 Naples (15) For distribution to Prov. Supply Officers.
" " 4 Naples. (15) " " " " " " " Incl. 5&8Armies.
" " 5 Campobasso (15) " " " " " " " 5 Corps.
" " 6 Sardinia (2)
" " 7 Calabria (15)
Movements, H.Q., A.A.I., for distribution as under :- (25)

Mov E Italy
Mov W Italy
Mov Taranto
Mov Bari
Mov Barletta
Mov Brindisi
Mov Reggio
Mov Foggia
Mov A.A.I.
Mov Railhead Sub-Area (Venafro).
Mov Rear 8 Army
Mov Main 8 Army
Mov Crotone
Mov Torre Annunziata
Mov Castellamare
Mov Naples
Mov Salerno
Mov No. 3 District

Transportation Officer P.B.S., Naples.
L.C.M.R.S. Naples (6)
Shipping Sub-Commission, A.C.C.
Food Sub-Commission, A.C.C. (4)
Industry & Commerce Sub-Commission, A.C.C. (4)
Public Works Sub-Commission, A.C.C. (4)
Agriculture Sub-Commission, A.C.C. (4)
Civilian Clothing Sub-Commission, A.C.C. (2)
Displaced Persons Sub-Commission, A.C.C. (2)
Education Sub-Commission, A.C.C.
Electric Power Sub-Commission, A.C.C. (2)
Finance Sub-Commission, A.C.C.
Industrial Planning Staff.
Labour Sub-Commission, A.C.C.
Legal Sub-Commission, A.C.C.
Monuments & Fine Arts Sub-Commission, A.C.C.
Operations & Security Intelligence.
Public Health Sub-Commission, A.C.C. (2)
Telecommunications & Postal Sub-Commission, A.C.C. (2)
Coal Section, H.Q., A.A.I. (Near Aumech).
Petroleum Section, H.Q., A.A.I. (Near Aumech). (2)
ACC Transportation Officer, c/o Mov Reggio (4)
Mov Foggia Sub-Area (4)

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Mov ...I. Mov No. 3 District
Transportation Officer P.B.S., Naples.
D.C.M.P.S. Naples (6)
Shipping Sub-Commission, A.C.C.
Food Sub-Commission, A.C.C. (4)
Industry & Commerce Sub-Commission, A.C.C. (4)
Public Works Sub-Commission, A.C.C. (4)
Agriculture Sub-Commission, A.C.C. (4)
Civilian Clothing Sub-Commission, A.C.C. (2)
Displaced Persons Sub-Commission, A.C.C. (2)
Education Sub-Commission, A.C.C.
Electric Power Sub-Commission, A.C.C. (2)
Finance Sub-Commission, A.C.C.
Industrial Planning Staff.
Labour Sub-Commission, A.C.C.
Legal Sub-Commission, A.C.C.
Monuments & Fine Arts Sub-Commission, A.C.C.
Operations & Security Intelligence.
Public Health Sub-Commission, A.C.C. (2)
Telecommunications & Postal Sub-Commission, A.C.C. (2)
Coal Section, H.Q., ...I. (Rear Admach).
Petroleum Section, H.Q., ...I. (Rear Admach). (2)
ACC Transportation Officer, c/o Mov Reggio (4)
Mov Foggia Sub-Area (4)
Mov East Italy (4)
Mov Brindisi (4)
Region 4 Naples
Region 6 Sardinia
Undersecretary of State for Italian Railways & Highways, Naples. (4)

C.A.O. H.Q., ...I.	D.C.A.O. H.Q., A.A.I. (Rear Admach).
D.Q.M.G. (M) H.Q., ...I.	G-4 (4) " "
"Q" (4) " "	D/C.O.T. (2) " "
	D.D. Tn.

H.Q., A.A.I. (3) (for favour of issue to AFHQ Armies).
H.Q., 8 Army.
Commanding General 5 Army.
Lt.Col. O.H. Lindberg, (Tn. S.C. Representative at H.Q., A.C.C. Region 1 Palermo).

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Declassified E.O. 12356 Section 3.3/NND No. 785016

HEADQUARTERS
ALLIED CONTROL COMMISSION
A P O 394
Economic Section
Internal Transportation Sub-Commission.

MS/44 20 February, 1944.

SUBJECT: Railway Traffic - Procedure for Documentation.

TO : All Concerned.

PART I

CIVILIAN TRAFFIC MOVING UNDER TARIFF CHARGES.

Movements of civilian traffic (freight and passenger) under tariff charges are subject to the normal documentation and accounting procedures of the Italian Railway administration and none of the provisions of PART II hereof concerning documentation of movements of traffic (freight or passenger) free of tariff charges, for AMG/ACC has any application to such civilian traffic. It is expected that most traffic, arranged by AMG/ACC will move under tariff charges.

PART II

AMG/ACC TRAFFIC, MOVING ON SAME TERMS AS ALL MOVEMENTS FOR ALLIED FORCES, FREE OF TARIFF CHARGES.

FREIGHT:

1. All movements will be documented by use of standard army warrants (form AB 497a) which will be prepared and executed to show the full information indicated on the form, and as explained in Appendix "A" hereto.

2. The AMG or ACC office acting as the shipper (consignor) for each movement will be responsible for documentation and making record of each movement, which process will be accomplished as follows:

3. Warrants will be executed in quadruplicate, and each set numbered consecutively by the issuing officer. More than one wagon may be included on one warrant, but a seperate warrant will be made out for each destination point. All copies of the completed warrant will be signed by the stationmaster, to show receipt on behalf of the railway.

4. No. 1 copy (original) will be retained by the issuing office. No. 2 copy will accompany the shipment for delivery to the stationmaster at destination. This for railway use. No. 3 copy will be sent by quickest means to the AMG or ACC office acting as consignee. No. 4 copy will be retained by the stationmaster at point of origin, for railway use and record.

Declassified E.O. 12356 Section 3.3/NND No. 785016

FREIGHT:

1. All movements will be documented by use of standard army warrants (form AB 497a) which will be prepared and executed to show the full information indicated on the form, and as explained in Appendix "A" hereto.

2. The AMD or ACC office acting as the shipper (consignor) for each movement will be responsible for documentation and making record of each movement, which process will be accomplished as follows:

3. Warrants will be executed in quadruplicate, and each set numbered consecutively by the issuing officer. More than one wagon may be included on one warrant, but a separate warrant will be made out for each destination point. All copies of the completed warrant will be signed by the stationmaster, to show receipt on behalf of the railway.

4. No. 1 copy (original) will be retained by the issuing office. No. 2 copy will accompany the shipment for delivery to the stationmaster at destination. This for railway use. No. 3 copy will be sent by quickest means to the AMD or ACC office acting as consignee. No. 4 copy will be retained by the stationmaster at point of origin, for railway use and record.

5. On the 1st. and 16th. of each month the issuing office will forward the No. 1 copies (originals) of all warrants issued during the preceding semi-monthly period to the office of Internal Transportation Sub-Commission, ACC c/o Mov. & Tn., AFHQ Adv. Adm. Ech. CMF, accompanied by an abstract of such warrants showing:

(i) Warrant number and date.
(ii) Station from which shipment was dispatched.
(iii) Destination station of shipment.
(iv) Commodity (general).
(v) Number of wagons and total tons shown on that warrant. 1653

6. On arrival of shipment at destination No. 3 copy of warrant will be checked against the shipment received, warrant receipted and any over (O), short (S), or damage (D) in the shipment noted and signature of railway stationmaster requested covering any such O, S, and D.

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7. On the 1st. and 16th. of each month No. 3 copies of all warrants covering shipments delivered during the preceding semi-monthly period will be forwarded by the office acting as consignee to the office of Internal Transportation Sub-Commission, ACC, c/o Mov. & Tn., AFHQ Adv. Adm. Sec. CMF, such copies to be accompanied by an abstract showing:

(i) Warrant number and date.
(ii) Station from which shipment was dispatched.
(iii) Destination station of shipment.
(iv) Commodity (general).
(v) Number of wagons and total tons shown on that warrant.
(vi) Date delivered.

PERSONNEL:

8. "General Railway Warrants", standard army form AB 494a, will be used for the movement of any AMG or ACC personnel authorised to travel by railway, free of charge. Such warrants will be also used for any civilians who are required to travel by train, free of charge, for AMG or ACC purposes.

9. The AMG or ACC office authorising the movement will be responsible for the issuance and recording of the warrant, which will be accomplished as follows:

10. A warrant will be issued in triplicate for each movement. Each set of warrants will be numbered consecutively by the issuing office. They will be prepared to show the full information on the form, and as explained in Appendix "A" hereto.

11. Copy No. 1 will be handed to the railway stationmaster.
Copy No. 2 will be handed to the traveller or C.C. party, in lieu of a ticket and will be given up to the railway stationmaster at destination.
Copy No. 3 will be retained by the issuing office.

12. On the 1st. and 16th. of each month the issuing office will send the No. 3 copies of all warrants issued during the preceding semi-monthly period to Internal Transportation Sub-Commission, ACC, c/o Mov. & Tn., AFHQ Adv. Adm. Sec. CMF, which copies will be accompanied by an abstract thereof, showing:

(i) Warrant number and date.
(ii) From.
(iii) To
(iv) Number of persons transported.

GENERAL:

13. Provisions of this memorandum will be effective on and from 1st. March, 44, and supersedes para 10 of ACC Tn. Memorandum No. 1 dated 10 December, 1943.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Warrants will be numbered consecutively by the issuing office. They will be prepared to show the full information on the form, and as explained in Appendix "A" hereto.

11. Copy No. 1 will be handed to the railway stationmaster.
Copy No. 2 will be handed to the traveller or O.C. party, in lieu of a ticket and will be given up to the railway stationmaster at destination.
Copy No. 3 will be retained by the issuing office.

12. On the 1st. and 16th. of each month the issuing office will send the No. 3 copies of all warrants issued during the preceding semi-monthly period to Internal Transportation Sub-Commission, ACC, c/o Mov. & Tn., AFHQ Adv. Adm. Ech. CMF, which copies will be accompanied by an abstract thereof, showing:

(i) Warrant number and date.
(ii) From.
(iii) To
(iv) Number of persons transported.

GENERAL:

13. Provisions of this Memorandum will be effective on and from 1st. March, 44, and supercedes para 10 of ACC Tn. Memorandum No. 1 dated 10 December, 1943.

14. Initial supply of the warrant forms will be obtained from the representatives, Internal Transportation Sub-Commission at the following places:

c/o Mov. & Tn., AFHQ Adv. Adm. Ech. - CMF,
c/o Mov. Regio.
c/o Mov. Foggia.
c/o Mov. District No. 2. Bari.
c/o HQ. Region 1 - Palermo.
c/o HQ. Region 2 - Potenza.
c/o HQ. Region 3 - Naples.
Transportation Officer - Region 4.
Transportation Officer - Region 6.

Requests for additional copies should be made through the regional offices listed above.

15. Attention is called to the last sentence of PART I, namely: "It is expected that most traffic arranged by AMG/ACC will move under tariff charges".

D.S. ADAMS.

Declassified E.O. 12356 Section 3.3/NNM No. 782016

APPENDIX "A".

Explanatory notes concerning information required on Warrants (Forms AB 497A and 494A).

1. Most of the information required is clearly indicated by the forms. To insure uniformity and that all essential information will be provided, treatment of possibly confusing entries on the forms will be as follows :

(a) FREIGHT WARRANT - FORM AB 497 A.

Lines 1 and 2, styled "Transport by executor per train" and "For movement by _____": Either or both lines are to be used to show indentification of train on which it is intended movement shall be despatched, by title or description of train and date on which despatch is expected.

Line 3 - "From" - show actual station name, as "Naples - Central Station". "To" show actual station name, as Bari - XYZ station.

Line 4 - "Loading point" and "Delivery point". This will generally be the same as line 3. Where, however, the loading or unloading point has a distinct location indentification it should be shown.

Columns 1, 2, 4 and 8 are self explanatory.

Columns 3 and 7 are not required.

Column 5 "Actual gross weight" means weight of consignment.

The line "signed - RTO" is for signature and title of issuing officer, and the corresponding date line is for the date the warrant is handed in to the stationmaster.

The line marked "Chef de Gare" is for signature of stationmaster and the corresponding date lines is for actual date signed.

Distribution of copies of warrants will be as shown in Memorandum and NOT as shown in printed instructions on the form.

The back of the form is not to be filled in.

(b) GENERAL RAILWAY WARRANT - FORM AB 494 A (for personnel).

Declassified E.O. 12356 Section 3.3/NND No. 785016

inspected.

Line 3 - "From" - show actual station name, as "Naples - Central Station". "To" show actual station name, as Bari - XY3 station.

Line 4 - "Loading point" and "Delivery point". This will generally be the same as line 3. Where, however, the loading or unloading point has a distinct location identification it should be shown.

Columns 1, 2, 4 and 6 are self explanatory.

Columns 3 and 7 are not required.

Column 5 "Actual gross weight" means weight of consignment.

The line "signed - RTO" is for signature and title of issuing officer, and the corresponding date line is for the date the warrant is handed in to the stationmaster.

The line marked "Chef de Gare" is for signature of stationmaster and the corresponding date lines is for actual date signed.

Distribution of copies of warrants will be as shown in Memorandum and NOT as shown in printed instructions on the form.

The back of the form is not to be filled in.

(b) GENERAL RAILWAY WARRANT - FORM AB 494 A (for personnel).

Lines 1 and 2 and the line "Signed - RTO" are to be used the same as shown for corresponding lines under (a) above.

The signature of stationmaster is not required.

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DISTRIBUTION.
MGS Adv. Naples
Main HQ, ACC., Naples.
Rear HQ, ACC., Salerno.
HQ, No. 2 District.
Commanding General PBS.
Economic Section, Main HQ, ACC., Naples.
HQ, Region I (Sicily).
" " II Matera.
" " III Naples.
" " IV Naples.
" " V Campobasso.
" " VI Sardinia.
Movements, AFHQ Adv. Adm. Ech., for distribution as under :- (25)

Mov E Italy
Mov W Italy
Mov Taranto
Mov Bari
Mov Barletta
Mov Brindisi
Mov Reggio
Mov Foggia
Mov Railhead Sub-Area (Vasto)
Mov Rear 8 Army
Mov Main 8 Army
Mov Crotone
Mov Torre Annunziata
Mov Castellamare
Mov Naples
Mov Salerno
Mov ACMF

Transportation Officer, PBS Naples.
DGMRS Naples.
Internal Transportation Sub-commission, ACC.
Shipping Sub-commission, ACC.
Food Sub-commission, ACC.
Industry & Commerce Sub-commission, ACC
Public Works & Mines Sub-commission, ACC
Agriculture Sub-commission, ACC
Civilian Clothing Commission.
Displaced Persons Sub-commission, ACC.
Education Sub-commission, ACC.
Electric Power Mission.
Finance Sub-commission, ACC.
Industrial Planning Staff.
Labour Sub-commission, ACC.
Legal Sub-commission, ACC
Monuments & Fine Arts Sub-commission, ACC.
Operations & Security Intelligence.
Public Health Sub-commission, ACC.
Telecommunications & Postal Sub-commission, ACC.
MTDPC.

Declassified E.O. 12356 Section 3.3/NND No. 785016

Mov Foggia — Mov ACMF

Transportation Officer, PBS Naples.
DGMRS Naples.
Internal Transportation Sub-commission, ACC.
Shipping Sub-commission, ACC.
Food Sub-commission, ACC.
Industry & Commerce Sub-commission, ACC
Public Works & Mines Sub-commission, ACC
Agriculture Sub-commission, ACC
Civilian Clothing Commission.
Displaced Persons Sub-commission, ACC.
Education Sub-commission, ACC.
Electric Power Mission.
Finance Sub-commission, ACC.
Industrial Planning Staff.
Labour Sub-commission, ACC.
Legal Sub-commission, ACC
Monuments & Fine Arts Sub-commission, ACC.
Operations & Security Intelligence.
Public Health Sub-commission, ACC.
Telecommunications & Postal Sub-commission, ACC.
MEDBO
ACC Transportation Sub-commission Rep c/o Mov East Italy c/o HQ. Reg II.
Mov West Italy c/o HQ. Reg III.
Mov Reggio (Calabria)- Tpn. Officer Reg 4
Mov Foggia Sub-Area. - " " " " 6
Mov No. 2 District (Bari)
Undersecretary of State for Italian Railways & Highways, Naples.
D.C.A.O. AFHQ Adv. Adm. Ech.
D.D.C.A.O. " " " "
"Q" Branch " " " "
G-4 " " " "
D.Q.M.G. " " " "
D/COT " " " "
D.D. Tn " " " "
H.Q., ACMF (for favour of issue to AMG Armies).
H.Q., 6th. Army.
Commanding General 5th. Army.
Lt.Col. C.H.Lindberg, (Int. Tn. S.C. Representative at ACC Palermo).
Hq., No. 3 District.

Declassified E.O. 12356 Section 3.3/NND No. 785016

HEADQUARTERS
ALLIED CONTROL COMMISSION
A F O 394
Economic Section
Internal Transportation Sub-Commission.

20 February, 1944.

ES/44

SUBJECT: Railway Traffic - Procedure for Documentation.

TO : All Concerned.

PART I

CIVILIAN TRAFFIC MOVING UNDER TARIFF CHARGES.

Movements of civilian traffic (freight and passenger) under tariff charges are subject to the normal documentation and accounting procedures of the Italian Railway administration and none of the provisions of PART II hereof concerning documentation of movements of traffic (freight or passenger) free of tariff charges, for AMG/ACC has any application to such civilian traffic. It is expected that most traffic, arranged by AMG/ACC will move under tariff charges.

PART II

AMG/ACC TRAFFIC, MOVING ON SAME TERMS AS ALL MOVEMENTS FOR ALLIED FORCES, FREE OF TARIFF CHARGES.

FREIGHT:

1. All movements will be documented by use of standard army warrants (form AB 497a) which will be prepared and executed to show the full information indicated on the form, and as explained in Appendix "A" hereto.

2. The AMG or ACC office acting as the shipper (consignor) for each movement will be responsible for documentation and making record of each movement, which process will be accomplished as follows:

3. Warrants will be executed in quadruplicate, and each set numbered consecutively by the issuing officer. More than one wagon may be included on one warrant, but a separate warrant will be made out for each destination point. All copies of the completed warrant will be signed by the stationmaster, to show receipt on behalf of the railway.

4. No. 1 copy (original) will be retained by the issuing office. No. 2 copy will accompany the shipment for delivery to the stationmaster at destination. This for railway use. No. 3 copy will be sent by quickest means to the AMG or ACC office [illegible] by the stationmaster at point of

Declassified E.O. 12356 Section 3.3/NND No. 785016

traffic, arranged by AMT/ACC will move under tariff charges.

PART II

AMT/ACC TRAFFIC, MOVING ON SAME TERMS AS ALL MOVEMENTS FOR ALLIED FORCES, FREE OF TARIFF CHARGES.

FREIGHT:

1. All movements will be documented by use of standard army warrants (form AB 497a) which will be prepared and executed to show the full information indicated on the form, and as explained in Appendix "A" hereto.

2. The AMT or ACC office acting as the shipper (consignor) for each movement will be responsible for documentation and making record of each movement, which process will be accomplished as follows:

3. Warrants will be executed in quadruplicate, and each set numbered consecutively by the issuing officer. More than one wagon may be included on one warrant, but a separate warrant will be made out for each destination point. All copies of the completed warrant will be signed by the stationmaster, to show receipt on behalf of the railway.

4. No. 1 copy (original) will be retained by the issuing office. No. 2 copy will accompany the shipment for delivery to the stationmaster at destination. This for railway use. No. 3 copy will be sent by quickest means to the AMT or ACC office acting as consignee. No. 4 copy will be retained by the stationmaster at point of origin, for railway use and record.

5. On the 1st. and 16th. of each month the issuing office will forward the No. 1 copies (originals) of all warrants issued during the preceding semi-monthly period to the office of Internal Transportation Sub-Commission, ACC c/o M.T. & Tn., AFHQ Adv. Adm. Ech. CMF, accompanied by an abstract of such warrants showing:

(i) Warrant number and date.
(ii) Station from which shipment was dispatched.
(iii) Destination station of shipment.
(iv) Commodity (general).
(v) Number of wagons and total tons shown on that warrant.

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6. On arrival of shipment at destination No. 3 copy of warrant will be checked against the shipment received, warrant receipted and any over (O), short (S), or damage (D) in the shipment noted and signature of railway stationmaster requested covering any such O, S, and D.

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7. On the 1st. and 16th. of each month No. 3 copies of all warrants covering shipments delivered during the preceding semi-monthly period will be forwarded by the office acting as consignee to the office of Internal Transportation Sub-Commission, ACC, c/o Nov. & Tn., AFHQ Adv. Adm. Sch. CMF, such copies to be accompanied by an abstract showing:

(i) Warrant number and date.
(ii) Station from which shipment was dispatched.
(iii) Destination station of shipment.
(iv) Commodity (general).
(v) Number of wagons and total tons shown on that warrant.
(vi) Date delivered.

PERSONNEL:

8. "General Railway Warrants", standard army form AB 494e, will be used for the movement of any AMG or ACC personnel authorised to travel by railway, free of charge. Such warrants will be also used for any civilians who are required to travel by train, free of charge, for AMG or ACC purposes.

9. The AMG or ACC office authorising the movement will be responsible for the issuance and recording of the warrant, which will be accomplished as follows:

10. A warrant will be issued in triplicate for each movement. Each set of warrants will be numbered consecutively by the issuing office. They will be prepared to show the full information on the form, and as explained in Appendix "A" hereto.

11. Copy No. 1 will be handed to the railway stationmaster.
Copy No. 2 will be handed to the traveller or O.C. party, in lieu of a ticket and will be given up to the railway stationmaster at destination.
Copy No. 3 will be retained by the issuing office.

12. On the 1st. and 16th. of each month the issuing office will send the No. 3 copies of all warrants issued during the preceding semi-monthly period to Internal Transportation Sub-Commission, ACC, c/o Nov. & Tn., AFHQ Adv. Adm. Sch. CMF, which copies will be accompanied by an abstract thereof, showing:

(i) Warrant number and date.
(ii) From.
(iii) To
(iv) Number of persons transported.

GENERAL:

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...forms will be numbered consecutively by the issuing office. They will be prepared to show the full information on the form, and as explained in Appendix "A" hereto.

11. Copy No. 1 will be handed to the railway stationmaster.
Copy No. 2 will be handed to the traveller or C.C. party, in lieu of a ticket and will be given up to the railway stationmaster at destination.
Copy No. 3 will be retained by the issuing office.

12. On the 1st. and 16th. of each month the issuing office will send the No. 3 copies of all warrants issued during the preceding semi-monthly period to Internal Transportation Sub-Commission, ACC, c/o Mov. & Tn., AFHQ Adv. Adm. Sch. CMF, which copies will be accompanied by an abstract thereof, showing:

(i) Warrant number and date.
(ii) From.
(iii) To
(iv) Number of persons transported.

GENERAL:

13. Provisions of this memorandum will be effective on and from 1st. March, 44, and supercedes para 10 of ACC Tn. Memorandum No. 1 dated 10 December, 1943.

14. Initial supply of the warrant forms will be obtained from the representatives, Internal Transportation Sub-Commission at the following places:

c/o Mov. & Tn., AFHQ Adv. Adm. Sch. - CMF,
c/o Mov. Reggio.
c/o Mov. Foggia.

c/o Mov. District No. 2. Bari.
c/o HQ, Region 1 - Palermo.
c/o HQ, Region 2 - Matera.
c/o HQ, Region 3 - Naples.
Transportation Officer - Region 4.
Transportation Officer - Region 6.

Requests for additional copies should be made through the regional offices listed above.

15. Attention is called to the last sentence of PART I, namely: "It is expected that most traffic arranged by ANB/ACC will move under tariff charges".

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APPENDIX "A".

Explanatory notes concerning information required on Warrants (Forms AB 497A and 494A).

1. Most of the information required is clearly indicated by the forms. To insure uniformity and that all essential information will be provided, treatment of possibly confusing entries on the forms will be as follows :

(a) FREIGHT WARRANT - FORM AB 497 A.

Lines 1 and 2, styled "Transport à' executer par train" and "For movement by _____": Either or both lines are to be used to show indentification of train on which it is intended movement shall be despatched, by title or description of train and date on which despatch is expected.

Line 3 - "From" - show actual station name, as "Naples - Central Station". "To" show actual station name, as Bari - XY3 station.

Line 4 - "loading point" and "Delivery point". This will generally be the same as line 3. Where, however, the loading or unloading point has a distinct location indentification it should be shown.

Columns 1, 2, 4 and 8 are self explanatory.

Columns 3 and 7 are not required.

Column 5 "actual gross weight" means weight of consignment.

The line "signed - XYZ" is for signature and title of issuing officer, and the corresponding date line is for the date the warrant is handed in to the stationmaster.

The line marked "Chef de Gare" is for signature of stationmaster and the corresponding date lines is for actual date signed.

Distribution of copies of warrants will be as shown in Memorandum and NOT as shown in printed instructions on the forms.

The back of the form is not to be filled in.

(b) GENERAL RAILWAY WARRANT - FORM AB 494 A (for personnel).

expected.

Line 3 - "From" - show actual station name, as "Naples - Central Station". "To" show actual station name, as Bari - XY3 station.

Line 4 - "Loading point" and "Delivery point". This will generally be the same as line 3. Where, however, the loading or unloading point has a distinct location identification it should be shown.

Columns 1, 2, 4 and 6 are self explanatory.

Columns 3 and 7 are not required.

Column 5 "Actual gross weight" means weight of consignment.

The line "Signed - RTO" is for signature and title of issuing officer, and the corresponding date line is for the date the warrant is handed in to the stationmaster.

The line marked "Chef de Gare" is for signature of stationmaster and the corresponding date lines is for actual date signed.

Distribution of copies of warrants will be as shown in Memorandum and NOT as shown in printed instructions on the form.

The back of the form is not to be filled in.

(b) GENERAL RAILWAY WARRANT - FORM AB 424 A (for personnel).

Lines 1 and 2 and the line "Signed - RTO" are to be used the same as shown for corresponding lines under (a) above.

The signature of stationmaster is not required.

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DISTRIBUTION.

MGS Adv. Naples
Main HQ, ACC., Naples.
Rear HQ, ACC., Salerno.
HQ, No. 2 District.
Commanding General PBS.
Economic Section, Main HQ, ACC., Naples.
HQ, Region I (Sicily).
" " II Matera.
" " III Naples.
" " IV Naples.
" " V Campobasso.
" " VI Sardinia.
Movements, AFHQ Adv. Adm. Ech., for distribution as under :- (25)

Mov E Italy
Mov W Italy
Mov Taranto
Mov Bari
Mov Barletta
Mov Brindisi
Mov Reggio
Mov Foggia
Mov Railhead Sub-Area (Vasto)
Mov Rear 8 Army
Mov Main 8 Army
Mov Crotone
Mov Torre Annunziata
Mov Castellamare
Mov Naples
Mov Salerno
Mov ACSF

Transportation Officer, PBS Naples.
DGMRS Naples.
Internal Transportation Sub-commission, ACC.
Shipping Sub-commission, ACC.
Food Sub-commission, ACC.
Industry & Commerce Sub-commission, ACC
Public Works & Mines Sub-commission, ACC
Agriculture Sub-commission, ACC
Civilian Clothing Commission.
Displaced Persons Sub-commission, ACC.
Education Sub-commission, ACC.
Electric Power Mission.
Finance Sub-commission, ACC.
Industrial Planning Staff.
Labour Sub-commission, ACC.
Legal Sub-commission, ACC
Monuments & Fine Arts Sub-commission, ACC.
Operations & Security Intelligence.
Public Health Sub-commission, ACC.
Telecommunications & Postal Sub-commission, ACC.

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Mov Brindisi
Mov Reggio
Mov Foggia
Mov Castellamare
Mov Naples
Mov Salerno
Mov ACMF

Transportation Officer, PBS Naples.
DGMPS Naples.
Internal Transportation Sub-commission, ACC.
Shipping Sub-commission, ACC.
Food Sub-commission, ACC.
Industry & Commerce Sub-commission, ACC
Public Works & Mines Sub-commission, ACC
Agriculture Sub-commission, ACC
Civilian Clothing Commission.
Displaced Persons Sub-commission, ACC.
Education Sub-commission, ACC.
Electric Power Mission.
Finance Sub-commission, ACC.
Industrial Planning Staff.
Labour Sub-commission, ACC.
Legal Sub-commission, ACC
Monuments & Fine Arts Sub-commission, ACC.
Operations & Security Intelligence.
Public Health Sub-commission, ACC.
Telecommunications & Postal Sub-commission, ACC.
MEDBO
ACC Transportation Sub-commission Rep c/o Mov East Italy c/o HQ. Reg II.
Mov West Italy c/o HQ. Reg III.
Mov Reggio (Calabria)- Tpn. Officer Reg 4
Mov Foggia Sub-Area. - " " " " 6
Mov No. 2 District (Bari)
Undersecretary of State for Italian Railways & Highways, Naples.
D.C.A.C. AFHQ Adv. Adm. Sch.
D.D.C.A.C. " " " "
"G" Branch " " " "
G-4 " " " "
D.A.M.G. " " " "
D/COT " " " "
D.D. Tn " " " "
H.Q., ACMF (for favour of issue to AMG Armies).
H.Q., 8th. Army.
Commanding General 5th. Army.
Lt.Col. C.H.Lindberg, (Int. Tn. S.C. Representative at ACC Palermo).
HQ., No. 3 District.

Declassified E.O. 12356 Section 3.3/NND No. 785016


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