

ACC 10000/148/212 204/TN/1

GENERAL TRANSPORTATION (ITALIAN MINISTERS MEETINGS WITH

JAN. - FEB. 1945

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MIT/h1

14 Feb. '45

His Excellency Cerabona,
Minister of Transport,
ROME

Dear Mr. Minister:

Thank you very much for your letter of 13
February, 1945, with attached copy of your letter to Colonel
L.D. Denmore.

While Colonel Denmore is considering this
matter, I will keep your thoughts in mind.

Yours very truly,

MERRITT H. TAYLOR,
Director.

5791

QUARTIER GENERALE DELLA COMMISSIONE ALLEATA
APO 394
SOTTO-COMMISSIONE TRASPORTI

MIT/h1

14 Feb. '45

A Sua Eccellenza Cerabona
Ministro dei Trasporti
ROMA

Caro Signor Ministro:

Grazie assai per la sua lettera del 13
Febbraio 1945, alla quale era stata allegata una copia della
sua lettera al Colonnello Denamore.

Mentre il Colonnello Denamore esaminerà
la questione, terro presente i suoi progetti.

Sinceramente,

MERRITT H. TAYLOR,
Direttore.

3790



MINISTERO DEI TRASPORTI
GABINETTO

Rome 13th February 1945

N. 4. 114.539-2243

Risposta al N. _____

OGGETTO: Competence of Ministry of Transports.=

Mister Taylor
Allied Commission
APO 394

R O M E

Attached please find copy of letter
addressed by this Ministry to Colonel L.D.
Densmore.

This is for due Knowledge and for an e-
ventual intervention to settle the question.

THE MINISTER
F.to Cerabona

3789



MINISTERO DEI TRASPORTI
GABINETTO

Roma, 13 febbraio 1945

N. 4.4. 114.559/2243

Risposta al N. _____

OGGETTO: Attribuzioni del Ministero dei Trasporti

Mister TAYLOR
Commissione Alleata
APO 394

R O M A

Rimetto copia di una nota indirizzata da
questo Ministero al Colonnello L.D. Densmore.

Tanto per conoscenza e per un eventuale in-
tervento ai fini della soluzione della questione.

IL MINISTRO
(Francesco Cerabona)

Francesco Cerabona

*Copy of this letter & attachment handed 3788
to Brig. de Rhe Philip 15 Feb. 45.*

Roma, 8th of Feb. 1945

Competence of the Ministry of Transports

To Col. L.D. DENSMORE

ALLIED COMMISSION

R O M E

As it is known, with the Decree Luogotenziiale of the 12th of December 1944 n.413, the Ministry of Communications was divided into two distinct Ministries, the Ministry of Transport and that of the Poste e Telecomunicazioni.

During the appropriate determinations of the services and competences of the new Ministries, this Ministry assenting to the often-repeated requests of the Italian Shipowners and of the Aeronautics Associations, verbally and by the press, proposes that the services of the Merchantile Marine and that of the Civil Aviation be attached to this Ministry.

In Italy, the "Sottosegretariato" of the Merchantile Marine has indeed, always been dependent of this Ministry of Transport, before that this Ministry has been absorbed by the Ministry of Communications.

Only with the Royal Decree of the 1st of November 1943 n.4/B, in consequence of the measures taken by the Military Allied Government on all the Merchantile Fleet, was provided for a temporary passage of the same "Sottosegretariato" to the War Navy.

The service of the Civil Aviation had, then, its original source from the Ministry of Transports, and only in consequence of the military arrangement of the past regime, was detached and joined to the Air Ministry as an activity of minor importance.

Such is, nevertheless, the arrangement of most progressive democratic countries.

ALLIED COMMISSION

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Such is, nevertheless, the arrangement of most progressive democratic countries.

Consequently, a reorganization of the administration of Transport, moreover now that transport represents the most vital exigency of this country, it is necessary that both the services of the Merchantile Marine and that of the Civil Aviation, should return

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to depend upon this Ministry.

To co-ordinate the scarce means presently at disposal a "Comitato Interministeriale" has already been constituted within this Ministry (as previous note of the means is not easy when various administrations interfere and is inadequate to the necessities, if an impulse is not given to increment the reconstruction and development of the same means.

Such activity will not be in condition to begin and brought to a good end otherwise than with an administration that comprehends all the services in matter of transports with relative responsibility.

The problem then, is not only of co-operation, but of unison.

Meanwhile, before proposing such unison, this Ministry will appreciate an advise from that Commission.

THE MINISTER

Atto Cerabona

C O P I A

Roma, 14 febbraio 1945

Attribuzioni del Ministero dei Trasporti.

TO. COL. L. D. DENSMORE
Commissione Alleata
APO 394

R O M A

Com'è noto, con decreto luogotenenziale 12 dicembre 1944, n. 413, il Ministero delle Comunicazioni è stato ripartito in due distinti Ministeri: il Ministero dei Trasporti e quello delle Poste e Telecomunicazioni.

In occasione della determinazione dei servizi e delle attribuzioni dei nuovi Ministeri, questo Dicastero, aderendo ai ripetuti voti degli armatori italiani e delle associazioni aeronautiche espressi direttamente ed a mezzo della stampa intende proporre che i servizi della marina mercantile e quelli dell'aviazione civile siano ad esso devoluti.

In Italia, il sottosegretariato della marina mercantile invero è stato sempre alle dipendenze del Ministero delle Comunicazioni e fu alle dipendenze del Ministero dei Trasporti, prima che questo fosse assorbito nel Ministero delle Comunicazioni. Solo col r. decreto-legge 1° novembre 1943, n. 413, in relazione alle misure disposte dal Governo Militare Alleato sull'intero naviglio mercantile, fu provveduto al temporaneo passaggio del sottosegretariato stesso alla Marina di guerra.

I servizi dell'aviazione civile, poi, nacquero in seno al Ministero dei Trasporti e solo in conseguenza dell'ordinamento militaristico del superato regime ne furono distaccati ed aggregati al Ministero dell'Aeronautica come attività di secondarie importanza.

Tale del resto è l'ordinamento in materia dei paesi demo-

3786

To.Col. I. D. DENSMORE
Commissione Alleata
ATO 394

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Conseguentemente una riorganizzazione dell'amministrazione dei trasporti specie in questo momento i cui trasporti rappresentano una esigenza assoluta e vitale del Paese com'è generalmente riconosciuto, impone che tanto i servizi della marina mercantile che quelli dell'aviazione civile ritornino alle dipendenze di questo Ministero.

A coordinare gli scarsi mezzi nell'attualità disponibili si è già costituito un Comitato Interministeriale di carattere permanente presso il Ministero stesso, così come è stato già comunicato con nota 27 gennaio 1945 n. 1655/UL/118.B, ma la coordinazione dei mezzi non certo facile quando varie amministrazioni vi interferiscono, si addimostra del tutto inadeguata alle necessità se non si dà anche impulso a tutta un'attività di incremento, di ricostruzione e di sviluppo dei mezzi stessi.

Tale attività non potrà essere iniziata e condotta a buon fine che da una amministrazione che comprenda tutti i servizi in materia di trasporti con le relative attribuzioni.

Il problema non è solo, adunque, di coordinare, ma di unificazione.

Pertanto, prima di proporre tale unificazione, questo Ministero gradirebbe conoscere l'avviso di codesta Commissione.

IL MINISTRO

Ado Corabona

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

3 February 1945

His Excellency Cerabona,
Minister of Transport,
R O M E

Re: Provincial Director for ENAC
in Campobasso Province.

Dear Mr. Minister:

Engineer Costa called on me this morning in connection with having the Campobasso truck pool conform to the ENAC plan. I wish to call to your attention my letter of 19 December 1944, protesting on behalf of the Prefect of Campobasso, the appointment of Sig. GIANNANDREA as Provincial Director of ENAC.

The Prefect of Campobasso, the Allied Commission's Zone Commissioner, and Transportation Officer, all recommend first, Sig. UGO DE COPOA and second, Sig. DI VENCENZA, for the position of Provincial Director of ENAC in Campobasso. I would therefore advise that the turning over of the Campobasso truck pool to ENAC operation would be expedited by the substitution of either Sig. UGO DE COPOA or Sig. DI VENCENZA in place of Sig. GIANNANDREA, who apparently was appointed without any knowledge on the part of Allied Commission. Please advise what action will be taken in the matter.

Yours very truly,

MERRITT H. TAYLOR,
Director.

encl: (2)
ltr. dtd 19 Dec 44
cable - dtd 23 Jan 45

copy to: Commissioner - Foggia Zone
Regional Commissioner, Southern Region

5782

Memorandum

TO : Economic Section ✓
FROM : Commerce Sub-Commission

FCL Section

Ref.: AC/5146/Commerce

22 January 1945

1. Considerable misgiving is felt about the activities of ENAC which, although it does not start to operate officially until 1 February 1945, is trying to make itself independent of control of the established vehicle licensing and petrol rationing authority. In this it apparently has the support of the Ministry of Communications.

2. The basis for vehicle control set up under General Order N°20 in AOC Territory and adopted in Italian Government Territory is that only those vehicles the use of which are controlled and which are being operated for essential purposes, are given Circulation Permits and Petrol Rations.

3. There seems to be every indication that ENAC are trying to reverse the normal process so that every vehicle registered with them will automatically be given a Circulation Permit and (in some cases) a permanent trip ticket which would leave the vehicle uncontrolled and free to go out on the Black Market for both loads and petrol supplies.

4. Meanwhile until ENAC commences operating there seems to be little or no control over trucks at least in Rome Area.

A. S. HRETON
A. S. HRETON
Major R. Signals
Commerce Sub-Commission

Copy to: Transportation Subcommittee

3783

HEADQUARTERS
ALLIED COMMISSION
SARDEGNA REGION

22 January 1945

REFERENCE: Tptn/1626

SUBJECT: Ente Nazionale, Autotrasporti di Cose

TO: Headquarters, Allied Commission, Director Transportation Sub-Commission.

With reference to the formation of E.N.A.C. in SARDINIA I wish to report the position at the present date.

1. The Constitution of E.N.A.C. and the proposed nominations for the Board of Directors were sent to the Ministry of Communications, ROME, by the High Commissioner for confirmation 18 October 1944.

No reply has been received from them since that date and the confirmation of the nominations is now all that is required to enable E.N.A.C. to come into full operation.

2. All Work Tickets, Log Book, stationery etc. have been printed and delivered and ready for issue.

3. At a conference on 19 January 1945 with the High Commissioner, who had returned from ROME the previous day, he stated that the new Ministry was against the formation of E.N.A.C. but that he was proceeding with a provisional scheme, a copy of which is attached.

This has been in operation since the beginning of this year in the Province of CAGLIARI.

4. May action be taken by Headquarters with the Ministry of Communications to clarify the whole position.

JAC Pennyquick
ahel

J. A. C. PENNYQUICK,
Colonel,
Regional Commissioner.

JACP/ech

3782

THE HIGH COMMISSIONER FOR SARDINIA

having seen

The Royal Decree Law No. 188, 17th August 1944, regarding the Organisation of National Autotransports (E.N.A.O.);

Considers that, while the directives and the formation of the various provincial Bodies of the above Organisation are being put into effect, it is necessary to maintain the efficiency of the previous Institutions (Consorzi Provinciali Obbligatorii) in order to discipline and control all autotransports;

Considers the necessity of building up a Regional Office which will look, for the time being, after the tasks foreseen by articles 5 No. 2 of the above Decree and art. 21 Para (a) and (b) of the constitution;

D E C R E E S

1. A Regional Autotransport Office is being formed under the High Commissioner's Office in CAGLIARI with the following objectives:
 - (a) to co-ordinate long distance transports i.e. those interesting two or three provinces in the Island.
 - (b) to check up the functioning of the Consorzi Provinciali Obbligatorii.
 - (c) to establish and to examine the traffic movement so as to stabilise it on a continuity basis.
 - (d) to examine all technical problems which will be submitted to it.
2. Further directives will be issued for the appointment of the Manager of the Regional Autotransport Office and for supplying the same office with the financial means through a proportional contribution by the Consorzi Provinciali Obbligatorii on the profits mentioned in the Decree No. 38 of the 21st April 1944.

Cagliari, 30th December 1944.

General PINNA

3781

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: FP/1
Date Time of Origin: JAN 231715A

Message Centre No: C/ 9152
Date Time Rec'd: JAN 240830A
Precedence: ROUTINE

FROM: ALCOM FOGGIA ZONE
TO: HQ ALCOM (FOR TRANSPORTATION SUBCOM)

RESTRICTED

ACTION

RESTRICTED.

In view conversation Director and Zone Commissioner of Sig GIANNANDREA as ENAC Director CAMPOBASSO and my recommendation of First Sig UGO DE COFOA Second Sig DI VINCENZA may I please be informed whether GIANNANDREA can be superceded forthwith. Essential in opinion of all concerned that an immediate change should be effected.

DIST

Action	Trans S/C
Info	A/President Chief Commissioner Econ Sec File (2) Float

RESTRICTED

HEADQUARTERS
24 JAN 1945
A. C.

5185

Memorandum

TO : Economic Section

FROM : Commerce Sub-Commission

FUL Section

Ref.: AG/5146/Commerce

22 January 1945

1. Considerable misgiving is felt about the activities of ENAC which, although it does not start to operate officially until 1 February 1945, is trying to make itself independent of control of the established vehicle licensing and petrol rationing authority. In this it apparently has the support of the Ministry of Communications.
2. The basis for vehicle control set up under General Order No 20 in AMG Territory and adopted in Italian Government Territory is that only those vehicles the use of which are controlled and which are being operated for essential purposes, are given Circulation Permits and Petrol Rations.
3. There seems to be every indication that ENAC are trying to reverse the normal process so that every vehicle registered with them will automatically be given a Circulation Permit and (in some cases) a permanent trip ticket which would leave the vehicle uncontrolled and free to go out on the Black Market for both loads and petrol supplies.
4. Meanwhile until ENAC commence operating there seems to be little or no control over trucks at least in Rome Area.

Admiralty
A.S. BRERETON
Major R. Signals
COMMERCE SUB-COMMISSION

Copy to: Transportation Subcommittee ✓

3779

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Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/eh

204/10/Tn 1

file

6 February 1945

SUBJECT: Communal Services

TO : Executive Director, Economic Section

1. Reference your memorandum 31 January 45, reference 28/7.00, frankly, it is a little difficult to adopt the suggestions made for transportation. Our practice is to hand back transportation agencies to the Italian Government or their representatives as soon as we and the military authorities are satisfied that they can function properly.

2. Railways are handed back on this basis but remain subject to the general supervision of the Director of Military Railway Services; and as military traffic still passes over them even when handed back, it is necessary to have AC liaison officers as well. Similarly, at ports some sort of AC supervision will remain necessary in order to insure the quick turnaround of allied shipping. On the road side, we are hoping to transfer all we can to ENAC.

3. It is possible that these remarks do not answer your question, but the undersigned would be pleased to discuss the matter with Mr. Cleveland if it is considered necessary.

M.B.T.
M. B. THOMAS, Colonel
Deputy Director

5748

file

HEADQUARTERS ALLIED COMMISSION

APG 304

ECONOMIC SECTION

Tel. 628

CWA/nem

13/7.00

31 Jan. 1945

SUBJECT: Communal Services

TO: Agriculture Sub-Commission
Commerce Sub-Commission
Finance Sub-Commission
Food Sub-Commission
Industry Sub-Commission
Labor Sub-Commission
P.T. & U. Sub-Commission
Transportation Sub-Commission

1. From a number of complaints received from National Committees, it is fairly evident that the Italian Government is not always in a position to provide for the civil administration when territory is transferred in the jurisdiction.

2. It is essential arrangements be made before territory is transferred, should be that the Italian Government has made flexible arrangements to provide for the operation of essential services and the continuance of civil administration.

3. Although this question is primarily for Civil Affairs Section, it raises the point whether it would not be worthwhile to draw up a list of minimum essential conditions which need to be made by the Government, on the Economic side, with respect to any area of presently AEG territory before it is taken over by the Italian Government.

4. Such a list would aid us in:

- (a) Working with the Government in the transfer of economic functions in territory to be turned back to them; and
- (b) Participating in the formulation of AEG's decision as to when the transfer of each piece of territory should take place, and under what conditions.

5. May we have your reaction to this suggestion.

Harold Cleveland
Executive Director
Economic Section

3777

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HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

TO: Irw

Ref. EC/5.10

23 January 1945

SUBJECT: Report on Conversation between Mr. H. Cleveland
and Mr. Fabrizio Boggiano-Pico, Saturday
20 Jan 45.

TO: Transportation S/C

1. Dr. Fabrizio Boggiano-Pico, representing the Soc. Area Fiorentina Tesco, came in to see me, with a copy of a State Department circular regarding sales of surplus aircraft by the U.S. (copy of this circular was sent to you at the time).
2. Stating that he had a credit of American dollars at his disposal (through American citizens or residents, partners in the firm), he wished to have further details as to the actual purchase of the planes, principally as to their location.
3. I told him that AC could not deal with private firms or individuals but only through the Italian Government. Furthermore, since no free trade now exists between Italy and the United States, would Mr. Fabrizio Boggiano-Pico therefore take the matter up with the Italian Government, Ministry of Transport, who, if they considered the scheme acceptable, would put it up to AC.
4. The above is recorded for information and use by the Transportation S/C, when and if the Italian Transportation Ministry brings this matter up.

Harlan Cleveland
HARLAN CLEVELAND
Executive Director
Economic Section

37787

BEST COPY POSSIBLE

Mr. Farlow

Minutes of Meeting with the Members of the Italian Government
at the House of Commons, 19th July, 1941

Present: Colonel Denham - Acting V. President - Room 10, No. 10,
Mr. Cleveland - Executive Director - Room 10, No. 10,
Mr. Lenny - Director, Public Works and Utilities, No. 10,
Mr. Bunchen - Director of Industry & C.
Mr. Tully - Chief of Supply and Resources Div. No. 10,
Mr. Atkinson - Director of Agriculture & C.
Mr. Tully - Director of Transportation & C.
Mr. Morris - Agriculture & C.
Colonel White - Agriculture & C.
Mr. G. Smith - Economic Section No. 10,
Mr. G. Smith - Minister of Public Works,
Mr. G. Smith - Minister of Industry, Commerce & C.
Mr. G. Smith - Minister of Transportation,
Mr. G. Smith - Minister of Finance,
Mr. G. Smith - High Commissioner of Italy,
Mr. G. Smith - Deputy Secretary of Agriculture Ministry,
Mr. G. Smith - General Director of Governmental Affairs,
Mr. G. Smith - Minister of Foreign Affairs,
Mr. G. Smith - Ministry of Industry, Commerce & C.
Mr. G. Smith - General Secretary of the Interministerial
Reconstruction Committee.
Mr. G. Smith - Chief of Staff as Interpreter.

AGENDA: First and last items.

At 10.15 to the temporary branch of Colonel Denham,
the meeting is opened by Mr. Cleveland.

Given views of the correspondence carried on between the
Italian Minister of the Treasury, and the American
Minister of the Treasury, regarding the form of
the requests. He explains the present position that the
official financial plan, as the exact account of the fi-
nancial resources available to Italy, is not yet
known. He mentioned the provision of three of proposed
expenditures, namely, 100,000,000; 100,000,000
and 100,000,000 dollars to put Italian industry in work-
ing order again. At present, the amount available for
such purposes, for various reasons, has been reduced to
100,000,000 dollars. However, it is suggested that such
sum may be increased. He states, says Minister Saint,
may be made to the Minister of the Treasury, who will
transmit them to the U.S.A., who in turn will send them
on to us. Minister Saint expressed the desire that the
financial aid be coordinated with the requests of the
Reconstruction Committee.

3275
(6)

Page 2/

Mr. Cleveland

It is not with this system such as available delay will be met with in some of the most difficult of all matters. It is not that it could be highly desirable to get it out of the way, without interference with neutral countries, keeping the lines open, of course, if there were a way to get it out of the way, so that it could be exchanged if goods or by some other way.

Mr. Cleveland

It is that this could be very well done in a way that there is no question of shipping, as with Switzerland, for instance.

Mr. Cleveland

Discussed briefly with Mr. Cleveland, and then mention to the above mentioned point is pointing out that the financial problem of dealing with neutral countries has been suggested for the first time in a general problem of dealing with a particular country.

Mr. Cleveland suggests that the source of supplies will be suitably covered at which point it will be done with it with quality. It must not be forced therefore, that there will be delay in getting the goods. Besides this, there are also some other points, because the United States is in a position to deal with neutral countries for certain products which we are really to be found there. He also says that this commerce with neutral countries need not necessarily be limited to certain particular products.

Mr. Cleveland

We will go into this matter further. He recalls that in the early part of the war, goods to be imported into Italy had been divided into two categories; Category A: those items and quantities which are considered to fall within the military mission of preventing aircraft and transport, and Category B: those items and quantities which fall outside the scope of the military mission of civilian supply, for which Cleveland provided outside the military is to be made. The above three mentioned groups had been proposed for Category B: then came the above mentioned reduction. Mr. Cleveland says, "We are presenting a list of our indispensable military and absolutely necessary requirements. The Allied Government is not to be that a list of items could not be made."

3773

Page 4

Mr. Point

(continues) before May 1945. We have included in their being sent earlier. This list was prepared according to instructions received from the Allied Commission and enumerates, I repeat, the indispensable minimum quantity of such requirements therein specified. (Transportation, electric machinery, fertilizers, etc.)

Mr. Cleveland

Confirms that these requests must be made according to criterion of priority.

Mr. Point

wants to re-emphasize that these requests represent the necessary and indispensable minimum, not to be further reduced; really first aid items.

Mr. Cleveland

Explains that priority in this case would mean priority in order of arrival of goods, (forwarding) so that some products will arrive earlier than others, not because the former are more important than the latter. Mr. Cleveland says he leaves to explain the diagram which had been prepared by the Reconstruction Committee, but which constituted a "Scale of Urgency of Priority", from a maximum to a minimum, not of necessity, because all items are indispensable, but of priority in regard to their arrival and reception of material and goods.

At this point Colonel Danvers enters the room and takes part in the discussion on the diagram in question.

Mr. Cleveland

Asks if under the heading "Transportation", is included only means of transport, or goods, such as these as well, as for instance, machinery for rebuilding bridges and roads, etc.

Prof. Sarreque

Replies that this is shown in the report and included with the diagram. For instance, electric power under the heading transport and electric power at times under the heading Electricity.

Mr. Cleveland

Declares that the Allied Commission has greatly appreciated the clarity in which a diagram had been prepared. In this meeting, however, it is not possible to go into the matter in detail. This will be done shortly by a group of technical experts who will submit their opinion to the Reconstruction Committee which will duly approve of the demands.

3772

Page 5/

Min. Salvi

This is a plan of our various indispensable needs expressed graphically, and showing the priority needed. He explains, after talking with Minister Crouchi and with Prof. Saraceno, that this plan was made to show the requirements of the whole of Italy in the areas where they could assist in the approximate requirements (such as for Transportation and Agriculture) and only for liberated Italy in areas where they cannot make calls for (for the weaving industry, for instance).

According to instructions received, in the list of requirements of the three groups, transport, electricity and agriculture were included not only what was needed for already liberated Italy but also what was estimated would be needed by Southern Italy, seeing that within six months it probably will be liberated. Minister Salvi now asks if he may include in this list, in the requirements of the whole of Italy for the three groups: cotton, wool and leather - so as to show what will be needed for next year and have a certain amount of stocks on hand.

Mr. Cleveland

Agreed to include these too, in the lists which are requested to be possible.

Min. Salvi

It is now up to the technical experts to examine and settle the plan which we, as Reconstruction Committee will look over.

Having thus finished the discussion on the "First list", Minister Salvi expresses the desire to give Colonel Benvenuto some information on matters already dealt with at the previous meeting.

First of all he regards the Italian ships in the "Agreement" a position which it had been asked to submit to the "Free List" of the Council of the Allied States, and which are well known to be proceeding favorably, as it appears that the Agreement would consent to give back the ships provided that a written guarantee be given assuring that no ships will be not included in the Allied shipping "pool" in the Mediterranean, a matter which would come to rest with the approval of Admiral Cunningham.

Col. Benvenuto

This is by now a matter beyond our jurisdiction, to be solved by higher authorities.

3771

Page 2

Mr. General

Informing him that all Italian Schenkers which can be ordered or retained in the case of the disposal of the Italian Government as to whether the "Cognac" from the Mediterranean shipping pool can be that.

Col. General

Gives assurance that he will take particular note of this request.

Mr. Ruff

Announces that he has earnestly recommended the matter in view of the commission for collection of copper, cartridge cases, etc. and to have taken the necessary steps in the matter with the various official authorities.

Col. General

Says that he has ordered to find 200 tons of cartridge cases ready to be used for manufacturing copper is of copper.

Mr. Ruff

Proposes that the subject of next week's discussion be Bourgeois.

The meeting adjourned at 17:15 hours.

3770

Ext. 376

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

MBT/oh

204/4/Tn 1

24 January 1945

SUBJECT: Meeting on Transportation with the Ministers
TO : Economic Section

1. With reference to your letter 23 January 1945, 15.12/RS, below are given brief notes on the present position of the questions which were raised at the Ministers' meeting.

a. Morgnano Mines: Production at this mine is progressively increasing. Rome, however, is getting only 185 tons per day since the balance of production is required by the military.

b. Ribolla Mines: 453 tons per day are going to Rome; 60 tons per day to Civitavecchia. All goes by rail.

c. Pietrafitta Mines: Authority has been given for the reconstruction of the line Bastia-Ellora-Pietrafitta; the approximate date for the completion is the end of April. When this line is complete the mine should be assured of a plentiful supply of empties which will be worked up from Foligno, which is the junction with the main Rome-Ancona-Rimini line (87). In the meantime, the products of the mine are being taken to railhead at Panicci and Rome is receiving about 200 tons per day by this means.

d. Chiusi-Sinalunga Line: It is not considered that the expenditure of 32 million lire is justified for this line in view of the small output likely to be obtained from the Toritto factory or it. It is possible, however, that the question of opening the line may be considered as part of the bigger scheme for opening a line from Chiusi to Florence via Sinalunga, Siena and Empoli. This, however, is a very much bigger project.

e. Foggia-Lucera Line: At the present time there is only a workmen's service on this line in order to bring workers in from Lucera to Foggia and to take them out again at night. We are hoping, however, to develop this into a public service of

- 2 -

two trains per day each way. Shortage of coaching stock is the difficulty and box wagons will probably have to be used.

f. Naples-Foggia-Bari Line: Hitherto we have had two coaches per day in each direction on the military train on this line. It has, however, been decided that the military require the whole of the space on their trains and we are now hoping to develop an independent public train between Naples, Benevento, Foggia and Bari consisting of six coaches three times a week.

g. Ortona-Foggia-Bari:

Foggia-Manfredonia:

Foggia-Rochetta :

It is not possible at the present time to open passenger services on these lines owing mainly to the shortage of suitable rolling stock.

2. It is pointed out that the Allied Railway Board, consisting of representatives of the Italian State Railways, the Director of the Military Railways and AC under AFHQ chairmanship has now been constituted. The Board has set up a number of sub-committees to deal in particular with traffic, construction, equipment, stores, and finance. It would appear that the proper channel for submitting all the questions referred to in the above memorandum would be through the Allied Railway Board and its sub-committees. Would it be possible tactfully to announce to the Ministers that this Board is functioning for the purposes mentioned.



M. B. THOMAS, Colonel
Deputy Director

cc: Rail Div., Tn S/C
Movements Div., Tn S/C

- 1-Ltr 17 Jan. w. incs. & Translation
- 2-Ltr 13 Jan. w. Translation
- 3-Ltr 15 Jan. w. Translation
- 4-Ltr 13 Jan. w. Translation

5768

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

HC:mew

23 Jan 45

15.02/ES

SUBJECT: Meeting on Transportation with the Ministers

TO : Director, Transportation Sub-Commission, Att: Col. Thomas

1. You will remember that at our meeting with the Ministers on railway problems a couple of weeks ago they said they would send us notes on three or four of the points discussed. These notes have now been received and translated, and are attached for appropriate action by your Sub-Commission.

2. Could a short note be prepared on the status of each of the requests outlined in these papers, so that it will be possible to make an appropriate reply to the Ministers, at least in general terms, at the next meeting with them on 25 Jan 45. This note should reach the Economic Section by 1200 hours, 25 Jan.

Harlan Cleveland
HARLAN CLEVELAND
Executive Director
Econ Sec

Encl.

3767

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

182/1/21
HC:mas

23 Jan 45

15.17TS
SUBJECT: Meeting on Transportation with the Ministers
TO : Director, Industry Sub-Commission

1. At one of the meetings with the Ministers a couple of weeks ago, Minister Ruini made some remarks about lignite mines and the possibility of transporting stocks from these mines for use by essential industries.

2. Minister Ruini's office has now submitted the attached paper on the subject.

3. Transportation Sub-Commission has been asked to furnish any appropriate comments by 25 January. If you have comments to make on this paper, would you please coordinate them with Transportation Sub-Commission.


HARLAN CLEVELAND
Executive Director
Econ Sec

Encl.

Distribution:

Col. Thomas, Trans. S/O
Econ Files (2)

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

A/ls
204 x 130

20th January 1945

His Excellency Cerabona,
Minister of Transport,
R O M E

Dear Mr. Minister:

Thank you for your letter of 19th January 1945..
It is a great satisfaction that the first train between Rome and
Naples will run on 22nd January at 0730 hours, and I appreciate
your invitation to attend the first train's departure. If it be
possible, I will arrange to have either myself or my deputy, Col.
Thomas, on hand.

With kindest regards,

Yours very truly,

MERRITT H. TAYLOR,
Director.

(4)
3765

Quartier Generale
Commissione Illenta
APO 394
Sottocommissione Trasporti

20 Gennaio 1945

A Sua Eccellenza Carabona
Ministro dei Trasporti
ROMA

Caro Signor Ministro:

Grazie per la sua lettera del 19 Gennaio 1945.
Sono contento che il primo treno fra Roma e Napoli partira il 22
Gennaio alle ore 7.30. Ho molto gradito il vostro invito di presene-
iare alla partenza del primo treno. Se sara possibile, cerchero di
intervenirvi personalmente o di inviarvi il mio Vice Direttore, Col.
Thomas.

Distinti saluti.

Sinceramente,

MERRITT H. TAYLOR,
Direttore.

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3

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION*Ben Tipton*
X Gen Rails
X Ben Tipton

204

291/Tn 4

16 January 1945

My dear Mr. Minister:

In connection with the meeting of Ministers of the Italian Government with members of the Allied Commission on 4 January 1945, the following replies are given in respect of the various transport items raised.

1. Running of a passenger train and a goods train three times a week on the following lines:

- (a) Rome-Naples
- (b) Rome-Leghorn
- (c) Rome-Arezzo
- (d) Rome-Ancona
- (e) Bari-Foggia
- (f) Benevento-Naples

(a) A passenger service will be introduced on a tri-weekly basis between Rome and Naples from 22 January 1945. The over-all time of 12 hours is necessary at the moment owing to track conditions and occupation.

(b) (c) (d) It is not at present possible to operate passenger services in these areas, which are under military control. The matter has been discussed in the past at meetings of the Transportation Committee, and full explanations given to ICA delegates by the military authorities.

(e) (f) A path exists for a passenger train between Bari and Naples via Foggia, and this is held up entirely through lack of rolling stock. Precedence was given to the Rome-Naples service as soon as stock became available.

The question of civil goods trains on these military lines is one which cannot be conceded at the moment. The line capacity restricts movement to such an extent that the existing system of application through AC must be continued. Considerable quantities of purely civilian commodities pass by this means week

6763

- 2 -

by week, but priority of essential goods must be maintained. It is hoped in the near future to introduce a greater measure of local freedom south of Naples.

2. Running of a mixed passenger and goods train twice a week on the following lines:

- (a) Rome-Mandula
- (b) Foggia-Rocchetta
- (c) Foggia-Lucera
- (d) Foggia-Manfredonia
- (e) Metaponto-Potenza

The question of the service between Foggia and Lucera is receiving special attention, in view of the importance of the towns concerned. Services on the other lines will form the subject of discussion between MGS/AG/ISB when the new Allied Military Board is in operation.

3. Coupling passenger carriages to goods trains and to workmen's trains.

It is undesirable to couple passenger coaches to goods trains when the latter are conveying military commodities, for several reasons. Passenger coaches are being attached to workers' trains in various places - Rome-Civita Vecchia, Caserta-Naples, and, it is hoped in the near future, Ancona district.

4. Increase in the allocation of coal to Sicily.

The desirability of this increase is being stressed, and it is hoped that at least the restoration of the old figure of 9,000 tons per month will be conceded.

5. Reconstruction of Lines Avellino-Benevento and Avellino-Rocchetta.

Authority has already been given for the reconstruction of the line Avellino-Benevento, and special attention is being given to the desirability of opening the Avellino-Rocchetta line.

6. De-requisitioning of the works of the Societa Metallurgica Meridionale di Castellammare (Naples).

ISB has already been informed that information from military sources indicated this firm is engaged on priority military bridge building work, and it is doubtful if release of the premises can be conceded in such circumstances.

5762

- 3 -

Naples. 7. De-requisitioning of the Accumulatori Portanopes Factory in

Every effort is being made to obtain the release of this factory.

8. To the general questions raised in discussions, the following replies are given:

(a) Repair of the Chiusi-Sinalunga line.

This line is being carefully considered in the light of facilities for ensuring movement of traffic, and in relation to any through connections it may afford via Napoli with Florence.

It is noted the contractor at Sinalunga offers to repair the track for 15,000,000 lire. Is this an amended figure on the 32,000,000 lire previously quoted?

(b) Coupling of wagons to military trains for transport of lignite from mines to Vietri sul Mare.

Freight cars are shunted into the Fibolla Mine and Morgnano mine to the limit of possibility at the present time, commensurate with the military demands for freight cars. It is difficult to ensure sufficient lignite reaches Rome for fuel and power at the moment. The question of the Pietrofitta Mines is receiving special attention, and cost of reconstruction of the track is estimated as 15,000,000 lire.

(c) Diesel Cars on the Rome-Naples line.

The question of the operation of Diesel cars on the Line 89 between Rome and Naples has already been before the Transportation Committee, when it was explained that the track occupation, and difficulty of maintenance could not permit Diesel traction at the moment. The matter will be scheduled for further discussion.

In conclusion, it should be pointed out that there is a very great shortage of passenger coaches, and until more can be repaired, there will be difficulty in the introduction of additional passenger services. Every effort is being made to do this, and freight cars are also being repaired through firms contracted to ISH.

Yours very truly,

APPROVED:

M. B. THOMAS
Colonel,
Deputy Dir., Tn S/C

L. D. DENMORE
Colonel, F.A. 761
Acting Deputy Chief of Staff
Economic Section

H. E. Hub,
Minister of Public Works
Rome
cc: Minister of Transport

2

HEAD QUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

291/In.4.

16 January 1945

My dear Minister:

In connection with the meeting of Ministers of the Italian Government with members of the Allied Commission on 4 January 1945, the following replies are given in the respect of the various transport iters raised.

1. Running of a passenger train and a goods train times a week on the following lines:

- (a) Rome-Naples
- (b) Rome-Leghorn
- (c) Rome-Arezzo
- (d) Rome-Ancona
- (e) Bari-Foggia
- (f) Benevento Naples

(a) A passenger service will be introduced on a tri-weekly basis between Rome and Naples from 22 January 1945.

The over-all time of 12 hours is necessary at the moment owing to the track conditions and occupation.

(b) (c) (d) It is not at present possible to operate passenger services in these areas, which are under military control. The matter has been discussed in the past at meetings of the Transportation Committee, and full explanations given to ISR delegates by the military authorities.

(e) (f) A path exists for a passenger train between Bari and Naples via Foggia, and this is held up entirely through lack of rolling stock. Precedence was given to the Rome-Naples service as soon as stock became available.

The question of civil goods train on these military lines is one which cannot be conceded at the moment. The line capacity restricts movement to such an extent that the existing system of application through AC must be continued. Considerable quantities of purely civilian commodities pass by this means week by week, but priority of essential goods must be maintained. It is hoped in the near future to introduce a greater measure of local freedom south of Naples.

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b.b.c.

The question of the service between Foggia and Lucera is receiving special attention, in view of the importance of the towns concerned. Services on the other lines will form the subject of discussion between MRS/AC/ISR when the new Allied Military Board is in operation.

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It is undesirable to couple passenger coaches to goods trains when the latter are conveying military commodities, for several reasons. Passenger coaches are being attached to worker's trains in various places - Rome-Civitavecchia, Caserta-Naples, and, it is hoped in the near future, Ancona district.

4. Increase in the allocation of coal to Sicily.

The desirability of this increase is being stressed, and it is hoped that at least the restoration of the old figure of 9,000 tons per month will be conceded.

5. Reconstruction of Lines Avellino-Benevento and Avellino-Rocchetta.

Authority has already been given for the reconstruction of the line Avellino-Benevento, and special attention is being given to the desirability of opening the Avellino-Rocchetta line.

6. De-requisitioning of the works of the Società Metallurgica Meridionale di Castellammare (Naples).

ISR has already been informed that information from military sources indicates this firm is engaged on priority military bridge building work, and it is doubtful if release of the premises can be conceded in such circumstances.

7. De-requisitioning of the Accumulatori Partenopea Factory in Naples.

Every effort is being made to obtain the release of this factory.

8. To the general questions raised in discussions, the following replies are given:

(a) Repair of the Chiusi-Sinalunga Line.

This line is being carefully considered in the light of facilities for ensuring movement of traffic, and in relation to any through connections it may afford via Empoli with Florence.

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In conclusion, it should be pointed out that there is a very great shortage of passenger coaches, and until more can be repaired, there will be difficulty in the introduction of additional passenger services. Every effort is being made to do this, and freight cars are also being repaired through firms contracted to ISR.

Yours very truly,

L.D. DENSMORE
Colonel, F.A.,
Acting Deputy Chief of Staff
Economic Section

Approved: _____

M.B. THOMAS
Colonel,
Deputy Dir. En. S/C.

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L.D.DENSMORE
Colonel, F.A.,
Acting Deputy Chief of Staff
Economic Section

Approved: _____

M.B. THOMAS
Colonel,
Deputy Dir. Tn. S/C.

- 3 -

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AC/IS/OSAS

Y. S. Shippard

6 January 1945

204

My Dear Prime Minister:

I received your letter of 1 January and have had inquiry made into the working arrangements at Cagliari.

With regard first to the vehicles operating at the port, it is true that most of them had to be transferred to the mainland to meet operational requirements. To offset this loss, it has been agreed to release one hundred military vehicles for the port. These will be taken over at the rate of forty a month, after being overhauled at Italian military workshops.

In the meantime, a temporary arrangement has been made between the Port Commander and the High Commissioner; five vehicles are being allocated for the permanent use of the port and when any big ship arrives, additional vehicles up to about forty can be obtained on giving twelve hours' notice to the High Commissioner.

The cranes and other movable equipment which have been taken away were also required for the discharge of military cargoes on the mainland; but it is emphasized that what has been removed is mobile equipment brought there by the Allies in the first instance, and not the permanent equipment of the port. For the present it is difficult to allocate such mobile equipment to Cagliari, but you may be assured that the requirements of the port will not be overlooked in the general plans for developing the transportation system of the country.

Yours very truly,

1/3/45 Ellery W. Stone

ELLERY W. STONE,
Rear Admiral, USN,
Chief Commissioner.

3757

His Excellency Ivanoe Bonomi
The President of the Council of Ministers
Italian Government
Rome

①

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