

Transportation and Shipping
Sub-Commission

10000/1
Jan '45
Nov '45

1956

Declassified E.O. 12356 Section 3.3/NND No. 785021

10000/148/P40

Jan '45

Nov '45

1957

34

Consumption in 1938 Requirement for 1948
(in Tons)

1652

A. ORDINARY PETROL

1. For Road Transport:

In 1938, petrol consumption for:

85,000 trucks was 150,000 T.
450,000 motor cars and
cycles was..... 250,000 T.

The following figures anticipate
1948 requirements:

a. Trucks: 121,550 T.
17,500 of medium size
remaining; average
mileage per unit,
30,000 km. a year and
consuming 20 liters of
petrol per 100 km.;
requiring per year.... 73,750 T.

13,000 of medium size,
to be constructed;
avg. mileage per unit,
30,000 km. a year &
consuming 20 liters
per 100 km.; requir-
ing per year 108,000
tons of petrol; re-
duced to 2/5 because
these trucks will be
produced throughout
the year, particularly
in the last period of
the year..... 43,200 T.

b. Motorcars:

140,000 (est.) cars &
motorcars remaining
transformed into small
trucks. 35,000, 1948
output of new units.
An average mileage of
10,000 km., consuming
13 liters per 100 km.;
requiring per year
150,100 tons of petrol,
a reduction to 2/5....150,150 T.

1958

1652

Mileage per unit,
30,000 km. a year and
consuming 20 liters of
petrol per 100 km.;
requiring per year.... 78,750 T.

18,000 of medium size,
to be constructed;
avg. mileage per unit,
30,000 km. a year &
consuming 20 liters
per 100 km.; requir-
ing per year 108,000
tons of petrol; re-
duced to 2/5 because
these trucks will be
produced throughout
the year, particularly
in the last period of
the year..... 43,200 T.

b. Motorcars:
140,000 (est.) cars &
motorcars remaining
transferred into small
trucks. 35,000, 1946
output of new units.
An average mileage of
10,000 km., consuming
13 liters per 100 km.;
requiring per year
150,150 tons of petrol,
a reduction to 2/5....130,150 T.

c. Motorcycles & Three-
wheelers:
50,000 units remain-
ing. 21,000, 1946 out-
put. The yearly con-
sumption of petrol for
average mileage of
12,000 km. and consump-
tion of 5 liters per
100 km. totals 22,530
tons. Already reduced
as above to 2/5..... 22,580 T.

34

Consumption in 1938 (In Tons)	Requirement for 1946
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All petrol requirements for transport are estimated at about 300,000 tons, not including the fuel required by trucks of Allied origin, requirements for which will be calculated later.

After a deduction of 35,000 tons, equivalent to the quantity of methanol available for road transportation, the net requirement of petrol for motor vehicles is.....265,000 T.

2. For Industrial Use:

The 1938 consumption figure of 30,000 tons is being reduced to 75%, the average industrial reactivation foreseen for 1946.

B. SOLVENT BENZINE

The 1938 consumption of 12,000 tons is being reduced to 85%, average reactivation rate for the chemical industry, the main consumer. The 1946 requirement is 10,500 tons, 6,000 tons of which must be imported.

C. AVIATION PETROL

Air transport is expected to supplement somewhat transport by road and sea, not yet normal. Therefore, the same quantity as was consumed in 1938 is requested.

D. MINERAL TURPENTINE (White Spirit)

A remarkable increase in the production of varnish, which uses white spirit almost exclusively as a solvent, will raise the 1946 requirements above pre-war figures.

E. PETROLEUM

1. Illuminating and Industrial Petroleum:

The 56,500 tons consumed in 1938 are divided as follows: 4 (10,100) for industrial use and 2 (2,000) for illumination.

1851

35,000

35,000

15,000

12,000

F. SOLVENT BENZINE

The 1938 consumption of 12,000 tons is being reduced to 15% average reactivation rate for the chemical industry, the main consumer. The 1946 requirement is 10,500 tons, 3,000 tons of which must be imported.

G. AVIATION PETROL

Air transport is expected to supplement somewhat transport by road and sea, but yet normal. Therefore, the same quantity as was consumed in 1938 is requested.

D. MINERAL TURPENTINE (White Spirit)

A remarkable increase in the production of turpish, which uses white spirit almost exclusively as a solvent, will raise the 1946 requirements above pre-war figures.

E. PETROLEUM1. Illuminating and Industrial Petroleum:

The 50,600 tons consumed in 1938 were divided as follows: $\frac{2}{3}$ (14,100 T.) for industries and $\frac{1}{3}$ (42,000) for lighting. Petroleum requirements for industry in 1946 are estimated at 75% of pre-war consumption, i.e. assuming the average degree of industrial reactivation as a factor. There is no appreciable variation in petroleum needed for lighting purposes now as compared with pre-war needs.

22,500

30,000

6,000

12,000

1851

35,000

35,000

15,000

12,000

52,500

50,500

Consumption
in 1933
(In Tons)

Requirement
for 1946

2. Per Agriculture:

1933 consumption was 121,600 tons but the normal pre-war figure for motor fuel for agricultural use was 150,000 tons, which is the estimated requirement for 1946. According to the Ministry of Agriculture, the supply should be divided: 30% gas oil and 70% (105,000 T) petroleum. $\frac{1}{2}$

121,600

105,000

F. GAS OIL

1. Trucks:

The number of heavy trucks remaining is estimated to be 12,500. Average mileage is 30,000 km. per year; and consumption 50 liters per 100 km.; the 1946 requirement is 155,800 tons. In 1946, the output of new trucks will be 16,000 units. Average mileage is 30,000 km. and consumption 50 liters of gas oil per 100 km.; the yearly consumption would be 265,500 tons of gas oil. But this figure has been reduced to $\frac{2}{5}$ (106,200 tons). Old and new trucks require about 261,840 tons of gas oil. Fuel required for heavy trucks of Allied origin will be stated later.

260,000

162,000

1050

2. Industry:

The 1933 consumption of 18,000 is reduced to 75%.

13,500

18,000

3. Agriculture: (See paragraph PS (FOCUS).)

4. Marine:

In 1933, consumption (57,000 tons) was distributed as follows: $\frac{2}{3}$ (38,000) motor fishing boats and $\frac{1}{3}$ (19,000) motor sailing vessels. In that year, 38,000 tons were sufficient for 2,700 fishing boats, but in 1946 all boats

1982

1050

250,000

162,000

13,500

18,000

10,000

38,000

12,000
122,000

18,000

2. Industry:

The 1938 consumption of 18,000 is reduced to 75%.

3. Agriculture: (See paragraph 1.1.1.)

4. Marine:

In 1938, consumption (57,000 tons) was distributed as follows: 2/3 (38,000) motor fishing boats and 1/3 (19,000) motor sailing vessels. In that year, 38,000 tons were sufficient for 2,700 fishing boats, which number in 1948 will be about 2,200. Therefore, 31,000 tons should be sufficient. Estimating that there will be greater use per unit, 40,000 tons are thought necessary.

Owing to war losses, requirements for motor sailing vessels could be reduced to 10% (3,000 tons) but in anticipation of a more intense exploitation, 12,000 tons are required.

The variation in the percentages, compared with 1938, is due to the increase in the number of tractors in place of petroleum tractors. In fact, in 1942 the consumption figures were: gas oil, 42,300 tons and petroleum 110,000 tons.

1963

Requirement
April 1966

Consumption
in 1938

850,000

1,000,000

In addition to the gas oil quantities, there will also be requirements for the diesel locomotives of the State Railways.

G. FUEL OIL

In 1933, our industries consumed about 1,000,000 tons of fuel oil. Reduction to 75% would bring the 1946 requirement to 750,000 tons. In view of the numerous thermic power plants being transformed to burn fuel oil instead of coal, it is believed the requirement will not be below 850,000 tons.

To this figure should be added the quantity needed for steam locomotives of the State Railways. (This item did not exist in 1933).

Fuel oil requirements for merchant ships have not been considered because it is not possible at present to give figures. (In 1933, the figure was 587,000 tons).

H. LUBRICATING OILS:

1. In 1946 the requirement of lubricating oil destined for petrol and diesel engines has been calculated by applying the following percentages to the motor fuel figures determined above. The percentages are those adopted by the Allied authorities in Italy.

Motor Fuel	Estimated Fuel Needs (Tons)	Lubricating oils rate (%)
Ordinary petrol	287,000	22
Petrol for aircraft	35,000	2
Petrol for agriculture	105,000	4
Gas oil for road transport	260,000	3.5
Gas oil for industries	13,500	3.5
Gas oil for agriculture	15,000	4
Gas oil for motor fishing boats	40,000	6
Gas oil for motor ships		720

1649

5,750
700
4,200
3,100
470
1,800
2,400
720

1964

To this figure should be added the quantity needed for steam locomotives of the State Railways. (This item did not exist in 1938).

Fuel oil requirements for merchant ships have not been considered because it is not possible at present to give figures. (In 1938, the figure was 587,000 tons).

H. LUBRICATING OILS:

1. In 1948 the requirement of lubricating oil destined for petrol and diesel engines has been calculated by applying the following percentages to the motor fuel figures determined above. The percentages are those adopted by the Allied authorities in Italy.

Motor Fuel	Estimated Fuel Needs (Tons)	Lubr. oils Ratio (%)	
Ordinary petrol	287,000	22	5,750
Petrol for aircraft	35,000	2	700
Petroleum for agriculture.	105,000	4	4,200
Gas Oil for road transport.	260,000	3.5	9,100
Gas Oil for industries	13,500	3.5	470
Gas Oil for agriculture	43,000	4	1,300
Gas Oil for motor fishing boats.	40,000	6	2,400
Gas Oil for motor sailing vessels.	12,000	6	720
Lubricating motor oil for initial requirements for motor vehicles of new production.			1,000
Lubricating motor oil for producer-gas driven cars.			1,300
			27,440
	35,000		

1649

	Consumption in 1938 (In Tons)	Requirement for 1946
2. The 1946 requirement of lubricants for industrial machinery (petrol and diesel engines excluded) and for uses other than lubrication was determined by reducing the 1938 figure to 75%.	42,000	31,500
3. The railway and tramway requirement (petrol and diesel engines excluded) was determined by reducing the 1938 figure to 50%, because the plan anticipates a reduction of 50% in rail traffic.	10,000	5,000
4. There is no basis at present on which to establish the fuel oil need in 1946 for the merchant marine.	2,000	-
I. VASELINE OIL (white oils): 75% of the 1938 consumption should be sufficient.	5,000	3,750
J. TRANSFORMER OIL: For filling transformers to be built in 1946 and replacing old oil in use for many years in the present transformers 6,000 tons are deemed necessary.	7,000	6,000
K. PARAFFIN: Owing to the very high demand for candles, the requirement for 1946 is estimated at 20,000 tons (80% of 1938).	25,000	20,000
L. VASELINE: 75% of the 1938 figure is estimated to be sufficient (1,125 tons). Present stocks in Italy are, however, sufficient to meet this demand.	1,500	-
M. BITUMEN (paving asphalt):		

1948

was determined by reducing the 1938 figure to 50%, because the plan anticipates a reduction of 50% in rail traffic.

4. There is no basis at present on which to establish the fuel oil need in 1946 for the merchants marine.

I. VASELINE OIL (white oils):

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For filling transformers to be built in 1946 and replacing old oil in use for many years in the present transformers 6,000 tons are deemed necessary.

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L. VASELINE:

75% of the 1938 figure is estimated to be sufficient (1,125 tons). Present stocks in Italy are, however, sufficient to meet this demand.

M. BITUMEN: (paving asphalt):

1938 showed the highest consumption of bitumen for road making, about 50,000 to 55,000 tons. It is believed 1946 needs will not exceed that figure. Consumption for industrial purposes is expected to be only 75% of 1938 (25,000 tons). On this basis the bitumen requirement for 1946 will be about 75,000 tons.

N. PETROLEUM COKE:

For this item the estimate is 75% of the 1938 figure.

10,000

5,000

4,000

5,000

3,750

7,000

6,000

25,000

20,000

1,500

85,500

75,000

52,000

39,000

1048

1967

34

Consumption in 1938 Requirement for 1946
(In Tons)

Summary of Petroleum Product Requirements for 1948

A. Ordinary petrol.	430,000	287,500 ^{1/}
B. Solvent benzine	12,000	6,000
C. Aviation petrol.	35,000	35,000
D. Mineral turpentine (white spirit)	12,000	15,000
E. Petroleum	173,100	157,500 ^{2/}
F. Gasoil	263,500	370,500 ^{3/}
G. Fuel oil	1,587,000	950,000 ^{3/}
H. Lubricating oils	92,000	63,940 ^{4/}
I. Vaseline oil	5,000	3,750
J. Transformer oil	7,000	6,000
K. Paraffin	25,000	20,000
L. Vaseline	1,500	-
M. Bitumen (paving asphalt)	65,500	75,000
N. Petroleum coke	52,000	39,000
	<u>2,785,600</u>	<u>2,029,190</u>

II. OUTPUT OF PETROLEUM PRODUCTS IN 1946

In spite of very grievous war damages and looting by the Germans, a certain number of plants are still able to start operation immediately, subject, of course, to the availability of the necessary crude petroleum supply. Furthermore, if it would be possible to provide for some repairs of no great scope, productive capacity could easily be increased.

In their present state, the plants can process 350,000 tons of crude petroleum a year. With some repairs of no great extent, this figure could be brought in 1946 up to 600,000 to 650,000 tons, that is to say, about 40% of the crude petroleum refined in 1938 (1,500,000 tons).

1/ Imported car and truck requirements excluded.
2/ Imported truck requirements, merchant ship requirements and diesel locomotive requirements belonging to the State Railways excluded.
3/ Not including requirements for: State Railways steam locomotives.

D. Mineral turpentine (white spirit)	39,860	39,860
E. Petroleum	12,000	15,000
F. Gasoil	178,100	157,500
G. Fuel oil	263,500	370,500
H. Lubricating oils	1,587,000	950,000
I. Vaseline oil	92,000	63,940
J. Transformer oil	5,000	3,750
K. Paraffin	7,000	6,000
L. Vaseline	25,000	20,000
M. Bitumen (paving asphalt)	1,500	-
N. Petroleum coke	85,500	75,000
	52,000	39,000
	<u>2,755,500</u>	<u>2,029,190</u>

II. OUTPUT OF PETROLEUM PRODUCTS IN 1946

In spite of very grievous war damages and looting by the Germans, a certain number of plants are still able to start operation immediately, subject, of course, to the availability of the necessary crude petroleum supply. Furthermore, if it would be possible to provide for some repairs of no great scope, productive capacity could easily be increased.

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2/ Imported truck requirements, merchant ship requirements and diesel locomotive requirements belonging to the State Railways excluded.

3/ Not including requirements for: State Railways steam locomotives, ships and eventual substitution for coal in industry. The 1938 figure includes bunkers.

4/ Lubricants for the merchant marine and diesel locomotives of the State Railways are not included.

With a net yield of 85%, net internal refinery consumption, the refining of 350,000 tons of crude oil will yield 207,500 tons of petroleum products, i.e. about 15%, not a negligible proportion of the total requirement for 1946. The processing of 650,000 tons of crude oil would, on the same basis, produce 550,000 tons of finished products, corresponding to nearly 30% of the total requirement.

The finished products obtainable in Italy from imported crude oil would eventually be deducted from the finished products figures set for import in the preceding paragraph.

It should be added that the problem of refining crude petroleum in Italy is not to be considered merely as an alternative to importing crude oil or importing petrol, gasoil, lubricants etc., but also as the development of an essential branch of modern chemistry, in order to obtain from crude oil - besides the normal products - a whole series of materials that are essential to other chemical processes already developed in Italy (ethylene, aromatic products etc.).

Along this line, the refining industry - within the limits imposed by the present situation of the chemical industry - could have, in Italy, a sound development.

III. ASPHALT

The most important mines are in the neighborhood of Ragusa and Pescara and are fully efficient. Their output, however, will remain below pre-war due to lack of transport. In 1938, the total output of asphalt rock was about 240,000 tons, 130,000 tons for road surfacing and 115,000 tons for distillation. For 1946, it is reasonable to estimate an output

1970

nearly 30% of the total requirement.

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It should be added that the problem of refining crude petroleum in Italy is not to be considered merely as an alternative to importing crude oil or importing petrol, gasoil, lubricants etc., but also as the development of an essential branch of modern chemistry, in order to obtain from crude oil - besides the normal products - a whole series of materials that are essential to other chemical processes already developed in Italy (ethylene, aromatic products etc.).

Along this line, the refining industry - within the limits imposed by the present situation of the chemical industry - could have, in Italy, a sound development.

III. ASPHALT

1046

The most important mines are in the neighborhood of Ragusa and Pescara and are fully efficient. Their output, however, will remain below pre-war due to lack of transport. In 1936, the total output of asphalt rock was about 246,000 tons, 130,000 tons for road surfacing and 116,000 tons for distillation. For 1943, it is reasonable to estimate an output of 175,000 tons, about 70% of the pre-war average.

The following products are obtainable from 175,000 tons of asphalt rock:

FOR ACTION AGWAR FOR CCS FOR CCAC FOR CLAC RPTD UK BASE SECTION PAREN LONDON
PAREN FOR CABINET SECRETARIAT RPTD AFHQ FIGS G-5 AND ANPB

7829

31 OCT 1945

PRIORITY

UNCLASSIFIED PD

THIS IS MCC THREE FIVE NINE PD

SUBJECT IS ITALIAN NATIONAL STATE REQUIREMENTS PD

PARA ONE PD ANPB CABLE TWO TWO TWO ONE CHA THREE ZERO OCTOBER TO PETSEC AFHQ CHA

PARA ONE OF FX FIVE ZERO ZERO ZERO FIVE FROM SACRED TO AGWAR AND COM TWO SEVEN FIVE
REFER PD

PARA TWO PD QUANTITIES INCLUDED MCC TWO FIVE EIGHT WERE ESTIMATED BY PETSEC AND
BASED ON ESSENTIAL NEEDS UNDER CATEGORY ABLE PROGRAMME PD THESE DO NOT PROVIDE FOR
PRESENT REHABILITATION PROGRAMMES INVOLVING SUFFICIENT GASOLINE FOR FULL USE OF
GREATER TRANSPORTATION FACILITIES NOW AVAILABLE NOR FOR NEEDS ITALIAN STATE RAILWAYS
WHICH INCLUDE APPROXIMATELY ONE HUNDRED THOUSAND METRIC TONS FUEL OIL PD ITALIAN
STATE RAILWAYS WERE MILITARY COMMITMENT UP TO AUGUST THREE ONE PD

PARA TO FOR ACTION AGWAR FOR CCS FOR CCAC FOR CLAC RPTD UK BASE SECTION PAREN LONDON

PAREN FOR CABINET SECRETARIAT RPTD AFHQ FIGS G-5 AND ANPB FROM ALCOM CITE AGECO PAREN

PARA THREE PD MCC TWO FIVE EIGHT IS THEREFORE OUT OF DATE AND REVISED ESTIMATES IN
COURSE OF COMPLETION WILL BE FORWARDED WITHIN ABOUT ONE WEEK PD

PARA FOUR PD MEANTIME IT IS ESSENTIAL TO MEET STATE PAREN FX FIVE ZERO ZERO ZERO FIVE

REFERS PAREN IN FULL PD IT IS NECESSARY ADDITIONAL YOKO BAKER FUNDS TO COVER FULL
VALUE OF CIVIL PORTION THEREOF ESTIMATED BY ANPB AT FIVE MILLION DOLLARS BE PROVIDED PD

PARA FIVE PD ALCOM IS INFORMING ITALIAN GOVERNMENT THAT NEEDS OF ITALIAN ARMED FORCES
PAREN WHICH MUST NOW ALSO BE INCLUDED IN ITALIAN NATIONAL PROGRAM AND NOT BY ITALIAN
ECONOMY PAREN SHOULD NOT BE FINANCED FROM APPROPRIATED FUNDS, BUT SHOULD BE FINANCED
FROM YOKO TAX OR OTHER FUNDS AVAILABLE TO ITALIAN GOVERNMENT PD ANPB ESTIMATE IS

33

(MOC THREE FIVE NINE Cont'd) - 2 -

THAT ONE MILLION DOLLARS ARE NEEDED TO COVER THESE NEEDS DURING REMAINING PERIOD COVERED BY INTERIM PROGRAMS PD ARRANGEMENTS SHOULD THEREFORE BE MADE WITH ITALIAN TECHNICAL DELEGATION TO FINANCE THIS AMOUNT FROM YORE TARE FUNDS PD

PARA SIX PD NON-ARRIVAL OF PRODUCTS SLATED AND DEPLETION THEATRE STOCKS IS JEOPARDIZING COMPLETE THEATRE PROGRAMS PD STRONGLY URGE THAT BACKLOGS BE SHIPPED AND THAT ENTIRE QUANTITY SLATED BE SUPPLIED PD NON-ARRIVAL OF FULL QUANTITIES SLATED FOR THEATRE WILL PROBABLY HAVE FIRST REPERCUSSION ON QUANTITIES PLANNED FOR CIVILIAN ECONOMY DUE TO PRIORITY ALLIED MILITARY NEEDS PD THIS CAN ONLY LEAD TO CRIPPLING OF CIVIL TRANSPORT AND LOSS OF INDUSTRIAL PRODUCTION PD

PARA SEVEN PD ALSO URGE THAT CONSIDERATION BE GIVEN TO NECESSITY FOR CONTINUED PRESENCE OF ANPB REPRESENTATIVE TO LIAISE WITH THE HEADQUARTERS AFTER THREE ONE DECEMBER AND AT LEAST UNTIL JANUARY LOADINGS HAVE ARRIVED PD

DISTRIBUTION: PERSPC
RAC
American Embassy
British Embassy
Commerce S/C
Transportation S/C

Office of Originator: Economic Section
Tel: 415
Originator's signature: Harlan Cleveland

AUTHENTICATED
C. J. Lucas
CWO, USA
ASST. ADJUTANT

1644

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 384
TRANSPORTATION SUB-COMMISSION

ESL/em

Ref. 27277/Tn.2

3 November 1945

SUBJECT: P.O.L. Requirements - November 1945 -
January 1946.

TO : Colonel P. D. G. Duchenan
Acting Director,
Transportation Sub-Commission.

1. Allocations of P.O.L. for civilian use by C.I.P. of the Italian distributing agency, amounted to 10,305 tons of gasoline and 12,308 tons of diesel oil for the month of September. To the area including Bologna and South and Sicily and Sardinia, 6,433 tons of gasoline and 7,986 tons of diesel oil were distributed. To North Italy, the allocations included 3,872 tons of gasoline and 4,350 tons of diesel oil.

2. Detailed allocations are available only for South Italy. In that area, 34.4% of the gasoline and 49.5% of the diesel oil were allocated for transportation. The remainder was allocated for industrial, agricultural and fishing purposes.

3. If the allocation in Southern Italy is representative of that in Northern Italy, 9,697 tons of gasoline and 6,091 tons of diesel oil were allocated for civilian transportation purposes in September.

4. Motor vessels received 0.8% of the gasoline and 10.2% of the diesel oil allocated in Southern Italy in September.

5. S.N.A.C., I.N.P., truck pools, and C.I.P., itself, received 36.6% of the gasoline allocation and 16.7% of the diesel oil allocation in September.

6. The State Railways received 5.4% of the gasoline and 3.3% of the diesel oil allocated in Southern Italy in September. The major portion of this fuel was probably

Colonel R. D. C. Buchanan
Acting Director,
Transportation Sub-Commission.

1. Allocations of P.O.L. for civilian use by C.I.P. of the Italian distributing agency, amounted to 10,305 tons of gasoline and 12,306 tons of diesel oil for the month of September. To the area including Bologna and South and Sicily and Sardinia, 6,433 tons of gasoline and 7,956 tons of diesel oil were distributed. To North Italy, the allocations included 3,872 tons of gasoline and 4,350 tons of diesel oil.
2. Detailed allocations are available only for South Italy. In that area, 84.4% of the gasoline and 49.5% of the diesel oil were allocated for transportation. The remainder was allocated for industrial, agricultural and fishing purposes.
3. If the allocation in Southern Italy is representative of that in Northern Italy, 3,697 tons of gasoline and 6,091 tons of diesel oil were allocated for civilian transportation purposes in September.
4. Motor vessels received 0.2% of the gasoline and 10.2% of the diesel oil allocated in Southern Italy in September.
5. E.N.A.C., I.N.T., truck pools, and C.I.P., itself, received 35.6% of the gasoline allocation and 15.7% of the diesel oil allocation in September.
6. The State Railways received 5.4% of the gasoline and 3.3% of the diesel oil allocated in Southern Italy in September. The major portion of this fuel was probably used for I.S.R. trucks.
7. Secondary railways and bus lines received 5.1% of the gasoline and 6.2% of the diesel oil allocated.
8. To a miscellaneous category of uses, called automotive, which includes private cars, buses and trucks that were not under the jurisdiction of E.N.A.C., I.N.T. or Truck Pools, was allocated 37.5% of the gasoline and 14.1% of the diesel oil.

9. In addition to the P.O.L. going legitimately into civilian channels, a considerable but unknown quantity stolen from military stocks was sold to civilians through black market channels. C.I.P. representatives estimate that such sales in all Italy amount to about 50% of the P.O.L. sold legitimately. E.A.A.C. representatives estimate it at 200%. The two estimates are probably not so divergent as they seem. Two hundred percent of the E.A.A.C. allocation of gasoline in South Italy represents slightly less than 50% of the total allocation in that region. If, then, black market sales of gasoline amount to 50% of that sold legitimately, total civilian use in September amounted to 15,462 tons rather than 10,305 tons and the great bulk of the 5,157 tons sold in the black market was sold to truckers and other motor vehicles operators.

10. The above figure of 15,462 tons represents what may be called Italy's minimum needs for gasoline for all purposes in September. The Transportation Sub-Commission has received sufficient complaints to indicate that at no time in the past has there been enough gasoline to transport all the traffic available for truck transports. As Italian production increases and as imports rise, transportation requirements will also increase.

11. In July Petroleum Section, A.P.H.Q., estimated Italy's monthly requirement for gasoline and diesel oil at 17,000 tons and 14,700 tons, respectively, during the period September - December, 1945. Of the 17,000 tons of gasoline estimated, 7,000 tons were charged to the 7,000 trucks that Petroleum Section expected the Allies to transfer to the Italian Government.

12. Objection was raised by the Transportation Sub-Commission both to the method used by Petroleum Section to estimate requirements and to the estimates themselves.

13. Petroleum Section determined motor vehicle requirements on two basis. On the basis of experience, it concluded that 10,000 tons of gasoline would be sufficient for agriculture, industry, fishing, ocean and rail transportation, and for the motor vehicles of all types then in civilian use in Italy. In addition it estimated that each of the 7,000 allied trucks which it anticipated would be turned over to the Italian Government would require 1 ton of gasoline per month. It was and still is difficult to

September and October 1945. The great bulk of the 5,157 tons sold in the black market was sold to truckers and other motor vehicles operators.

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14. An independent estimate of Italy's gasoline and diesel oil requirements was made by the Transportation Sub-Commission. These estimates indicated that monthly gasoline requirements for Italy would be nearly 40,000 tons in September and October and 45,000 tons in November and December and that monthly requirements for diesel oil would be about 20,000 tons in each of the four months. These

estimates were far in excess of actual needs for various reasons as indicated by Petroleum Section.

15. Petroleum Section pointed out that no allowances had been made for locally produced methane gas, that trucks in Italy could not be operated as many kilometers per month as assumed in the study of the Transportation Sub-Commission, and that 1938 monthly gasoline consumption by motor vehicle was only slightly greater than that estimated for 1945.

16. Transportation Sub-Commission's estimates were adjusted by applying the reduced monthly truck travel figures recommended by Petroleum Section and by allowing for locally produced methane gas. As a result, gasoline requirements were reduced to 25,836 tons monthly for September and October and, for November and December, to 19,825 tons. Corresponding diesel oil estimates were reduced to 13,234 and 14,528 tons, the latter figure approximating the original estimate by Petroleum Section.

17. A controlling factor in the original estimates by Transportation Sub-Commission had been the amount of traffic anticipated. Agriculture Sub-Commission had indicated that agricultural production would be at least 80% of the pre-war level. Infantry Sub-Commission expected industrial production to reach 50% of the 1939 level by the end of 1945. In addition it was anticipated that the railroads would be occupied for many months in military redeployment to Japan and so little relief was anticipated from that quarter. In view of the tight railroad situation, it was felt that motor truck operations would have to approximate those of 1939.

18. At a meeting, 25 August 1945, with representatives of the Petroleum Section, A.F.H.Q., and Economic Section, Transportation Sub-Commission suggested that its original monthly estimates of gasoline requirements be reduced to 31,000 tons in September and October, and to 26,000 tons in November and December. The reduction seemed warranted in view of reduced estimates for agricultural production, generally more hopeful railroad prospects as a result of the conclusion of the Pacific war, and less sanguine prospects for industrial production, and in light of Petroleum Section's criticisms of the earlier estimate.

The Italian Government, through C.I.P., recently

1.978

adjusted by applying the reduced monthly truck travel figures recommended by Petroleum Section and by allowing for locally produced methane gas. As a result, gasoline requirements were reduced to 25,836 tons monthly for September and October and, for November and December, to 20,825 tons. Corresponding diesel oil estimates were reduced to 16,734 and 14,528 tons, the latter figure approximating the original estimate by Petroleum Section.

17. A controlling factor in the original estimates by Transportation Sub-Commission had been the amount of traffic anticipated. Agriculture Sub-Commission had indicated that agricultural production would be at least 80% of the pre-war level. Industry Sub-Commission expected industrial production to reach 50% of the 1939 level by the end of 1945. In addition it was anticipated that the railroads would be occupied for many months in military re-deployment to Japan and so little relief was anticipated from that quarter. In view of the tight railroad situation, it was felt that motor truck operations would have to approximate those of 1939.

18. At a meeting, 25 August 1945, with representatives of the Petroleum Section, A.P.H.Q., and Economic Section, Transportation Sub-Commission suggested that its original monthly estimates of gasoline requirements be reduced to 31,000 tons in September and October, and to 36,000 tons in November and December. The reduction seemed warranted in view of reduced estimates for agricultural production, generally more hopeful railroad prospects as a result of the conclusion of the Pacific war, and less sanguine prospects for industrial production, and in light of Petroleum Section's criticisms of the earlier estimate.

19. The Italian Government, through C.I.P., recently submitted an estimate of petroleum requirements for 1946. If vehicles to be manufactured in 1946 are excluded, the estimate is for 230,000 tons of gasoline, of which 200,000 tons will be for motor vehicles. On a monthly basis, the figures become 19,167 and 16,667 tons respectively. Requirements, on the same basis, for diesel oil are estimated at 255,600 tons, of which 155,600 tons are for motor trucks. On a monthly basis, these figures become 21,000 and 13,000 tons, respectively. No allowance has been made in the above figures for Allied Trucks transferred to the Italian

Government nor for railroad consumption of diesel oil, but additional estimates for these categories are to be made at a later date.

20. One thing can be said for the C.I.P. estimates. They have apparently been honestly made. Only 30,000 trucks are listed as such, although there is reason to believe that at least 70,000 trucks of non-Allied origin will be in operation in Italy before the end of the year. In addition to the 30,000 trucks for which P.O.L. is asked, there are approximately 140,000 passenger cars, some of which have been converted to buses and trucks. An effort was made to have figures for private passenger cars separated from converted buses and trucks and the Italian Government estimated that about 40% of the 140,000 cars fell in the converted category. In the light of our own information on the subject, the figure seems reasonable.

21. For the 140,000 cars, some of which have been converted to trucks and buses, C.I.P. estimates an average travel of 10,000 kilometers per year or 30 per day. This figure appears to be unreasonably high, in view of the fact that it is about twice as great as average travel by motor cars in pre-war years. The argument has been advanced, however, that because of the practically complete elimination of railroad passenger facilities, greater use must be made of the private motor cars remaining, especially since, after those converted to trucks and buses are eliminated, they number only 20% of the pre-war total.

22. Transportation Sub-Commission is not yet in a position to make a firm estimate of P.O.L. requirements. The method of arriving at such an estimate can, however, be indicated and a reasonable estimate should be possible in a week to ten days.

23. An estimate of P.O.L. needs depends on three sets of facts: (a) the number of motor vehicles in operating condition and their carrying capacity, (b) the percentage of those vehicles that can operate on other fuels than P.O.L. and the availability of such fuels and (c) the traffic available for motor vehicles.

24. It seems clear that there are about 70,000 motor trucks of non-Allied origin in Italy. At least 15,000 trucks have already been turned over by the Allies to the Italian Government, and probably 7,500 more will have been turned over in a short time. Of these, probably

from converted buses and trucks. The figure seems reasonable.

21. For the 140,000 cars, some of which have been converted to trucks and buses, C.I.B. estimates an average travel of 10,000 kilometers per year or 30 per day. This figure appears to be unreasonably high, in view of the fact that it is about twice as great as average travel by motor cars in pre-war years. The argument has been advanced, however, that because of the practically complete elimination of railroad passenger facilities, greater use must be made of the private motor cars remaining, especially since, after those converted to trucks and buses are eliminated, they number only 10% of the pre-war total.

22. Transportation Sub-Commission is not yet in a position to make a firm estimate of F.O.L. requirements. The method of arriving at such an estimate can, however, be indicated and a reasonable estimate should be possible in a week to ten days.

23. An estimate of F.O.L. needs depends on three sets of facts: (a) the number of motor vehicles in operating condition and their carrying capacity, (b) the percentage of these vehicles that can operate on other fuels than F.O.L., and the availability of such fuels and (c) the traffic available for motor vehicles.

24. It seems clear that there are about 70,000 motor trucks of non-Allied origin in Italy. At least 15,000 trucks have already been turned over by the Allies to the Italian Government, and probably 7,500 more will have been turned over in a short time. Of these, probably 14,000 are now in operating condition and an additional 4,000 will be in operating condition by the end of the year.

25. The estimate of 70,000 trucks of non-Allied origin seems justified, although probably 30,000 of these are not now in operating condition because of lack of tires. The tire deficiency is rapidly being eliminated and should be eliminated by the end of the year. The following statistics substantiate our estimate of 70,000 trucks of Italian origin.

a. A census taken by the Ispettorato Generale della Motorizzazione Civile e dei Trasporti in Concessione as of May 31, 1945, indicated that 65,000 Italian motor trucks remained in Italy.

b. Approximately 24,000 trucks in operating condition are registered with E.N.A.C. Since E.N.A.C.'s jurisdiction exists only for the area south of Arezzo, the above figure should be multiplied by three to bring the total number of trucks for all Italy up to about 70,000.

c. In the Piemonte Region alone, 14,798 trucks were registered in September, of which 10,996 were actually operated during the month. If the latter figure is multiplied by 6, as seems reasonable, in order to find the total for Italy, that total is 66,000.

26. Pre-war consumption of gasoline has proved a psychological deterrent to increases in P.O.L. allocations for civilian consumption. Before the war, however, a large number of trucks, especially in the North, operated on fuels other than P.O.L. In the Emilia Region, for instance, R.A.C.I. figures indicate that 70% of the trucks operated on methane. In addition coal, wood and electricity were used as fuels. In September of this year, only 78% of all trucks registered in the Piemonte Region operated on gasoline or diesel oil; 12% operated on wood and the remaining 9% on coal, electricity and methane. Coal and wood are in even scarcer supply than P.O.L. and even methane is apparently in short supply.

27. In order to obtain a clear picture of the pre-war motor transportation picture the Ministry of Transport, the Ministry of Finance and R.A.C.I. have been asked to give Transportation Sub-Commission a break down by type of fuels used of motor trucks in operation before the war.

28. For still another reason the psychological impediment to clear analysis of pre-war consumption of gasoline should be attacked. In 1939, the Italian State Railways carried about 4 1/2 million tons of freight for about 1 billion ton kilometers per month. At the present time, the Italian State Railways are carrying more civilian tonnage than mili-

trucks were registered in September, of which 10,996 were actually operated during the month. If the latter figure is multiplied by 6, as seems reasonable, in order to find the total for Italy, that total is 66,000.

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28. For still another reason the psychological impediment to clear analysis of pre-war consumption of gasoline should be attacked. In 1939, the Italian State Railways carried about 4 1/2 million tons of freight for about 1 billion ton kilometers per month. At the present time, the Italian State Railways are carrying more civilian tonnage than military freight. But the total capacity of the railways at present is probably no more than 30% of the pre-war total. Because of the shortage of coal and because of the damaged state of the railways, that percentage is not likely to rise substantially. With that figure as a base and knowledge of the probable traffic available for inland transport, a fairly reliable indication of motor truck transportation requirements is possible. Before the war, truck transportation certainly carried no more than 1/3 of the inland freight traffic. If, in the ensuing months, freight available for transport should

be 40% of the 1938 total, at least 60% of the 1939 truck transportation (and this means 60% of motor truck fuel) will be required. Should potential traffic increase to 50% of the pre-war level, 90% of pre-war truck transport would be required.

28. Information on goods traffic available for motor transportation has not been analyzed. The Economic Section (Col. Feby) will have in a few days a fairly complete picture of anticipated industrial production. On the basis of the relationship between production and traffic in pre-war years, it should be possible to determine the amount of traffic that will be forthcoming from anticipated production. According to the Agriculture Sub-commission, anticipated agricultural output will be only 60% of the pre-war level and the amount of agricultural produce available for transportation will be reduced even more, probably to less than 40% of the pre-war level. Imported tonnage will be very large during the next several months and reliable estimates of the transportation required should be fairly easily made.

30. It is quite clear that the trucking facilities now available are adequate to carry any increase in traffic that will occur in the next several months, if adequate P.O.L. is available. Therefore, emphasis should be transferred from the capacity of motor trucks to use P.O.L. to the needs for motor truck transportation arising out of increases in traffic. Traffic forecasts must be made.

31. Railroad and bus passenger transportation facilities are capable of carrying no more than 1% of the pre-war traffic. Private motor cars number only 60% of the pre-war total. Therefore, caution must be exercised in giving P.O.L. requirements of passenger cars. Every effort should be made to induce the Italian Government to discourage travel for pleasure. On the other hand, it should be recognized that motor car travel that would be non-essential in normal times is now absolutely essential.

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31. Railroad and bus passenger transportation facilities are capable of carrying no more than 1% of the pre-war traffic. Private motor cars number only 20% of the pre-war total. Therefore, caution must be exercised in guessing P.O.L. requirements of passenger cars. Every effort should be made to induce the Italian Government to discourage travel for pleasure. On the other hand, it should be recognized that motor car travel that would be non-essential in normal times is now absolutely essential.

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EDWARD S. LING
Administrative Division

TRUCKS IN PIEMONTE REGION BY TYPE OF FUEL

SEPTEMBER 1945

Trucks Registered.

	<u>Asti</u>	<u>Alessandria</u>	<u>Cuneo</u>	<u>Novara</u>	<u>Vercelli</u>	<u>Turin</u>	<u>Total</u>	<u>%</u>
Gasoline	350	1145	1410	1334	1113	5077	10429	70.8
Diesel	39	208	94	77	70	734	1222	8.3
Methane		26	7	12	42	109	196	1.3
Wood	70	166	295	165	321	760	1777	12.1
Electric		12	7	21	27	335	402	2.7
Coal	70		155	215	16	256	712	4.8
Total	529	1557	1968	1824	1589	7271	14738	100.0

Trucks Operated

Gasoline	350	980	156	585	742	4585	7404	67.4
Diesel	39	204	83	77	66	622	1021	9.3
Methane		26	3	12	30		71	0.6
Wood	70	156	124	164	233	645	1452	13.2
Electric		12	2	21	28	320	383	3.5
Coal	70		66	212		235	585	5.3
Total	529	1378	496	1071	1105	6407	10986	99.9

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AUGUST ALLOCATION OF PETROLEUM - C.I.P. - FOR CIVILIAN
USE, ONLY

	<u>Qls</u> <u>Gasoline</u>	<u>Gasolio</u>	<u>Methane</u>	<u>Gasoline equiv. of</u> <u>Methane</u>
South Italy	49,841	65,366	240,000	1,793
North Italy	43,130	74,961	3,402,825	25,419
	92,971	140,327	3,642,825	27,212

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AUGUST ALLOCATION - KING'S ITALY - BOLOGNA & SOUTH

	<u>Gasoline</u>	<u>Diesel</u>	<u>Methane</u>
Auto	20,061	6,449	240,000
Industry	3,068	5,378	
Secondary Railways & Bus Lines	3,470	4,632	
Agriculture	3,702	15,694	
Fishing	795	11,646	
Cogena	468	7,800	
I.S.R.	181	1,443	
E.N.A.C.	16,090	10,330	
I.N.T.	1,755	1,500	
Motor Schooners	340	310	
Malaria	7	100	
C.I.P.	211	84	
Total	49,841	65,366	240,000

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C.I.P. ALLOCATIONS FOR CIVILIAN USE, SEPTEMBER,
ITALY BOLOGNA & SOUTH

includes Sicily & Sardinia

Qls

	<u>Gasoline</u>	<u>%</u>	<u>Diesel Oil</u>	
Auto	24,126	37.5	11,241	14.1
Industry	3,593	5.6	7,214	9.1
Secondary Railways & Bus Lines	3,301	5.1	4,916	6.2
Agriculture	5,828	9.1	24,627	30.9
Fishing	575	0.9	8,330	10.5
Cogena	468	0.7	7,800	9.8
State Railways	3,491	5.4	2,664	3.3
E.N.A.C.	15,990	24.8	10,640	13.4
I.N.T.	1,755	2.7	1,500	1.9
Motor Schooners	40	0.1	310	0.4
Truck Pools	4,736	7.4		
C.I.P.	426	0.7	322	0.4
Total	64,329	100.0	79,564	100.0

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DISTRIBUTION OF TRUCKS BY TYPE OF FUEL USED IN
MILAN 30 APRIL 1945 (R.A.C.I. FIGURES) -

<u>Fuel</u>	<u>Nº of Trucks</u>		<u>Capacity (Tons)</u>		<u>%</u>
		<u>%</u>		<u>AV Capacity</u>	
Petrol	185	14	540	3	13
Diesel	275	21	956	3.5	21
Woodgas	200	15	654	3.1/4	15
Carbon gas	262	20	904	3.5	21
Methane	294	22	860	3	20
Electric	98	8	375	4	9
Total	1,314	100.0	4,290	3 1/4	99

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METHANEComitato Oli Minerali e Carburanti Sucedanei -

Approximate Number of Vehicles running with Methane gas

LOMBARDIA REGION

<u>Province</u>	<u>No</u>	<u>Methane Gas Allocation</u> <u>(Monthly)</u>
Milano	1,000	250,000 cu cm
Pavia	100	25,000
Como	300	45,000
Varese	180	50,000
Cremona	200	60,000
Bergamo	100	20,000
Brescia	250	120,000
Mantova	180	50,000
Total	2,310	620,000

Potential production - 40,000 cu meters per day for Milan and 10,000 in Reggio - Parma area. Full production not in use due to shortage of cylinders.

METHANE

Letter Petroleum Section to Transportation Sub-Commission -
16 July 1945.

Daily Sale of Methane in Emilia.

<u>City</u>	<u>Automotive</u>	<u>Industrial</u>	<u>Agricultural</u>	<u>Total</u>
Bologna	6,000 cm			6,000
Modena	2,500			2,500
Reggio Emilia	2,000			2,000
Parma	6,500	4,000 cm		10,500
Piacenza	4,000	4,500		8,500
Ferrara	2,000	1,500	2,000 cm	5,500
Total	23,000	10,000	2,000	35,000

Petroleum Section allocation for automotive use 23,520 cm per day, to be increased to 43,650 cm per day by 15 July.

Maximum production - 84,500 cm 1 day.

Letter from Regional Commissioner of Emilia, 9 July, a serious shortage of cylinders.

Report of tour of North Italy, 20-31 May, 1945, in AC/59/Th.5.

According to R.A.C.I. figures, 70% of trucks ran on methane before the war.

At present 1,800 cu.m. per day are obtained from the pipe-head at Ferrara for Bologna trucks. Rovigo will produce 7,900 cu.m. per day for the Ferrara pipehead, but the additional supply needed at Bologna cannot be drawn due to shortage of cylinders. Provinces of Piacenza, Reggio, Parma and Modena are drawing an adequate volume of gas direct from wells in the Parma - Piacenza producing area.

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ALLOCATIONS FOR OCTOBER - BOLOGNA & SOUTH
CONTINENTAL ITALY - (Excludes SICILY & SARDINIA).

	<u>Qls</u>		
	<u>Gasoline</u>	<u>Diesel</u>	<u>Methane</u>
Cogena	311	6,200	
Agriculture	4,621	22,405	
E.N.A.C.	22,200	9,000	
Fishing	474	7,868	
Secondary Rail- ways	3,485	4,253	
Auto	21,206	9,761	1,305,000 (gasoline equivalent 9,740 Qls).
Industry	3,104	6,993	
Illumination			
State Rail- ways	573	5,390	
C.I.P.	905	542	
Motor Schooners		100	
Truck Pools	6,962		
Trucks ISR	3,628	1,280	
Servizi Por- tuali	340	35	
E.N.A.C. Stockpile	2,000	1,000	
Ministries	500		
Total	70,311	74,827	

If Sicily and Sardinia are included, totals become

Gasoline 78,378

Diesel 87,934

Methane 1,305,000

1631

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E.N.A.C.'s bid for October

3,402 tons of gasoline

1,806 tons of diesel oil

in A.C./12/Tn 5/239

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C.I.P. allocations September in A.C./112/Tn 5/226 for civilian use

South Italy, including Sicily and Sardinia

5,070 tons of gasoline &

5,499 tons of diesel oil

- but including
Bologna.
with Bologna.
64 329 and
79 564

North Italy

5,235 tons of gasoline &

6,807 tons of diesel oil

Total

10,305 tons of gasoline &

12,306 tons of diesel oil

1630

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NOTES FROM AGRICULTURE MONTHLY REPORT - SEPTEMBER

The extremely limited availability of fertilizer continues to restrict the agricultural program, with prices too high to permit its use on price-controlled products. No rock phosphate shipments have yet been scheduled, nor nitrogen fertilizer, although the Italian Government has indicated that some nitrogen fertilizer is scheduled for procurement, together with tractors and some other supplies.

The fishing fleet is limited by its inability to obtain fuel, with allocations about 30 percent of the quantities requested. Other supplies are being distributed. Action was taken to resume the fishing along the coast of West Africa, and to permit fishing boats to use the Port of Leghorn.

A great deal of difficulty has been experienced in meeting the POL requirements of the fishing fleet, and the allocations to date have been so small that the motor boats claim to have operated only 4-5 days during the month. Allocations of Diesel oil and gasoline were 25% of the requested quantities, and kerosene 66%. Distribution of fishing supplies continued in Venezia and Marche Regions. Problems arose in distributing sail cloth and cotton twine, portions of which do not meet the specifications. An allocation of 2,000 tons of raw cotton has been requested in order to produce cotton twine and sail cloth requirements in domestic factories.

INCOMING

MESSAGE

HQ ALLIED COMMISSION

Orig Ref: 16909

DT Orig: OCT 302148Z

Msg Ctr No G/2446

DT Recd OCT311030A

Prec PRIDRITY

FROM: WAR FROM CCS CITE CCAC FOR CLAC

TO : ACTION ALLIED COMMISSION INFO AFHQ FOR FHGEG AND UK BASE
SECTION FOR CABINET SECRETARIAT

UNCLASSIFIED

This is COM 275.

Italian POL requirements.

1. Para 6 of AFHQ cable FX 50005 of 23 October 45 states AC confirming necessity for increasing Italian POL requirements above level established MOC 258. No confirmation as yet received. Please advise.

2. If Italian POL requirements are increased, immediate notification necessary and also complete justification for increased requirement by end-user. Understood here that purpose additional requirement is also to build up stocks in ITALY to 45 day supply fuel and 60 day lubes by 31 December. If this is purpose, request you determine with Italian Govt whether or not the additional POL required can be financed from VT funds.

3. Suggest any further changes in civilian supply POL program for loading ex UNITED STATES prior to 31 December 1945 be advised in COM MOC series HOLLDRING.

Dist

Action - Requisition Div 10
Info - Chief Commissioner
Exec Commr 2

1628

UNCLASSIFIED

This is COM 275.

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Dist

Action - Requisition Div 10

Info - Chief Commissioner

Exec Commr 2

Econ Sec 4

Finance SC

Tn SC 2

CC Br Embassy

CA Am Embassy

File 2

Floot

1628



25

<u>October</u>	<u>Barrels</u>	<u>Tons</u>
Aviation Gas	20,000	2,500
Gasoline (motor)	74,000	9,250
Diesel	103,000	12,850
Kerosene	17,000	2,125
Navy Special Fuel	240,000	30,000
	454	

November - Same as October, but no Av Gas.

December - Same as November.

984,000 bbls from August 31 stocks and on a lire basis -
remaining 338,000 bbls and fuels not yet arrived on a
dollar basis.

INCOMING MESSAGE

HQ ALLIED COMMISSION

Orig Ref EX 49163 not to all FX 50005

DT Orig: OCT 231746A

MSG Ctr No G/2002

UT Recd: OCT 251930A

Pred: PRIORITY

FROM: SIGNED SACRED CITE FRPET

TO : ACTION AGUAR INFO TROOPERS. CINCHED MALTA. PENBUSE. USHET
PEAR. RAF MED/MED CAIRO. ROME AREA. EPOCH HOME. US EMBASSY
ROME. BRITISH EMBASSY ROME. FOR AMPS INFOR TROOPERS FOR
ST2. ROME AREA FOR PLT SIC ANHO.

RESTRICTED

Subject is Italian national slave requirements.

Item 1. MOC 258 stated estimated Italian monthly civil requirements as of July 45 only and made no provision for necessity to provide working stocks to cover distribution of offtake for an independent national programme plus additional commitments now being transferred from Military such as state railways, Italian Navy and Airforce and other public utilities. It must therefore be considered obsolete.

Item 2. In order to meet actual total Italian consumption and bring Italian stocks of fuels and lubricants up to a working level of 45 days supply fuels and 60 days lubricants by December 31st it is necessary to withdraw from present military holdings and or from military dues in the following quantities of fuels and lubricants over and above Italian dues in as shown on STAT 32. Fuels. All quantities in thousands of barrels. October. 20 AVCAS. 74 MOELAS, 17 kerosene, 103 Diesel, total white 214. Navy special fuel 240. November same quantities except no AVCAS. December same as November. Lubricants September. Already delivered approx 11139 barrels of lubes and 2975 barrels of asphaltum. October already authorized to meet consumption 16032 barrels of lubes 10 tons of wax and 43985 barrels asphaltum. No-

RESTRICTED

Subject is Italian national state requirements.

Item 1. MOC 238 stated estimated Italian monthly civil requirements as of July 43 only and made no provision for necessity to provide working stocks to cover distribution of offtake for an independent national programme plus additional commitments now being transferred from Military such as state railways, Italian Navy and Airforce and other public utilities. It must therefore be considered obsolete.

Item 2. In order to meet actual total Italian consumption and bring Italian stocks of fuels and lubricants up to a working level of 45 days supply fuels and 60 days lubricants by December 31st it is necessary to withdraw from present military holdings and or from military dues in the following quantities of fuels and lubricants over and above Italian dues in as shown on STAT 32. Fuels. All quantities in thousands of barrels. October. 20 AVGAS. 74 MOCAS, 17 Kerosene, 103 Diesel, total white 214. Navy special fuel 240. November same quantities except no AVGAS. December same as November. Lubricants September. Already delivered approx 11199 barrels of lubes and 7976 barrels of asphaltum. October already authorized to meet consumption 16032 barrels of lubes 10 Tons of wax and 42985 barrels asphaltum. November and December to meet consumption and build up of stocks as well as absorb surplus grades in Military depots 59604 barrels of lubes, 1000 tons wax and 53,000 barrels of asphaltum.

Item 3. Above planned programme under Item 2 is urgently necessary in order to place Italian level of supply on working basis. Italian economy especially in Northern Italy being seriously jeopardized due to lack of sufficient working stocks. Withdrawal

as above planned will still leave 45 days supply of fuels and 60 days lubricants in hands of military at end of December and cover total military consumption up to that date provided dues in as called for on STAT 32 plus all recent additions are shipped in full.

Item 4. Practically all of lubricants being turned over but excepting all asphaltum will be taken from August 31 stocks and are no less than 90 days supply. Of the fuels approx 984,000 barrels will be from August 31 stocks on a lire basis (less than 60 days supply) and remainder of 333,000 barrels plus oil dues in on a dollar repayment basis.

Item 5. In addition to excess Navy symbol 4055 as mentioned our FX 49163 now estimate following additional excesses on hand (excepting small miscellaneous items). 3800 barrels Navy symbol 5190. 1200 barrels Navy symbol 2170. 1,000 barrels Navy symbol 2190. 2200 barrels saturated steam cylinder. 1180 barrels superheated cylinder. Suggest all these excesses with exception 8,000 barrels 4055 which cannot be used by civilians turned over to CIP for Italian National future programs.

Item 6. Above has been agreed with G-5 and AG; AG confirming to CCS in COM MOC series.

Dist

Info-action - Requisite via 2
Info - Chief Commissioner

Exec Commr 2
Deon Sec 2
Commerce SC
Industry SC 2
In SC 2
Air SC
Navy SC
L Forces SC
File



Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 384
TRANSPORTATION SUB-COMMISSION

HSL/em

Ref. 272/6/Ta.2

26 October 1945

SUBJECT: September Report of Piemonte Region.

TO : Roads Division.

1. The September Report of the Piemonte Region is admirable in many respects. But it is also very curious.

2. In the following table are shown, for each section of the Piemonte Region, the number of gasoline and diesel oil trucks in operation, the gasoline and diesel oil allocated to them, and the average number of kilometers operated by all trucks during the month.

3. It will be noted that the number of kilometers per liter of gasoline varies from 2.3 in Asti to 14.4 in Turin and, per liter of diesel oil, from less than 1 to more than 3.

4. Some part of the above variations is explicable by the fact that the data on kilometers operated are for all trucks, including those operated on wood, carbon and methane gas. But an equally great variation exists in the amounts of gasoline and diesel oil allocated to trucks using these fuels.

5. Liters of gasoline allocated per gasoline-operated truck varied from 39 in Turin to 718 in Cuneo. Liters of diesel oil per diesel-oil-operated truck ranged from 169 in Turin to 700 in Asti.

6. The above figures bear out the claims made by Ufficio Autotrasporti operations, noted in the report, that they must have recourse to the black market for P.O.L. They are sufficiently striking to be brought to the attention of Petroleum Section.

7. Two other observations may be made on the report

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2. In the following table are shown, for each section of the Piemonte Region, the number of gasoline and diesel oil trucks in operation, the gasoline and diesel oil allocated to them, and the average number of kilometers operated by all trucks during the month.

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4. Some part of the above variations is explicable by the fact that the data on kilometers operated are for all trucks, including those operated on wood, carbon and methane gas. But an equally great variation exists in the amounts of gasoline and diesel oil allocated to trucks using those fuels.

5. Liters of gasoline allocated per gasoline-operated truck varied from 39 in Turin to 713 in Cuneo. Liters of diesel oil per diesel-oil-operated truck ranged from 163 in Turin to 700 in Asti.

6. The above figures bear out the claims made by Ufficio Autotrasporti operations, noted in the report, that they must have recourse to the black market for P.O.L. They are sufficiently striking to be brought to the attention of Petroleum section.

7. Two other observations may be made on the report

a. It is not clear why additional trucks are needed to haul wood, in view of the admitted underutilization of trucks already in the area and in view of the fact that some 1000 new Italian trucks have been manufactured and lack only tires. It is easy to understand that lack of P.O.L. is handicapping the transport of wood, however.

b. It is not clear that by raising the rates of Ufficio Autotrasporti trucks they would be able to compete more effectively for traffic with privately owned trucks.

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On the other hand, it is clear that if their rates were higher they would be in a better position to purchase gasoline on the black market and thus compete for traffic, but competition for black market gasoline is not a desirable way in which to foster traffic.

EDWARD S. LITCH
Administrative Division

1023

TABLE I

	<u>Asti</u>	<u>Alessandria</u>	<u>Cuneo</u>	<u>Novara</u>	<u>Vercelli</u>	<u>Turin</u>
Gas driven trucks (liters)	350	980	156	585	748	4.
Gasoline Allocated	75,506	62,630	112,000	69,250	55,000	180.
Liters per Truck	216	60	718	119	73	
Diesel Trucks (liters)	39	204	3	77	66	
Diesel oil allocated	24,243	52,740		37,860	32,000	103.
Liters per truck	700	259		492	485	
Km per truck °	492	342	2,244	516	256	
	<u>Total</u>					
Gas driven	7,404					
Gasoline allocation	554,711					
Liters per truck	75					
Diesel Trucks	1,011					
Diesel oil Allocated	249,843					
Liters per truck	247					
Km per truck	577					

TABLE I

	<u>Alessandria</u>	<u>Cuneo</u>	<u>Novara</u>	<u>Vercelli</u>	<u>Turin</u>
350	980	156	585	748	4,585
506	62,630	112,000	69,250	55,000	180,325
216	60	718	119	73	39
39	204	3	77	66	622
43	52,740		37,860	32,000	103,000
700	259		492	485	169
92	342	2,244	516	256	622

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INCOMING MESSAGE

Originator's Reference: F50203

Date/Time of Origin: OCT 241610A

Message Centre No: C/2009

Date Time Rec'd: OCT 251930A

Precedence: IMPORTANT

From: AFHQ SIGNED SAGGED CITE FHOED EMHET

To : RAAC INFO ALCOM, PET SEC RAAC, US, BRITISH EMBASSIES

RESTRICTED.

Item 1. Paraphrase of AUPB cable 222130 October to PET SEC AFHQ follows:

1. AUPB cable 051730 October 1945 refers to fiscal responsibility FEA for Italian program thru US military channels October through January which is limited to 4 million 6 hundred thousand dollars based on MOC 258.

2. PET SEC stated requirements approximate 6 million split civil 5 million, military 1 million or an excess to MOC 258 of 1 million 4 hundred thousand.

3. Percentage reduction being made to stated requirements to 4 million 6 hundred thousand - details follow.

4. Request ALCOM and Embassies be informed. Increases must be strongly justified and ALCOM must insure use of VT funds to cover excesses over 4 million 6."

Item 2. Suggest coordination ALCOM, PET SEC RAAC and Embassies on reply through COM-MOC series in support of AFHQ cable TX50005 dated 22nd October 1945 and ALCOM inspect possibility use of VT funds to cover excesses as stated therein.

DIST

INFO-ACTION: Requis Div 2

INFO: Chief Commissioner

1622

RESTRICTED.

Item 1. Paraphrase of ANPB cable 222130 October to PET SEC AFHQ follows:

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2. PET SEC stated requirements approximate 6 million split civil 5 million, military 1 million or an excess to MOC 258 of 1 million 4 hundred thousand.

3. Percentage reduction being made to stated requirements to 4 million 6 hundred thousand - details follow.

4. Request ALCOM and Embassies be informed. Increases must be strongly justified and ALCOM must insure use of YT funds to cover excesses over 4 million 6."

Item 2. Suggest coordination ALCOM, PET SEC AFHQ and Embassies on reply through COM-MOC series in support of AFHQ cable FX50005 dated 22nd October 1945 and ALCOM inspect possibility use of YT funds to cover excesses as stated therein.

DIST

INFO-ACTION: Requis Div 2
INFO: Chief Commissioner
Tx Commissioner 2
Econ Sec 2
Commerce SC
Industry SC 2
Tr SC 2
Navy SC
Air SC
Air Forces SC
File

1622

HEADQUARTERS

26 OCT 1945

C.

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AFHQ PETROLEUM SECTION
ROME AREA ALLIED COMMAND

Tel:- ROME 478875

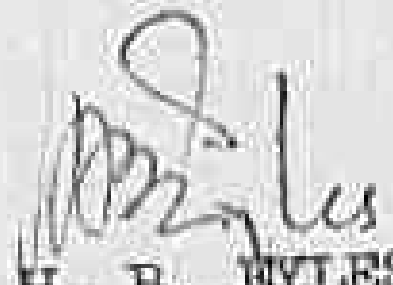
FET 30/B/27

21 June 45

SUBJECT: Allocation of POL to ENAC.

HQ. A.C., Transportation Sub-Commission,
APO 394.

1. Attached is one copy of notes on the meeting held at this office on 20 June 45. If you are in agreement with these notes, will you take the action indicated in paragraphs 3 and 6. If you wish the notes to be amended in any way, will you please forward a draft of your suggested amendments.
2. It is desired for record purposes to forward a copy of the agreed notes to Petroleum Section in AFHQ, and, therefore, your reply to this letter at an early date would be appreciated.


H. B. HYLES
Colonel
Petroleum Section

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Notes on Meeting, AFHQ Petroleum Section, R.A.A.C., and Transportation Sub-Commission of Allied Commission, 20 June 45.

Present - Colonel Eyles, AFHQ Petroleum Sec., R.A.A.C.

Lt. Col. King,	"	"	"	"
Major Fagan,	"	"	"	"
Mr. Hofland (C.O.A.),	"	"	"	"
Mr. Frothingham (C.O.A.),	"	"	"	"

Lt. Col. Fernyhough, Allied Commission	"	"
Major Constable,	"	"
Major Stait-Gardner,	"	"
Major Boget,	"	"

Colonel Eyles in the chair.

1. Meeting was arranged at the request of the Director of Transportation Sub-Commission of Allied Commission to investigate the claim by the Italian Ministry of Transportation that the allocation of POL to EMAC was too small to enable it to carry out the tasks allotted. The object of the meeting was to ascertain (a) whether the allocation to EMAC was sufficient and (b), if found insufficient, whether this was due to mal-allocation by the Italian Ministry of Commerce of the quantities allotted by the Allies, or whether it was due to the Allies allotting an insufficient quantity in total.

2. It was accepted that the quantity of petroleum which should be allotted at this stage was the quantity estimated to be necessary to prevent disease and unrest. It was agreed that any quantity over and above this required for rehabilitation would need to be supplied on a separate directive.

3. It was agreed that the quantities allotted to EMAC were not sufficient. An examination was made of the quantities allotted by the Italian Government during June 1945 between various classes of users. The quantities allotted to EMAC amounted to 1,455 tons, out of a total of 3,457 tons allotted by Petroleum Section to the Italian Government. Transportation Sub-Commission stated that EMAC controlled the roads goods carrying capacity of that part of Italy under Italian control. It was therefore agreed

/that 1620

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- 2 -

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that the quantity of petroleum allotted by the Italian Government to ENAC should be much higher than the 42% now allotted. Transportation Sub-Commission undertook to write in this sense to the Italian Government, and to say that no increase in allocation could be considered until a fully detailed explanation of the reason for the present allotments (other than to ENAC) was presented. A copy of the breakdown of Italian allocations of M.T. gasoline and gasoil is attached to these notes.

4. The question of additional vehicles to be handed over to the Italian economy was discussed and it was agreed to deal with them in two categories.

5. There are 560 vehicles being operated by Allied Commission on W.D. POL south of the Apennines. It is intended to transfer these vehicles to the Italians at an early date. Petroleum Section undertook to increase the allotment to the Italian Government to a degree sufficient to operate these vehicles. Transportation Sub-Commission will notify Petroleum Section of the dates and numbers of vehicles handed over.

Certain other vehicles north of the Apennines are also being operated by Allied Commission. As no firm decision can yet be made of the quantities to be required in North Italy, no consideration was given to these vehicles which will continue, for the time being, to run on W.D. POL.

6. 2,000 civil type 1½-ton trucks are being imported into Italy, and Transportation Sub-Commission has decided to release them to the Italian State Railways, which will operate them in Italy, south of the Apennines. No clear statement was available at the meeting as to whether these vehicles were regarded as having been released under the "A" program (prevention of disease and unrest) or the "B" program (rehabilitation). As both Transportation Sub-Commission's representatives and Petroleum Section felt that the road transport hitherto available in Italy has proved sufficient for the minimum "A" program, it was decided that pending further instructions these vehicles would be regarded as coming under the "B" program and that additional supplies of POL would not be released to the Italian

/Government

- 3 -

Government under the present "A" program. Transportation Sub-Commission undertook to clarify this point and to arrange for Petroleum Section to be notified in writing. In the event of it being confirmed that these vehicles form part of the "P" program, it will be necessary to a separate demand for POL for them to be submitted to C.C.A.C., in conjunction with Petroleum Section.

1613

MINUTES OF MEETING HELD ON 19 JUNE 1945

AT H.Q. ALLIED COMMISSION

CHAIRMAN -- Mr. M. H. Taylor, Director, Tptn. Sub-Commission

PRESENT -- Col. H. B. Tyles, Petroleum Section, A.F.H.Q.
Lt. Col. J. L. King " "

Col. M. J. Sieff, Tptn. Sub-Commission
Mr. G. G. Gross " "

Lt. Col. G. Fernyhough, Tptn. Sub-Commission
Capt. W. G. Peterson " "

Maj. R. Roger, Industry Sub-Commission
Capt. J. L. Conlin, Commerce Sub-Commission

Lt. G. L. Devine " "
Mr. M. Cusciàna, Ministry of Commerce

Mr. M. Allegra " "
Mr. C. Cola, C.I.P.

Ing. M. Costa, ENIAC
Mr. P. Bompard, "

Ing. V. Ferraro "

P.O.L.

1. Mr. Taylor explained that the meeting was called at the request of ENIAC and the Ministry of Transport to discuss essential requirements of P.O.L., tires and spare parts for ENIAC. He stated that during his tour of Northern Italy he found that only 50% of road transport was in operation due to lack of P.O.L. Lombardia had consumed its entire allocation during the first 15 days of June. He was advised also that the harvest amassment in Bari and Foggia areas was being seriously prejudiced by lack of P.O.L. At this date there was insufficient P.O.L. to clear 5,000 tons of goods from Bari depots between 20 and 30 June. The AC truck pools at Campobasso, Ascoli and Macerata would not be able to operate after 20 June for the same reason.

2. Mr. Taylor explained the serious shortage of P.O.L. available for the transport of essential civilian supplies. There were 2 methods of approach, (a) to examine overall P.O.L. allotment to Italian Government, and (b) to investigate the distribution by the Italian Government to the various classes of users.

3. We could not meet our commitments to prevent disease and unrest unless measures were taken without impairing exports from Italy. We must export Italian citrus fruit crop since Italy needs doblers and sterling credit with which to rehabilitate the country. Sulphur must be exported and also hemp which is needed by the Allied Armed Forces. The wheat harvest in Ancona and Macerata must not again be permitted to rot in the fields as last year. Mr. Taylor therefore requested Petroleum Section, A.F.H.Q. and Commerce Sub-Commission to review the overall allotment of P.O.L. to Italy for civilian use.

4. Mr. Taylor stated that railroads in Italy are not operating at more than 50% of civilian capacity while only one-third of existing space is allotted to civilian supplies. The coastal shipping position had been improved but capacity was still short of pre-war capacities. For these reasons an additional burden of essential traffic had been thrown upon road transport. In all these considerations the Italian Government should realize that there is a great necessity for tanker capacity and P.O.L. for fighting the war with Japan. It was therefore

1017

Capt. J. L. Cowlin, Commerce Sub-Commission
Lt. G. L. Devine
Mr. M. Cusciàna, Ministry of Commerce
Mr. M. Allegra
Mr. C. Cola, C.I.P.
Ing. R. Costa, ENAC
Mr. P. Bonnard, "
Ing. S. Ferraro "

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5. During his tours of many thousands of miles in Italy, Mr. Taylor had observed that P.O.L. is being squandered and wasted by the people of Italy. The people are using P.O.L. for personal pleasure to an extent which would not be tolerated either in Great Britain or the U.S.A.. If Italy expects the Allies to help her, which it is the desire of the Allies to do, Italy must discipline

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herself.

6. Mr. Costa stated that ENAC use only petrol which is assigned to them by the Ministry of Commerce. Black market haulage is run on petrol stolen from depots. ENAC does not allow P.O.L. for private cars.

7. Mr. Cusciana stated that the following figures showed the bulk allotment for the month of June of petrol and gasoil made to the Italian Government and the amounts allocated to ENAC:

	Italian Govt.	ENAC
Petrol	34,277 glis	15,569 glis
Gasoil	42,965 "	10,234 "

The above figures are exclusive of Sicily, Sardinia, Umbria, Marche and Toscana. During the same period the allocation for schooners was 4,300 glis of gasoil. The allocation of P.O.L. made to ENAC is an agreed percentage of that allocated for agriculture, fishing, cars and industry.

8. Mr. Taylor stated that the above figures proved that the Italian Government must re-examine allocations of P.O.L. to transport and other users in order to determine whether a larger allotment for road haulage is not justified. There are too many private cars on the roads; there are too many trucks hauling people and too many buses operating in view of the difficult military situation. Every gallon of P.O.L. used in Italy must be brought by ships and the number of ships limits the amount of P.O.L. which can be allotted to the Italian Government by the Allied Governments.

9. Mr. Cusciana stated that they have not requested Petroleum Section to increase the allocation of P.O.L. to ENAC but to increase the total to the Italian Government. If it is not possible to increase the bulk allotment to the Italian Government the Ministry of Commerce would be unable to augment supplies to ENAC since they must have regard to other important factors. The allocation to private cars is made by the Motor Section and distributed by Provincial offices of the Ministry of Commerce. ENAC was allotted 50% of the total allotment while allotment to cars has been reduced to 70%.

10. Col. Sieff drew attention to the considerable black market trading both by trucks and for pleasure riding. He wished to know what was the general policy of the Italian Government regarding (a) how this trading is occurring, and (b) what action is taken to prevent recurrence.

Mr. Cusciana replied that this was a matter for the Ministry of Interior who had been informed many times.

Col. Sieff suggested that the Ministry of Commerce should obtain a statement of policy from the Ministry of the Interior and send a copy to the Transportation Sub-Commission.

11. In Mr. Taylor's view the issue was clear. The Italian Government must take means to control the black market and they must allocate P.O.L. in the best possible manner. There could be no sense in supplying petrol for the growth of wheat when the wheat could not be hauled to market. He requested that the Ministry of Commerce would provide an answer to these issues and he proposed to the Ministry of Commerce to provide an answer to these issues and he proposed to the Ministry of Commerce to provide an answer to these issues.

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before Transportation Sub-Commission.

12. Colonel Eyles wished to emphasize the Chairmans remarks. The situation was that the tightness and shortage of P.O.L. is getting worse, not better, owing to the increased number of countries liberated and to the great distances of transport to the Far East. He had already received indications that the allocations made to the Italian Government are considered high in relation to the quantities available for the rest of Europe. He was sure that the Petroleum Section would do everything to assist in essential tasks which need to be performed. It was unlikely that there would be sufficient changes to augment the present bulk allotment.

13. Major Reger stressed the important question of hemp in the North. There was some 6,000 tons to be moved in the next 6 weeks. For this, considerable P.O.L. would be required.

14. There was considerable discussion regarding the supply of petrol 1616 for the Northern Regions. It appeared that Regional Transportation Officers were not knowledgeable of the allocations made by Petroleum Section.

Colonel Eyles stated that the demands made by the civil P.O.L. authority in the North had been accepted without any cut whatsoever. Information regarding current distribution channels for P.O.L. in the North had now been made available to those concerned.

TYRES

15. Lt. Colonel Fernyhough stated that ENAC had also requested a total of 36,000 tires and 15,000 tubes of various sizes. He would like to know from Commerce Sub-Commission (a) what number of tires had been allotted to ENAC this year and (b) to what extent it would be possible to meet this large demand. Mr. Costa stated that up to now no allocation of tires had been made to ENAC by the Ministry of Commerce. He expected that 1,044 tires would be received by ENAC in June but some of these must be used for bus services. According to Lt. Devine 1,000 tires and tubes had been allotted this month to the Ministry of Commerce who had taken no steps to collect. He required the Ministry to provide him with a list showing distribution of these tires. Colonel Sioff considered this to be a most serious situation. Mr. Taylor requested Commerce Sub-Commission to take up the matter energetically with the Ministry of Commerce and report results to the Economic Section who would, if necessary, refer it to the Prime Minister.

SPARE PARTS

16. Lt. Col. Fernyhough mentioned the long list of spare parts which were included in ENAC demands. Mr. Taylor requested Commerce Sub-Commission to examine the list with a view to supplying parts to ENAC from stocks in the North and frozen stocks in the South in order that civilian trucks might be kept on the road. Mr. Costa stated that 200 tons of parts had been released to ENAC by Fiat of Turin. Captain Peterson stated that the shipments of civilian spare parts from North Africa were beginning to arrive in this country. MLLA were now prepared to accept requisitions from ENAC on these stocks. He had informed the maintenance engineer of ENAC some time ago that he should now submit such requisitions, but it appeared that no action had been taken. Mr. Taylor said that the maintenance engineer should submit a requisition forthwith and requested that the ENAC representatives see that this also be done without delay. Meanwhile, Commerce Sub-Commission were in possession of the ENAC list of spare parts required which could be put in the hands of MLLA immediately.

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The following allocations of P.O.L. were made by the Italian Government for September, on the Italian Mainland

USE	BENZINE		GASOLIO (Diesel Oil)	
	Tons	%	Tons	%
Auto	2049.5	36.3	1036.6	15.4
Ind.	289.6	5.1	642.2	9.6
Ill.	0.6	-		
Private Rlways bus lines	239.9	4.3	308.7	4.6
Fishing	46	0.8	621	9.3
Agriculture	532.6	9.4	2298	34.2
E.N.A.C.	1588	28.2	1060	15.8
State Rlways	347.6	6.2	170.4	2.5
Cogena	31.8	0.6	530	7.8
C.I.P.	40.5	0.7	31.5	0.5
Motorschners			10	0.1
Truck pools	473.6	8.4		
Total	5639.7	100.0	671.24	

1615

It will be noted that industry, fishing, agriculture, State Railways, and Cogena took 22.1% of the benzine and 63.4% of the gasolio, and that an additional 4.3% of benzine and 4.6% of gasolio went to Private Railways and bus lines.

That part of the Italian Mainland North and West of a line drawn through Ravenna, Ferrara, Modena, Reggio Emilia, Parma, Piacenza and Apuania.

The following allocations of benzine and diesel oil were made in Sicily and Sardinia.

USE	S I C I L Y		S A R D I N I A	
	GASOLINE Tons	%	GASOLINE Tons	%
Auto	280.2	41.7	82.9	69.8
Ind.	64.1	9.5	5.6	4.7
Fishing	7.5	1.1	4.0	3.4
Agric.	38.0	5.7	12.2	10.3
I.N.T.	175.5	26.1	1.3	1.2
FFSS	8.0	1.2	0.6	0.5
Cogena	14.4	2.1	0.1	0.1
C.I.P.	2.0	0.3	11.9	10.0
Private	78.3	11.7	11.9	10.0
Rlways & Bus Lines				
Motor-	4.0	0.6		

DIESEL OIL	Tons	%	DIESEL OIL	Tons	%
	44.8	4.2	52.7	27.4	
	76.8	7.2	8.4	4.4	
	131.0	16.9	31.0	16.1	
	130.4	12.2	34.3	17.9	
	150.0	14.0			
	60.0	5.6	40.0	20.8	
	240.0	22.4	10.0	5.2	
	0.5	-	0.2	0.1	
	167.5	15.6	15.4	8.0	

Cogena	347.6	6.2	170.4	2.5
C.I.P.	31.8	0.6	530	7.8
Motor-schooners	40.5	0.7	31.5	0.5
Truck pools	473.6	8.4	10	0.1
Total	5639.7	100.0	671.24	1615

It will be noted that industry, fishing, agriculture, State Railways, and Cogena took 22.1% of the benzine and 63.4% of the gasolio, and that an additional 4.3% of benzine and 4.6% of gasolio went to Private Railways and bus lines.

That part of the Italian Mainland North and West of a line drawn through Ravenna, Ferrara, Modena, Reggio Emilia, Parma, Piacenza and Apuניה.

The following allocations of benzine and diesel oil were made in Sicily and Sardinia.

USE	S I C I L Y		S A R D I N I A	
	GASOLINE		DIESEL OIL	
	Tons	%	Tons	%
Auto	280.2	41.7	52.7	27.4
Ind.	64.1	9.5	8.4	4.4
Fishing	7.5	1.1	31.0	16.1
Agric.	38.0	5.7	34.3	17.9
I.N.T.	175.5	26.1		
FFSS	8.0	1.2		
Cogena	14.4	2.1	40.0	20.8
C.I.P.	2.0	0.3	10.0	5.2
Private	78.3	11.7	0.2	0.1
Rwys &			15.4	8.0
Bus Lines				
Motor-Schooner	4.0	0.6		
Total	672.0	100.0	118.8	100.0
			192.0	100.0

COPI

Originator's Reference: 5406
 Date/Time of Origin SEP 262105Z
 Message Centre No.: P/9155
 Date Time Rec'd: SEP 271020A
 Precedence: ROUTINE

FROM WAR FROM OCS CITE COAC
 TO ALLIED COMMISSION FOR ACTION FOR CLAC REPTD INFORMATION AFHQ FOR
 FHEM AND UK BASE SECTION FOR CABINET SECRETARIAT.

UNCLASSIFIED.

This is OCM 225. Refer CAL 1489, CAL 1455, LAC 1301. 1012
 Fuel consumption CAM ITALY.

1. Supply position heavy fuel oil other than navy special improving. Supply authorities feel reasonably confident we could double the monthly requirements for heavy oil now contained MOV 258.
2. Assume here you can make decision on general policy concerning locomotives, if availability fuel is only consideration.

R3 DIST
 Pet/Sec, AFHQ
 Pet/Sec, Commerce S/C
 Transportation S/C
 Rail Div 1
 Plan. Div 1
 Industry S/C
 Agriculture S/C
 P W & U S/C
 Brig. Anderson

DIST
 ACTION REQ DIV 4
 INFO CHIEF COMMISSIONER
 EX COMMISSIONER 2
 ECOM SEC 2
 FINANCE SC
 QA TO 3 EMS
 OC TO US EMS
 FILE 2
 FIOAT

20201

Ext. 513

ESL/em

HEADQUARTERS ALLIED COMMISSION

APO 534

TRANSPORTATION SUB-COMMISSION

MEMORANDUM

Ref. 72/5/Tn.S

28 September 1945

1613

SUBJECT: Petroleum Requirements for Italy,
January - March, 1946.

TO : Dr. Welk, U.N.R.R.A.

1. Refer to your notes on Petroleum Section, A.F.H.G.,
proposal on above subject.

2. Transportation Sub-Commission is not yet prepared
to state what the requirements of Italy's road transportation
for P.O.L. will be in the first quarter of 1946. It does,
however, wish emphatically to take exception to Petroleum
Section's proposals.

3. It is strange that Petroleum Section should consider
3/4 ton of gasoline necessary for each army vehicle turned
over to the Italian Government and at the same time should
deem 10000 tons of gasoline and 14,700 tons of diesel oil per
month sufficient for the approximately 55000-70000 Italian
trucks, for passenger cars and buses, and for agriculture,
fishing, industry, illumination, ocean and coastwise shipping
and railways.

4. Petroleum Section claims that its two years expe-
rience in the Mediterranean theatre indicates that the aver-
age consumption of a 3 ton Army truck is 6 bbls per month.
In this assertion, Petroleum Section is guilty of circular
reasoning. Petroleum Section allowed motor truck pools only
6 bbls per month per truck. Truck pool programs were based
on that allocation. The truck pools had to reject each month
very large tonnages because of lack of P.O.L.

5. Petroleum Section unwittingly admits that trucks
are not now obtaining enough P.O.L., in stating that the
allocation to trucks by the Italian Ministry should be increased
to 75% of the total gasoline distributed.

that 75% of the present allocation of

TO : Dr. Welk, U.N.R.R.A.

2021

Declassified E.O. 12356 Section 3.3/NND

No. 785021

1. Refer to your notes on Petroleum Section, A.F.H.Q., proposal on above subject.

2. Transportation Sub-Commission is not yet prepared to state what the requirements of Italy's road transportation for P.O.L. will be in the first quarter of 1946. It does, however, wish emphatically to take exception to Petroleum Section's proposals.

3. It is strange that Petroleum Section should consider 3/4 ton of gasoline necessary for each army vehicle turned over to the Italian Government and at the same time should deem 10000 tons of gasoline and 14,700 tons of diesel oil per month sufficient for the approximately 65000-70000 Italian trucks, for passenger cars and buses, and for agriculture, fishing, industry, illumination, ocean and coastwise shipping and railways.

4. Petroleum Section claims that its two years experience in the Mediterranean theatre indicates that the average consumption of a 3 ton Army truck is 6 bbls per month. In this assertion, Petroleum Section is guilty of circular reasoning. Petroleum Section allowed Motor truck pools only 6 bbls per month per truck. Truck pool programs were based on that allocation. The truck pools had to reject each month very large tonnages because of lack of P.O.L.

5. Petroleum Section unwillingly admits that trucks are not now obtaining enough P.O.L., in stating that the allocation to trucks by the Italian Ministry should be increased to 75% of the total gasoline distributed.

6. To suggest that 75% of the present allocation of gasoline to the Italian Government be distributed to the trucking industry is ridiculous. At present 22% of all gasoline in the hands of the Italian Government is used for the railroads, coastwise shipping, fishing, agriculture and industry. An additional 4% is allocated to secondary railways and intercity bus lines. If, then, 75% were allocated to the trucking industry, no gasoline would be available for private cars and intercity bus service. And no one will deny that some private cars operations are essential and that

almost all of the intracity bus service is essential.

7. Petroleum Section's assertion that only 42% of all gasoline in Italian Government hands is now allocated to the trucking industry is erroneous. The error probably derives from the fact that in many compartments, E.M.A.C., I.N.T. and similar organizations are not functioning, so that allocations designated as "automotive" by the Italian Ministry, actually are for trucks.

8. It is not yet known how many Allied trucks will have been turned over to the Italian Government by the end of the year. But the number will be considerably in excess of 7000.

9. Petroleum Section rightly points out that some methane is available for trucks in the north. A shortage of cylinders has, however, prevented full use of this methane. If Petroleum Section wishes to use 1938 consumption of fuels as a basis for 1944 allocations of P.O.L., it should note that in addition to methane, coal, wood, charcoal and electricity were used in considerable quantities in 1938. Especially in the Piemonte Region, a considerable number of trucks operating on coal, wood and methane are underutilized because of shortage of these fuels. They can also use diesel oil or gasoline, if these products are available in adequate supply.

10. Admittedly, railroad capacity will increase as demobilization nears completion. In fact each month brings forth an expansion of rail freight capacity. But rail passenger transportation, although it is improving, will be in a serious condition for many months to come.

FILE REMO: These notes were given to Dr. Welk, without heading and signature.

18
AMG LIGURIA REGION FOR COMMERCE CMA AMG PIEMONTE REGION FOR
COMMERCE CMA AMG LOMBARDIA REGION FOR COMMERCE CMA AMG VENEZIE
REGION FOR COMMERCE.

5830

22 September 1945

ROUTINE

RESTRICTED PD

SUBJECT IS PETER OBOE LOVE FOR ITALIAN STATE RAILWAYS. PD
PAREN TO AMG LIGURIA REGION FOR COMMERCE CMA AMG PIEMONTE REGION
FOR COMMERCE CMA AMG LOMBARDIA REGION FOR COMMERCE CMA AMG
VEREZIE REGION FOR COMMERCE FROM HQ ALCOM CITE ACCCE PAREN
TRANSPORTATION SUBCOMMISSION IS ANXIOUS REGARDING ALLOCATIONS
OF PETER OBOE LOVE TO ITEM SUGAR ROGER PD REQUEST YOU MAKE
EVERY EFFORT TO SATISFY DEMANDS AND IF DIFFICULTIES OCCUR PLEASE
NOTIFY THIS HEADQUARTER IMMEDIATELY BY SIGNAL

Copy to: Economic Section
Transportation Subcommittee HQ AC

COMMERCE SUBCOMMISSION

478905

NICHOLAS PIOMBINO
CWO, USA
ASST, ADJUTANT

(S/Ldr C.A. MacKenzie)

COMNAVNAW FOR COMNOB PALERMO

4897

6 SEPT 1945

ROUTINE

UNCLASSIFIED PD

SUBJECT IS ALLOCATION DIESEL OIL SICILY PD

PAREN TO COMNAVNAW COMNOB PALERMO FROM HQ ALCOM CITE ACCCE 1010PAREN

PARA ONE PD FOLLOWING SIGNAL FOUR FIVE NINE FIVE OF THREE
ONE AUGUST HAVE DISCUSSED SUBJECT MATTER WITH ITALIAN GOVERN-
MENT PD

PARA TWO PD THEY ARE PREPARED TO CONSIDER SUPPLEMENTARY
ALLOCATION DIESEL OIL IF SATISFACTORY CASE IS PRESENTED BY
LOCAL AUTHORITIES PD

PARA THREE PD SUGGEST YOU INSTRUCT HIGH COMMISSIONER TO
COMMUNICATE FULL DETAILS OF REQUEST TO LIQUID FUELS DIVISION
MINISTRY INDUSTRY AND COMMERCE ROME

Copy to: Chief Commissioner
Economic Section (2)
Food S/C (2)
Agric S/C
In S/C (2)
Pet. Sec. Rase

COMMERCE S/C

478397

(Capt. Cowlin)

NICHOLAS PIOMBINO
CWO, USA
ASST. ADJUTANT

5146/2=B
COMNAVNAV FOR COMNOB PALERMO

4595

31 AUGUST 45

ROUTINE

UNCLASSIFIED PD

SUBJECT IS ALLOCATION DIESEL OIL FOR SICILY YOUR SIGNAL
TWO EIGHT AUGUST NO REFERENCE PD

PAREN TO COMNAVNAV FOR COMNOB PALERMO FROM HQ ALCOM CITE

ACCE PAREN PETER OBOE LOVE ALLOCATION FOR SICILY IS
PURELY RESPONSIBILITY OF ITALIAN GOVERNMENT PD SUBJECT
MATTER OF YOUR TELEGRAM HAS BEEN REFERRED TO MINISTRY INDUSTRY
COMMERCE FOR CONSIDERATION

DIST

INFO CHIEF COMMISSIONER
ECON SEC 2
FOOD SC 2
AGRIC SC
TN SC 2
PET.SEC. RAAC

1609

COMMERCE S/C
478397

(Capt. Cowlin)

NICHOLAS PIOMBINO
CWO, USA
Asst. Adjutant

20261

Declassified E.O. 12356 Section 3.3/NND No. 785021

Yph v. 15

AUG 281434

V/5726

AUG 291035

ROUTINE

CORRECTION FROM COMMOB PALMRO

ALLIED COMMISSION HOME INFO AMHQ (PERFECT)

1608

UNCLASSIFIED.

Have been informed that local diesel electric plants fishing craft and diesel motor transport activities curtailed by current allotment diesel oil. Lack of electricity acute due shortage waterpower resulting in non operation one ice plant with resultant shortage ice for signing craft which curtails amount fish marketed. Rest shortage continues acute. Advised forty thousand bbls diesel oil in local storage. Present demands small. Believe military situation warrants review by ALLIED COMMISSION and AMHQ, PER SEC of diesel oil allocation which probably would result in increase of local allotment diesel oil.

LIST

ACTION COMMERCE 36
 INFO CHIEF COMMISSIONER
 ECON SEC 2
 FORD 10 2
 AGRIC 10
 IN 10 2
 FILE 2
 FIDAT



NR 1952
AUG 240024Z

14
P/5051
AUG 240930B
ROUTINE

WAR FROM CCS CITE CCAC

ACTION ALCOM HQ INFO AFHQ FOR FHQEG and UK BASE SECT FOR
CABINET SECRETARIAT

UNCLASSIFIED

This is COM 200.

POL for ITALY.

1607

MERITT TAYLOR recently arrived and indicated some revisions
may be pending in estimates for motor fuel. Cable whether gasoline
requirement in MOC 258 and MOC airgram 98 is adequate. If in
doubt for full quarter, give us October J. H. HILLDRING.

Dist

Action - Requis Branch 4
Info - Chief Commissioner
Econ Sect
C.C. to Br Emb
C.A. to US Emb
Finance
File 2
Float

Ext. 513

HEADQUARTERS ALLIED COMMISSION
APO 894
TRANSPORTATION SUB-COMMISSION

24 August 1945

Ref. 27-4/Tn.2

SUBJECT: Gasoline and Diesel Oil Requirements for Italy,
September - December 1945.

TO : Economic Section, Requisition Branch. 1606

1. References your memorandum 23 August 1945 (Ref. 27-4/Tn.2) relative to subject item.

2. Vide your paragraph 3. It is difficult to understand why A.F.S.C. Petroleum Section is unwilling to revise upwards its allocations for September and October. I do not agree with the revisions which Petroleum Section made in our estimates of truck operations, September - December. But even if these revisions were conceded Italy's requirements for gasoline would be 25,835 tons for September and for October, and 29,825 tons for November and for December, as against the 17,000 tons proposed by Petroleum Section for each of these months.

3. Vide your paragraph 4.

2. In our original estimate, we concluded that, on the basis of the most optimistic assumptions on the amount of rail capacity for civilian freight and on the efficiency of motor truck transportation, the stated P.O.L. requirements were conservative. We have no reasons for changing that judgment.

2. We have recognized the fact that agricultural requirements for P.O.L. will be less in November and December than in September and October, by 8% for gasoline and by 72% for diesel oil. But our estimates are apparently too low by 17% (See memorandum to Economic Section from Director, Agriculture Sub-Commission, dated 23 August, Reference AGA/72d).

TRANSPORTATION

1. Reference your memorandum to subject item.
2. Vide your paragraph 3, it is difficult to understand why A.P.H.C. Petroleum Section is unwilling to revise upwards its allocations for September and October. I do not agree with the revisions which Petroleum Section made in our estimates of truck operations, September - December. But even if those revisions were conceded Italy's requirements for gasoline would be 25,833 tons for September and for October, and 20,825 tons for November and for December, as against the 17,000 tons proposed by Petroleum Section for each of those months.
3. Vide your paragraph 4.
2. In our original estimate, we concluded that, on the basis of the most optimistic assumptions on the amount of rail capacity for civilian freight and on the efficiency of motor truck transportation, the stated P.O.L. requirements were conservative. We have no reasons for changing that judgment.

1. We have recognized the fact that agricultural requirements for P.O.L. will be less in November and December than in September and October, by 35% for gasoline and by 72% for diesel oil. But our estimates are apparently too low by 17% (See memorandum to Economic Section from Director, Agriculture Sub-Commission, dated 23 August, Reference AGA/72d).

2. It is in the function of the Transportation Sub-Commission to state the amount of P.O.L. required by the Italian transportation system. If Italy cannot obtain that P.O.L. because of lack of credits, the rehabilitation of her economy will be retarded.

FRANK URMAN, Jr.
Director.

EXT. 378

HEADQUARTERS ALLIED COMMISSION
APO 384
Transportation Sub-Commission9
ESL/em

Ref. 272/3/Tn.2

22 August 1945

SUBJECT: P.O.L. Requirements for Transporting
Refugees by Truck from the North.TO : Allied Force Headquarters
Petroleum Section.

1605

1. This information is in reply to your verbal
request.2. During September 171,600 and during October
177,330 gallons (American) of gasoline will be required
to transport refugees from Northern points by highway.3. The above requirements were calculated as
follows:

- a. During September 13,200 and during October
13,840 truckloads of refugees will move
to Italian points thru the Brenner Pass,
from Germany via Switzerland, via Austria
and Yugoslavia, and from Northern Italian
locations.
- b. The average round-trip of each truck will
approximate 80 miles.
- c. Gasoline consumption will be approximately
13 gallons per round trip, or slightly
more than 6 American gallons per mile.

G. S. Franklin
Asst. Chief, Road Division
Transportation Sub-Commission

COPY

/ES

HEADQUARTERS ALLIED COMMISSION
APC 394
TRANSPORTATION SUB-COMMISSION

Tel. 513

CHR/hl

14 Aug. 1945

SUBJECT :- Gasoline and Diesel Oil
Requirements for Italy.
September - December, 1945

TO :- Director, Transportation Sub-Commission

Below is listed comments of Planning Staff in reply to attached letter of PETSEC. For purpose of clarity, we will reply to paras, and sub-paras, as listed in attached letter.

1. It might be well to point out that our program of gasoline and diesel oil requirements was submitted to Colonel King, Major Fagan, and Major Peterson on the 9th of August 1945, at which time they requested two or three days for study. Major Fagan requested additional time in the telephone conversation referred to in his para. 1, which was denied because we were deadlined at noon, 13 August 1945.

a) Our estimate of the usability of Methane will certainly not exceed an equivalent of 2,000 tons per month; however, we will reserve definite judgment of this pending statistical proof which may be available to PETSEC.

b) PETSEC "considers" and "thinks", which is unacceptable as authority of their ability to determine requirements. Our tables are based on records in the Road Division of this Sub-Commission, Maintenance and Truck Groups, and Italian operated trucking units.

c) Our estimate of gasoline and diesel oil requirements are, if any, too low. In August, fishing boats and schooners in Sicily, Sardinia, and Italian Government territory were able to operate for only nine days because of the inadequacy of POL allocations. 1604

2. The purpose of this survey is to determine actual needs which will be forwarded to Washington, regardless of formulas they may use in determining how much they allocate.

3. Road haulage has been planned against a necessary lift

2032

Below is listed comments of Planning Staff in reply to attached letter of PRTSAC. For purpose of clarity, we will reply to paras. and sub-para. as listed in attached letter.

1. It might be well to point out that our program of gasoline and diesel oil requirements was submitted to Colonel King, Major Pagan, and Major Peterson on the 9th of August 1945, at which time they requested two or three days for study. Major Pagan requested additional time in the telephone conversation referred to in his para. 1, which was denied because we were deadlined at noon, 13 August 1945.

a) Our estimate of the usability of Methane will certainly not exceed an equivalent of 2,000 tons per month; however, we will reserve definite judgment of this pending statistical proof which may be available to PRTSAC.

b) PRTSAC "considers" and "thinks", which is unacceptable as authority of their ability to determine requirements. Our tables are based on records in the Road Division of this Sub-Commission, Maintenance and Truck Groups, and Italian operated trucking units.

c) Our estimate of gasoline and diesel oil requirements are, if any, too low. In August, Italian boats and schooners in Sicily, Sardinia, and Italian Government territory were able to operate for only nine days because of the inadequacy of POL allocations.

2. The purpose of this survey is to determine actual needs which will be forwarded to Washington, regardless of formulas they may use in determining how much they allocate.

3. Road haulage has been planned against a necessary lift which has been determined primarily on disease and unrest program and partially on rehabilitation. Railway haulage has been planned to its maximum capacity in the over-all lift required.

4. To compare the present situation with that prevailing in 1938 is to ignore the fact that in 1938 at least one-half of road lift was performed by diesel operated vehicles.

C.R. Ryan,
Planning Staff.

8
HQ PETROLEUM SECTION
ROME AREA ALLIED COMMAND

Tel #4 ROME 478131

252 30/H/4

13 August 45

SUBJECT: Gasoline and Diesel Oil
Requirements for Italy
September - December
1945.

NO. A.C. : Transportation Sub-Commission
APO 394 (Attn: Charlie Ryan).

Reference copy of your letter, 272/2/Tn.2. dated 8 August 45.

1. As time is not available to give a studied reply, request having been made by Mr. Ryan on the phone this morning that this Section's comments were required by noon today, herewith are our views.

(a) No allowance has been made for locally produced Methane Gas, which is available for Automotive use to the extent of 2,600 tons per month.

(b) The figure of 4,000 Km monthly average per vehicle of 1 1/2 tons and 6,000 Km monthly for 3 1/2 ton vehicles is considered excessive. 2,000 Km and 3,500 Km respectively is thought to be nearer the actual average mileage, especially for such a large number of vehicles. This would reduce your 15,693,000 gallons Gasoline per month to approximately 9,474,000 gallons in Table 3.

(c) Your figures for Diesel Oil for Fishing and Schooners for the four months total 18,288, which is considered to be very excessive. This Section includes in its calculations a total of 10,154 tons for the four months.

1603

2. It is again pointed out that this Section is only authorized to supply POL to prevent disease and unrest and is not bound to supply every vehicle which happens to be in running condition.

3. It is felt that far too much haulage by road is being planned for, especially in Northern Italy where the railways are operating reasonably well.

4. It is rather extraordinary that some 61,700 vehicles, even at the reduced monthly mileage suggested, can consume 27,900

1. As time is not available to give a studied reply, request having been made by Mr. Ryan on the phone this morning that this Section's comments were required by noon today, herewith are our views.

- (a) No allowance has been made for locally produced kerosene gas, which is available for Automotive use to the extent of 2,600 tons per month.
- (b) The figure of 4,000 Km monthly average per vehicle of 1 1/2 tons and 6,000 Km monthly for 3 1/2 ton vehicles is considered excessive. 2,000 Km and 3,500 Km respectively is thought to be nearer the actual average mileage, especially for such a large number of vehicles. This would reduce your 15,699,000 gallons gasoline per month to approximately 9,474,000 gallons in Table 3.

(c) Your figures for Diesel Oil for Fishing and Schooners for the four months total 18,283, which is considered to be very excessive. This Section includes in its calculations a total of 10,154 tons for the four months.

1603

2. It is again pointed out that this Section is only authorized to supply POL to prevent disaster and unrest and is not bound to supply every vehicle which happens to be in running condition.

3. It is felt that far too much haulage by road is being planned for, especially in Northern Italy where the railways are operating reasonably well.

4. It is rather extraordinary that some 61,700 vehicles, even at the reduced monthly mileage suggested, can consume 27,000 tons per month, which approximates the 1938 consumption, when over 460,000 vehicles were operating, about one-third of which were trucks and buses.

for
JOHN J. FAGAN, Major R.E.
JOHN L. KING, Colonel, QMC
Petroleum Section

Ext. 513

TRANSPORTATION ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CWA/om

Ref. 374/2/TM.2

8 AUGUST 1945

SUBJECT: Gasoline and Diesel Oil Requirements for Italy,
September - December 1945.TO : Director,
Transportation Sub-Commission.

1. Petroleum Section, A.F.H.Q. has suggested that for each of the months September - December, 1945, 17000 metric tons of gasoline and 14,700 tons of diesel oil will be adequate to meet Italy's requirements. These figures are far too low and if accepted will be inadequate for the transportation necessary for the rehabilitation of Italy's Economy.

2. If the agricultural, railroad, fishing and schooner needs for P.O.L. are met in full, only 15455 tons of gasoline and 5361 tons of diesel oil will be available for highway transportation in September and October and in November and December, 14192 and 8466 tons. (See table 1).

Table 1

Proposed Allocation of Gasoline and Diesel Oil,
September - December, 1945, by Petroleum Section
A.F.H.Q. and requirements other than for road
transportation in these months.

GASOLINE

Petroleum Section's
Proposed Allocations

Requirements:

Agriculture

Fishing & Schooners

Available for road transport

Sept.	Oct.	Nov.	Dec.
17,000	17,000	17,000	17,000
1,265	1,265	536	536
280	280	250	250
15,455	15,455	16,192	16,192

DIESEL OIL

Petroleum Section's
Proposed Allocations

14,700	14,700	14,700	14,700
--------	--------	--------	--------

1. Petroleum Section, A.F.H.C. has suggested that for each of the months September - December, 1945, 17,000 metric tons of gasoline and 14,700 tons of diesel oil will be adequate to meet Italy's requirements. These figures are far too low and if accepted will be inadequate for the transportation necessary for the rehabilitation of Italy's economy.

2. If the agricultural, railroad, fishing and schooner needs for P.O.L. are met in full, only 18,155 tons of gasoline and 8,851 tons of diesel oil will be available for highway transportation in September and October and in November and December, 16,192 and 8,456 tons. (See table 1).

Table 1

Proposed Allocation of Gasoline and Diesel Oil, September - December, 1945, by Petroleum Section A.F.H.C. and requirements other than for road transportation in these months.

GASOLINE

Petroleum Section's
Proposed Allocations

Requirements:

Agriculture

Fishing & Schooners

Available for road transport

Sept.	Oct.	Nov.	Dec.
17,000	17,000	17,000	17,000
1,266	1,266	528	1,602
260	260	250	
15,465	15,465	16,192	15,192

DIESEL OIL

Petroleum Section's
Proposed Allocations

Requirements:

Railways

Agriculture

Fishing & Schooners

Available for road transport

Sept.	Oct.	Nov.	Dec.
14,700	14,700	14,700	14,700
575	575	600	600
3,632	3,632	1,072	1,072
4,572	4,572	4,572	4,572
5,661	5,661	2,456	2,456

3. If the rehabilitation of the Italian economy is not to be impeded by lack of transportation, 38,261 tons of gasoline and 11,620 tons of diesel oil will be required for motor transportation in September and October, and, for each of the last two months of the year, 44,923 tons of gasoline and 13,112 tons of diesel oil will be required.

4. Total requirements of gasoline and diesel oil for September, October, November and December follow

TABLE 2

	Sept.	Oct.	Nov.	Dec.
<u>GASOLINE</u>				
Agriculture	1,265	1,265	828	526
Fishing & Schooners	230	230	230	230
Highway Transportation	38,251	38,251	44,923	44,923
Total	39,796	39,796	45,731	45,731
<u>DIESEL OIL</u>				
Railway	575	575	800	800
Agriculture	3,692	3,692	1,072	1,072
Fishing & Schooners	4,572	4,572	4,572	4,572
Highway Transportation	11,620	11,620	13,112	13,112
Total	20,459	20,459	19,356	19,356

5. Monthly road transportation requirements for P.O.L. include 3,000 tons of gasoline and 930 tons of diesel oil for passenger transportation and 16,251 tons of gasoline and 10,670 tons of diesel oil for September and October and 41,923 tons of gasoline and 12,163 tons of diesel oil during November and December for motor truck transportation.

6. Italy's requirements for gasoline and diesel oil for passenger transportation were estimated as follows: In June, 1946, the Italian Ministry of Labor, Commerce and Industry allocated approximately 1,484 tons of gasoline and 475 tons of diesel oil for private cars and busses in Southern Italy. Probably 60% of this was used for un- 1601 necessary transportation, so that 1,195 tons of gasoline and 320 tons of diesel oil represent the minimum essential monthly needs for passenger transportation in Southern Italy. Northern Italy's essential passenger movements are approximately 50% greater than those in the South, so that for all of Italy approximately 3,000 tons of gasoline and 930 tons

GASOLINE	Sept.	Oct.	Nov.	Dec.
Agriculture	1,265	1,255	528	528
Fishing & Schooners	220	280	280	280
Highway Transportation	38,361	38,251	44,823	44,923
Total	39,746	39,786	45,731	45,731

DIESEL OIL	Sept.	Oct.	Nov.	Dec.
Railway	275	575	600	600
Agriculture	3,622	2,692	1,072	1,072
Fishing & Schooners	4,572	4,572	4,572	4,572
Highway Transportation	11,620	11,620	13,112	13,112
Total	20,489	20,459	19,356	19,356

5. Monthly road transportation requirements for P.O.L. include 3,000 tons of gasoline and 950 tons of diesel oil for passenger transportation and 36,381 tons of gasoline and 10,670 tons of diesel oil for September and October and 41,923 tons of gasoline and 12,152 tons of diesel oil during November and December for motor truck transportation.

6. Italy's requirements for gasoline and diesel oil for passenger transportation were estimated as follows: In June, 1945, the Italian Ministry of Labor, Commerce and Industry allocated approximately 1,484 tons of gasoline and 475 tons of diesel oil for private cars and busses in Southern Italy. Probably 10% of this was used for un- 1601 necessary transportation, so that 1,195 tons of gasoline and 380 tons of diesel oil represent the minimum essential monthly needs for passenger transportation in Southern Italy. Northern Italy's essential passenger movements are approximately 50% greater than those in the South, so that for all of Italy approximately 3,000 tons of gasoline and 950 tons of diesel oil per month will be required for passenger transportation.

7. Fuel requirements for motor truck operations in Italy for September - December 1945, were calculated as follows:

a. Number of trucks - On May 31, 1945, there were 55,600 motor trucks and trailers in Italian hands in Italy. Of these, 86% were roadworthy and a further 12% will probably be fit for operation by November 1. Approximately 63%

of these vehicles were under 14 tons capacity, averaging about 1 ton capacity, 22% were from 14 to 34 tons capacity, averaging about 24 tons, and 9% were over 34 tons capacity, averaging about 4 tons. Approximately 40% were operated exclusively in short haul service, for public utilities, in urban transport and exclusively for the business of the owners. The remaining 60% are available for over-the-road transportation. In addition, about 5,300 trucks will have been turned over to the Italian Government by September 1 and approximately 4,000 more by November 1, of which perhaps 2,000 will replace Italian vehicles going out of short haul service. With the exception of 400 trucks which will be used by the Italian State Railways in terminal operations, all of these trucks will be operated for interurban traffic. The average capacity of these trucks is about 34 tons.

b. The 40% of the trucks in Italian hands in short haul traffic will average about 50 kilometers per day, the over-the-road vehicles of less than 14 tons capacity, about 180 kilometers a day and those of greater than 14 tons capacity about 240 kilometers a day. Necessary maintenance will probably keep these trucks off the road about 16% of the time, so that they will be available about 26 days each month.

c. In the following estimates, trucks of less than 14 tons capacity are assumed to be capable of 20 kilometers, those up from 14 to 34 tons, of 13 kilometers and those of more than 34 tons capacity, of 10 kilometers per gallon, assumptions that probably exaggerate the operating efficiency of the vehicles.

d. Approximately 75% of the fuel requirements of Italian vehicles are for gasoline and 25% diesel oil. Practically all of the allied vehicles which will eventually find their way into Italian hands are gasoline burning. For September - October, therefore, approximately 12,332,000 gallons of gasoline and 3,361,000 gallons of diesel oil - on the basis of 350

trucks will have been turned over to the Italian Government by September 1 and approximately 4,000 more by November 1, of which perhaps 2,000 will replace Italian vehicles going out of short-haul service. With the exception of 400 trucks which will be used by the Italian State Railways in terminal operations, all of these trucks will be operated for interurban traffic. The average capacity of these trucks is about 3 1/2 tons.

b. The 40% of the trucks in Italian hands in short-haul traffic will average about 50 kilometers per day, the over-the-road vehicles of less than 1 1/2 ton capacity, about 150 kilometers a day and those of greater than 1 1/2 ton capacity about 240 kilometers a day. Necessary maintenance will probably keep these trucks off the road about 15% of the time, so that they will be available about 25 days each month.

c. In the following estimates, trucks of less than 1 1/2 tons capacity are assumed to be capable of 20 kilometers, those up from 1 1/2 to 3 1/2 tons of 18 kilometers and those of more than 3 1/2 tons capacity, of 10 kilometers per gallon, assumptions that probably exaggerate the operating efficiency of the vehicles.

d. Approximately 78% of the fuel requirements of Italian vehicles are for gasoline and 22% for diesel oil. Practically all of the allied vehicles which will eventually find their way into Italian hands are gasoline burning. For September - October, therefore, approximately 12,332,000 gallons of gasoline and 3,381,000 gallons of diesel oil - on the basis of 350 gallons of gasoline and 315 gallons of diesel oil per ton, 35,251 tons of gasoline and 10,870 tons of diesel oil - will be required per month. For November - December, 14,673,000 gallons of gasoline and 3,831,000 gallons of diesel oil - on the same basis as above, 41,923 tons of gasoline and 12,163 tons of diesel oil - will be required.

3. If petroleum in the above amounts is available, motor trucks will carry about 70% of the monthly half-billion ton kilometers hauled in 1939, during September and October, and 88% in November and December. In the following tables the calculations giving these results are detailed. It was assumed that trucks would average 50% return-loads. An additional deduction of 10% was made for partially loaded vehicles.

TABLE 3.

Fuel requirements of motor trucks in Italy from September - December, 1945.

	No. of Vehicles	September - October			Av. Km. per Gallon	Total Requirement Gallons (000)
		Monthly Km. per Vehicle	Total Monthly Km. (000)			
Italian Vehicles	56,547		199,454			13,444
Short Haul	22,336	1,250	27,920	20		1,396
Long Haul	34,211					
Under 1 1/2 tons	15,366	4,000	67,484	20		3,373
1 1/2 - 3 1/2 tons	12,506	6,000	75,036	13		5,772
Over 3 1/2 tons	4,339	6,000	26,034	10		2,903
Allied Vehicles	5,200		59,300	13		2,255
Long Haul 3 1/2 tons	4,200	6,000	25,200	13		2,215
I.S.R. Terminal	400	1,250	500	13		40
3 1/2 tons						
Total	61,747		228,754			15,693
November - December						
September-October	61,747		228,754			15,693
Total	7,917		27,924			1,883
14% of Sept.-Oct. Italian Total for vehicles to be repaired.						
Allied Vehicles	2,000	6,000	12,000	13		923
Total	71,664		268,278			16,504

TABLE 4.

Total Ton Kilometers to be hauled monthly by motor trucks in Italy, September - December, 1945.

September - October		November - December	
Total	AV. Load Ton/Km.	Total	AV. Load - Total Monthly per Km. Ton/Km.

	No. of Vehicles	Monthly Km. per Vehicle	Total Monthly Km. (000)	Av. Km. per Gallon	Total requirement Gallons (000)
Italian Vehicles	56,547		199,454		13,444
Short Haul	22,336	1,250	27,920	20	1,396
Long Haul	34,211				
Under 1 1/2 Tons	16,286	4,000	67,464	20	3,373
1 1/2 - 3 1/2 Tons	12,506	6,000	75,036	13	5,772
Over 3 1/2 Tons	4,839	6,000	29,034	10	2,903
Allied Vehicles	5,200		29,300	13	2,255
Long Haul 3 1/2 Tons	4,200	6,000	25,200	13	2,215
I.S.R. Terminal 3 1/2 Tons	400	1,250	500	13	40
Total	61,747		228,754		15,699
November - December					
September-October	61,747		228,754		15,699
Total	7,917		27,924		1,882
14% of Sept.-Oct. Italian Total for vehicles to be repaired.					
Allied Vehicles	3,000	6,000	12,000	13	923
Total	71,664		269,273		18,504

TABLE 4.

Total Ton Kilometers to be hauled monthly by motor trucks in Italy, September - December, 1945.

	September - October		November - December	
	Total Monthly Km. (000)	Av. load per Km. (tons)	Total Monthly Km. (000)	Av. load per Km. (tons)
Short Haul	27,920	0.65	31,829	0.65
I.S.R. Terminal	500	2.3	500	2.3
Long Haul				
less than 1 1/2	67,464	0.65	76,903	0.65
1 1/2 - 3 1/2	75,036	1.6	85,541	1.6
Over 3 1/2	29,034	3.9	33,099	3.9
Allied Vehicles	28,800	2.3	40,800	2.3
Total	228,754		269,273	

9. There is no doubt that traffic will be available to afford trucks 75% of their 1939 traffic during September and October and 80% during November and December. It is estimated that manufacturing production will rise from its present level of 18% of 1939 output to about 50% at the end of the current year. With that increase in production, the transportation of production materials as well as of finished products will have a corresponding rise. It moreover appears that Agricultural output will be at least 75% or 80% of the 1939 level. On the other hand, railroads, which in 1939 accounted for 2/3 of the total land transportation, will be able to carry no more than 1/3, and probably much less than that, of the civilian traffic carried in 1939, before the end of the current year. Even if total civilian freight available for transport should be only 30% of the 1939 traffic, and it certainly will be at least that great, it is doubtful that the petroleum requirements stated above will be sufficient to carry all the traffic available for road transport from September - December. In this connection, it is pertinent to add that only by the most extraordinary efficiency in the management of truck transportation can the loadings assumed in Table 4 be achieved.

CHARLIE RYAN
Chief, Planning Staff
Transportation Sub-Commission

IN CLEARIN CLEAR

A I S PIEDMONTE CMA LOMBARDIA CMA VENEZIA GIULIA CMA LIGURIA CMA
 VENEZIA CMA EMILIA REGIONE INFO 15 ARMY GROUP FOR G-5 CMA SCAG
 5 ARMY CMA SCAG 6 ARMY AFHQ FOR G-5 PD

2430

25 JULY 1945

ROUTINE

IN CLEAR PD

PARA ONE PD SUBJECT PETER OBOR LOVE FOR ITEM SUGAR ROGER TRUCKS PD
 FARE TO AND PIEDMONTE CMA LOMBARDIA CMA VENEZIA GIULIA CMA LIGURIA
CMA VENEZIA CMA EMILIA REGIONE INFO ONE FIVE ARMY GROUP FOR GEORGE
DASH FIVE CMA SCAG FIVE ARMY CMA SCAG EIGHT ARMY AFHQ FOR GEORGE
DASH FIVE FOR ATTENTION OF REGIONAL TRANSPORTATION OFFICERS AND
REGIONAL SUPPLY OFFICERS FROM ALCOA HEADQUARTERS SITE ACTEE FARE
 PARA TWO PD ITALIAN STATE RAILWAYS HAVE ALLOTTED TRUCKS IN AND
 TERRITORY AS FOLLOWS PIEDMONTE ONE ZERO THREE PETROL ONE SEVEN DIESEL
 CMA LOMBARDIA ONE EIGHT FOUR PETROL TWO FOUR DIESEL CMA LIGURIA NINE
 THREE PETROL ONE SEVEN DIESEL CMA EMILIA ONE TWO EIGHT PETROL TWO
 FOUR DIESEL CMA VENEZIA BASED ON VERONA NINE ONE PETROL ONE FOUR
 DIESEL CMA VENEZIA BASED ON VENICE NINE ONE PETROL ONE FOUR DIESEL
 CMA TOTALS EIGHT ZERO FIVE PETROL ONE THREE TWO DIESEL PD PETROL
 TRUCKS ARE ONE AND A HALF TON CMA DIESEL TRUCKS ARE ONE ZERO TONS PD
 PARA TWO PD REGIONAL SUPPLY OFFICERS WILL FORTHWITH PLACE DEMANDS
 FOR PETER OBOR LOVE FOR VEHICLES IN THEIR REGION ON A BASIS OF FOUR
 BARRELS FUEL PER TRUCK FOR ABOVE MENTIONED VEHICLES ON PETROL SECTION

1597

TRANSPORTATION SUB-COMMISS/
 ROADS DIVISION

NICHOLAS PIGORINO
 CWO USA
 ASSIST/ ADJUT/

2490

25 JULY 1945

ROUTINE

- 2 -

NORTH WITH COPY TO PETROL SECTION CMA AFHQ CMA ROGER ABLE ABLE
CHARLIE PD

COPY TO : DIRECTOR MILITARY RAILWAY SERVICE
ECONOMIC SECTION
COMMERCE SUB-COMMISSION (POL SECTION)
TRANSPORTATION SUB-COMMISSION (3) *TN?*
DIRECTOR GENERAL ITALIAN STATE RAILWAYS

1596

TRANSPORTATION SUB-COMM/
ROADS DIVISION

566

NICHOLAS PLOMBINO
CSC USA
ASSIST/ ADJUT/

RESTRICTED

ALLIED FORCE HEADQUARTERS

LAC Airgram 130, dated 27 June 1945.

FROM : FHCEG (Concurred FHPET)

TO : Combined Civil Affairs Committee,
30-386 Pentagon Building,
Washington, D.C.

(28 copies)

SUBJECT : Petroleum Requirements.

REFERENCE: Program of Essential Italian Imports for 1945.

1. In section VI-(b), supplied for information only, of reference program, POL requirements were outlined in letter PET 30/H/4 of 3 April 1945 and amended by an extract from a letter dated 23 April of same reference.

2. The estimates were based, as stated in the earlier letter above mentioned, on the assumption that conditions in North Italy would be found to be approximately the same as those in Southern Italy. It has now been found possible to carry out a preliminary review of conditions in North Italy and to discuss the problem with Italian authorities who have been responsible for demanding and rationing petroleum during the period of German domination. Substantial quantities of Methane Gas have been found available which it is proposed to continue to use, as has previously been done, as substitutes for imported liquid petroleum.

3. While it is as yet too early to feel quite certain as to firm figures, it seems desirable to advise you at this stage that it is now felt that for the next six months of 1945, a substantially smaller quantity of petroleum will be required than was originally estimated. For the six months ending 31 December 45, this section feels that the following tonnages will prove adequate for the whole of Italy, including Sicily and Sardinia.

Gasoline	50,070 tons
Gasoil	64,365 "
Kerosene	62,135 "
Lubricating Oils	16,000 "
Fuel Oil	215,000 "

4. It seems probable that some development in industrial activity will be encouraged in 1946, and this section does not consider it advisable to reduce the estimates submitted for the period 1 January to 30 June 46. For this latter six months, therefore, the following quantities should be taken.

Gasoline	84,000 tons
Gasoil	75,000 "
Kerosene	62,000 "
Lubricating Oils	17,000 "

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2. The estimates were based, as stated in the earlier letter above mentioned, on the assumption that conditions in North Italy would be found to be approximately the same as those in Southern Italy. It has now been found possible to carry out a preliminary review of conditions in North Italy and to discuss the problem with Italian authorities who have been responsible for demanding and rationing petroleum during the period of German domination. Substantial quantities of Methane Gas have been found available which it is proposed to continue to use, as has previously been done, as substitutes for imported liquid petroleum.

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Gasoline	84,000 tons
Gasoil	75,000 "
Kerosene	62,000 "
Lubricating Oils	17,000 "
Fuel Oil	215,000 "

5. The information regarding Fuel Oil is still extremely vague and although a figure is given above, it must be noted (a) that this is subject to substantial amendment, and (b) that it may not be possible to provide the tonnage.

6. The estimates given above are purely civilian requirements of Italy. They do not include the requirements of the Italian Armed Forces.

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7. The figures include the fuel and lubricating oil requirements of the Italian Railways, both State and privately owned, based on their present operating efficiency.

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Rev. 2/2/44.2

20 March 1945

SUBJECT: JUSTIFICATIONS FOR P.O.D. Requirements 1945.

TO : Economic Section.

Reference your 13.01/23 10 March 1945.

Railways

1. It is regretted that the figures in the Tables Appendix "A" and "B" are only approximate owing to the urgency of the information required.

2. 120, U.S.A. 2,000 and 2,000 types locomotives, "in service", and 10 "not in service" and 3 Br. 1,000, 2,000, "in service" and 5 "not in service" are included in the figures in Appendix "A".

3. All loco Diesel Electric in Appendix "A" are included U.S.A. or Br. "In and out of service" of these locos fluctuates continually. Heavy casualties shown is due to lack of replacement cylinder heads.

4. Horses in Appendix "A" will materially tend to alter consumption rate of machine. (Four para 2 c) as and when conversion from coal to oil burning, is effected.

5. Illumination, oil, lamp burning, can be calculated at a pint per day per lamp. Lamps at present in use on the railways are:

Paris 120	Ancona 150	Florence 25	Palermo 150
Rome 150	Naples 150	Rome 150	Sardinia 112

Total 1015 = 127 Gallons

It is hoped to increase total to 600 lamps in each compartment by end of 1945, which would increase burning oil to 600 Gallons.

6. Kerosene used for cleaning, flares, illumination, 139, is estimated at 500 Tons per year.

Highways (see Appendix "B")

7. At the present time it is an impossibility to secure reasonable figures of types of vehicles or brands. No check of vehicles has been taken in liberated Italy and licensing of all types is almost non-existent.

2. 120, U.S.A. 2.0.0. and 2.0.2. type lamps, "in service", and 10 "not in service" and 5 U.S.A. 2.0.0. "in service" and 5 "not in service" are included in the figures in Appendix "A".

3. All 1000 Model Electric in Appendix "A" are imported U.S.A. 92.47. "In and out of service" of these lamps fluctuates considerably. Heavy casualties shown is due to lack of replacement cylinder bases.

4. Notes in Appendix "A" will materially tend to alter consumption rate of acetone. (For para 2 c) and when conversion from coal to oil burning is effected.

5. Illumination oil, long burning, can be calculated at a pint per day per lamp. Lamps at present in use on the railways are:

Bari 120	Ancona 150	Florence 25	Palermo 150
Rome 150	Naples 150	Reggio 150	Sardinia 112

Total 1015 = 127 Gallons

It is hoped to increase total to 600 lamps in each compartment by end of 1945, which would increase burning oil to 600 Gallons.

6. Kerosene used for cleaning, flowers, illumination 139.2 is estimated at 500 tons per year.

Highways (see Appendix "E")

7. At the present time it is an impossibility to secure reasonable figures of types of vehicles or numbers. No check of vehicles has been taken in liberated Italy and forecasting of all types is almost non-existent.

It is estimated that 3500 private automobiles are authorized "permits to circulate" but from applications for types, that figures can be trebled. Gasoline holds no control on circulation as this is procured mostly through unauthorized sources, therefore, no accurate check can be kept.

Bus Services.

8. Bus services operate and are openly advertised in daily papers. In very few instances authority has been granted and no record or estimate of numbers operating can be secured.

20521

Shipping

9. No estimate of present day consumption of fuel by Schooners is available as neither Military Units or Companies have kept records of issue of P.O.L.

10. Few figures are available for 1938 as archives were removed. Statistics are not available.

	No.	Gross Tonnage	No.	Gross Tonnage
(a) Schooners in operations	2093	158,000	851	51,300
(b) " awaiting repairs	-	-	74	4,550
(c) " available without engines or hull constructed	-	-	85	-
(d) Schooners sunk (estimate)			200	10,000

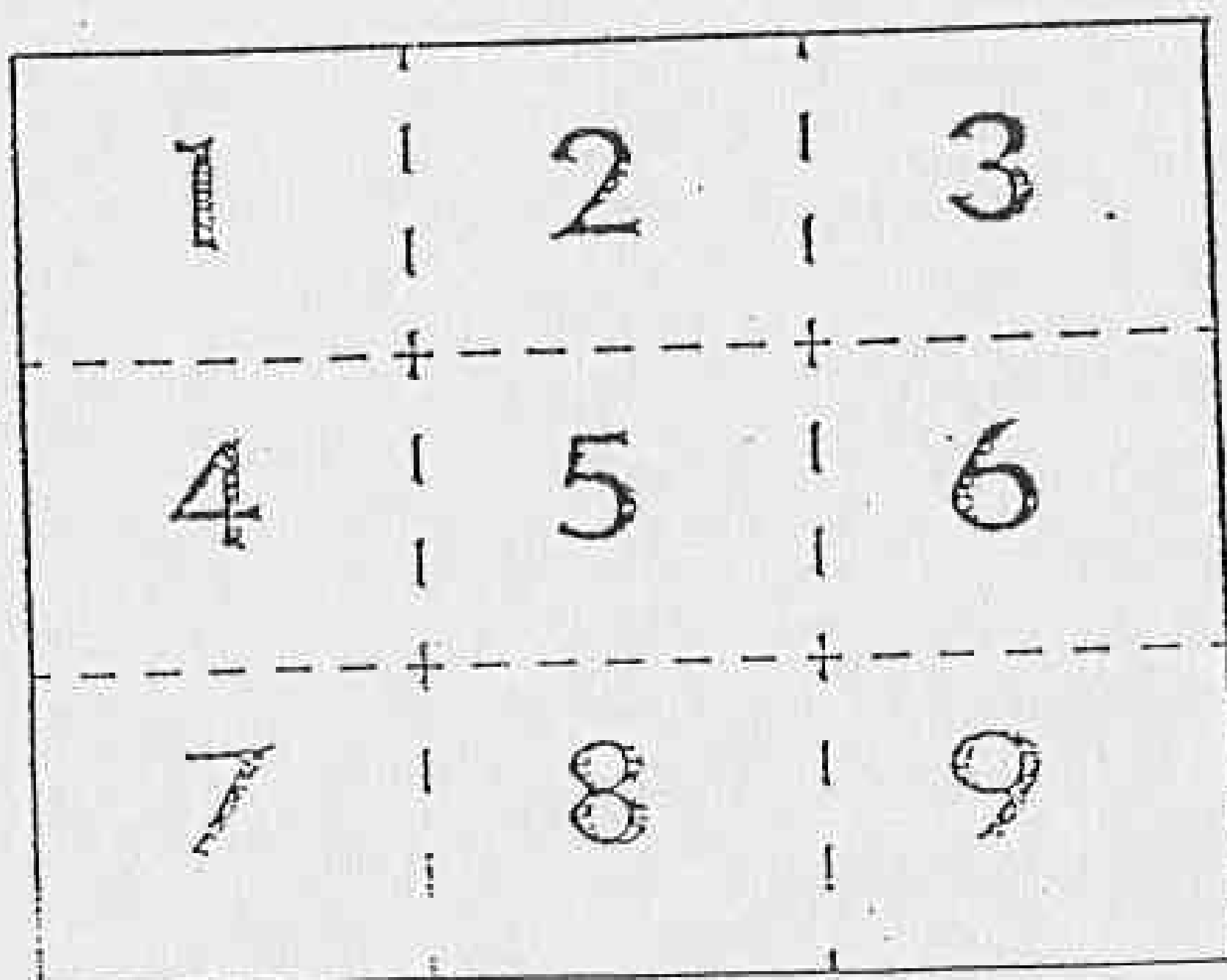
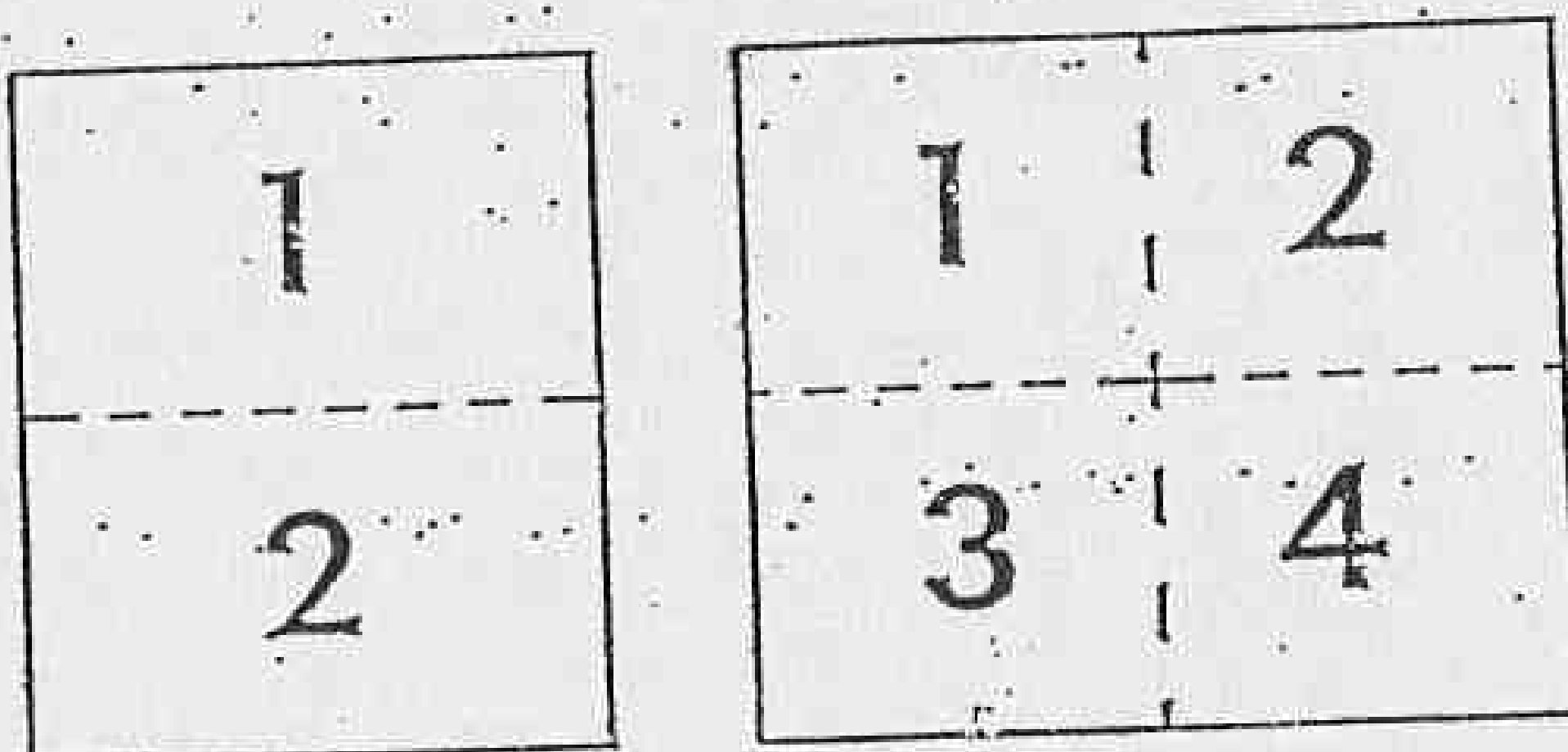
At the present time 17,000 Gross Tonnage of shipping is operated by Gageona under the supervision of Heaps. Additional vessels may become available before the end of 1945 from (b) (c) (d) but the percentage will be small.

J. F. Richardson
May 1945

Principal Staff
Transportation Sub-Commission

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

SEE DIAGRAMS BELOW.



ITALIAN STATE RAILWAYS

Power Unit	Average No in service daily		Not in service 1945	FUEL OIL &/OR LUBRICANT USED.			AVERAGE YEARLY CONSUMPTION PER	
	1938	1945		Loco fuel	Diesel fuel	Gasoline	Super Cyl	Sat.d Cyl
				U.S.Navy Spec.n 7-0-1	A.G.O. U.S.Navy 7-0-2 or U.S.Army 2-102 B Grade A		U.S.Navy 5190 or Federal Spec.n Grade II	Oil Federal Spec.n V.V.-C-611 Grade I
Locos Steam Coal fired Superheated		454	313	--	--	--	1,000 Lbs 125 Gall	--
Locos Steam Coal fired Saturated	3280	206	123	--	--	--	--	1,000 Lbs 125 Gall
Locos Steam Oil fired Superheated		181	--	560,000 gallon	--	--	1,000Lbs 125 Gall	--
Locos Diesel Electric	38	61	50	--	280,000 Lbs. 35,000 Gall.	--	--	--
Locos Electric	914	88	22	--	--	--	--	--
Rail Cars Diesel	182	47	18	--	18,000 Lbs 2,500 Gall	--	--	--
Rail Cars Gasoline	2	3	--	--	--	16,000 Lbs 2,000 Gall	--	--

PRIVATE RAILWAY LINES

Standard Gauge								
Steam Locos	92	58	--	--	--	--	125 Gall	--
Rail Cars Diesel	8	7	--	--	2,000 Gall	--	--	--
Electric Locos	72	36	--	--	--	--	--	--
Narrow Gauge								
Steam Locos	243	205	--	--	--	--	125 Gall	--
Rail Cars Diesel	67	58	--	--	2,000 Gall	--	--	--
Electric Locos	149	49	--	--	--	--	--	--

2053

Declassified E.O. 12356 Section 3.3/NND No. 785021

ILWAYS

ILWAYS

AVERAGE YEARLY CONSUMPTION PER UNIT				LUBRICANTS CONT.D AVERAGE YEARLY CONSUMPTION					
Line	Super Cyl U.S.Navy 5190 or Federal Spec.n Grade II	Sat.d Cyl Oil Federal Spec.n V.V.-O-611 Grade I	Engine Oil U.S.Army 2-60 D (Car & Wagon)	Grease Driving Journal V.V-G-551	Gear Grease Loco	Diesel Lubricating Oil Compressed S.A. 10.	Chassis S.A. 30	Pantograph Grease G.S. No 1	Ro Be Gr G.
	1,000 Lbs 125 Gall	---	3,000 Lbs 375 Gall	800 Lbs (145 locos only)	300 Lbs. (145 locos only)	---	---	---	
	---	1,000 Lbs 125 Gall	3,000 Lbs 375 Gall	---	---	---	---	---	
	1,000 Lbs 125 Gall	---	3,000 Lbs 375 Gall	---	---	---	---	---	
	---	---	4,000 Lbs 500 Gall	---	400 Lbs.	300 Lbs. 100 Gall	650 Lbs 83 Gall	---	
	---	---	650 Lbs 83 Gall	---	450 Lbs.	250 Lbs. 35 Gall	---	50 Lbs.	
	---	---	1,000 Lbs 125 Gall	---	400 Lbs.	100 Lbs. 13 Gall	---	---	
000 bs 000 all	---	---	1,000 Lbs 125 Gall	---	400 Lbs.	100 Lbs. 13 Gall	---	---	
	125 Gall	---	375 Gall	---	---	---	---	---	
	---	---	125 Gall	---	---	---	---	---	
	---	---	83 Gall	---	---	---	---	50 Lbs.	
	125 Gall	---	375 Gall	---	---	---	---	---	
	---	---	125 Gall	---	---	---	---	---	
	---	---	83 Gall	---	---	---	---	50 Lbs.	

APPENDIX A

AVERAGE YEARLY CONSUMPTION PER UNIT

ing Oil	Pantograph	Roller
Sis	Grease	Bearing
30	G.S. N°1	Grease
		G.S.N°2

NOTES

	---	---	25 of these will be converted to oil burning by the end of 1945
	---	---	
	---	---	107 additional oil burning locos will arrive before end of 1945 a further 25 Italian locos will be converted to oil burning end '45
0			Number in service will increase to 75 by end of year
8	---	---	Number not in service will decrease to 36 by end of year
3			
11	50 Lbs.	100 Lbs.	Number in service will increase to 94 by end of year Number not in service will decrease to 16 by end of year
	---	---	
	---	---	

1592

---	---	---	11 additional will be put into service by the end of 1945
---	---	---	
---	50 Lbs.	100 Lbs.	10 additional will be put into service by the end of 1945
---	---	---	12 additional will be put into service by the end of 1945
---	---	---	5 additional will be put into service by the end of 1945
---	50 Lbs.	100 Lbs.	13 additional will be put into service by the end of 1945

HIGHWAYS

Power Unit	Average N° in service		Out of service 1945	In operation end 1945 (approx)	FUEL OIL AND/OR LUBRICANT USED. AVERAGE YEARLY CONSUMPTION					
	1938	1945			Gasoline	Diesel Oil	Kerosene (cleaning)	Engine Oil		
								Heavy	Light	
Private Cars	135400	3500	24500	--						
Taxis	5100	--	--	--						
Cars on Hire	6250	--	--	--						
Trucks Diesel	37630	3869	2170	5269	--	4800 Gall.	2 Gall.	300 Gall.	--	
Trucks 10ql. 35ql. & above		28150	919	28750	3300 Gall.	--	2 Gall.	--	200 Gall.	
Buses	8328									
M/cycles		1726	445	2118	300 Gall.	--	--	--		12 Gall.
Road Tractors		40	40	68	--	4800 Gall.	2 Gall.	300 Gall.	--	
I.R.T. - SICILY										
Trucks Diesel		1103	1020	1383		4800 Gall.	2 Gall.	300 Gall.		
	Gas.	473	430	593	3300 Gall.		2 Gall.	Gall.	200 Gall.	
Busses		33	--	33	--	4800 Gall.	2 Gall.	300 Gall.	--	
Private Cars		116	--	116	3300 Gall.	--	1 Gall.	--		40 Gall.
Amb.		11	--	11	3700 Gall.	--	1 Gall.	--		44 Gall.
Road Tractors		31	25	39	--	4800 Gall.	2 Gall.	300 Gall.	--	
M/cycles		94	70	135	300 Gall.	--	--	--		12 Gall.

SARDINIA

Trucks	Diesel	537	179	625	--	4800 Gall	2 Gall	300	
	Gas	230	76	267	3300 Gall.		2 Gall	Gall	20 Gall
W.D. VEHICLES									
Dodge	--	--	--	700	4500 Gall.	--	2 Gall	300	--

These figures do not include G.T. and "Q" Coy which may be handed over to the Italian Government 1945 or those vehicles which may arrive against existing requisitions.

Information supplied by Road Division - Transportation Sub-Commission

No This information is available for numbers of private automobiles, taxis and cars for hire for 750 Requisitioned Automobiles are registered by A.C.

No figures are shown for Military Vehicles on establishment of A.C.

APPENDIX B

HIGHWAYS

of ! In operation!		FUEL OIL AND/OR LUBRICANT USED. AVERAGE YEARLY CONSUMPTION PER UNIT					
Price !	and 1945 !	Gasoline !	Diesel Oil !	Kerosene !	Engine Oil !	Grease !	
45 !	(approx) !			(cleaning) !	Heavy !	Light !	
00 !	-- !						
	-- !						
	-- !						
70 !	5269 !	-- !	4800 Gall !	2 Gall !	300 Gall !	-- !	
19 !	28750 !	3300 Gall. !	-- !	2 Gall !	-- !	200 Gall. !	
45 !	2118 !	300 Gall. !	-- !	-- !	-- !	12 Gall. !	
40 !	68 !	-- !	4800 Gall !	2 Gall !	300 Gall !	-- !	
		I.N.T. - SICILY					
20 !	1383 !		4800 Gall !	2 Gall !	300 Gall !	-- !	
30 !	593 !	3300 Gall. !		2 Gall !		200 Gall. !	
-- !	33 !	-- !	4800 Gall !	2 Gall !	300 Gall !	-- !	
-- !	116 !	3300 Gall. !	-- !	1 Gall !	-- !	40 Gall. !	
-- !	11 !	3700 Gall. !	-- !	1 Gall !	-- !	44 Gall. !	
25 !	39 !	-- !	4800 Gall !	2 Gall !	300 Gall !	-- !	
70 !	135 !	300 Gall. !	-- !	-- !	-- !	12 Gall. !	

SARDINIA

SARDINIA							
179	625	---	4800 Gall	2 Gall	300	---	144 Lbs.
76	257	3300		2 Gall	Gall	200	144 Lbs.
		Gall.				Gall	
W.D. VEHICLES							
---	700	4500	---	2 Gall	300	---	144 Lbs.
		Gall.			Gall		

clude G.T. and "Q" Coy which may be handed over to the Italian Government by the end of which may arrive against existing requisitions.
Road Division - Transportation Sub-Commission
table for numbers of private automobiles, taxis and cars for hire for 1945.
biles are registered by A.C.
Military Vehicles on establishment of A.C.

Ext. #03

HEADQUARTERS ALLIED COMMISSION
ECONOMIC SECTION
APO 394

RIS/cn 2

15-01 /ES

10 March 1945

SUBJECT: Justification for P.O.L. Requirements - 1945

TO : Agriculture Sub-Commission
Industry Sub-Commission
✓Transportation Sub-Commission

rec'd Pl. Staff
0930 15/11/45
4/12

1. It is desired to establish criteria for estimating and justifying 1945 requirements for gasoline, gas oil, heavy Diesel oil, fuel oil, and kerosene for motor, fuel and illumination. Fuel Section of Commerce Sub-Commission are procuring detailed data on 1938 consumption. It is believed that 1945 requirements can be estimated on the basis of the number of machines scheduled for essential operation in 1945 as compared to those in operation in 1938. 1945 requirements in some cases will not directly follow from the number of machines scheduled for operation but it is believed that the factors which would account for a variation in the requirement per machine can be accounted for sufficiently well to permit reasonable adjustments for these factors.

2. With respect to its normal segment of the Italian economy each sub-commission is requested to supply the following information for all of Italy including the islands, south of the northern boundaries of Lucca, Pistoia, Firenze and Ravenna:

- Number of machines or devices consuming the above products in operation in 1938;
- Number of machines or devices required to be in operation by the end of 1945 to meet "A Category" requirements; and
- A statement of the factors which would tend to alter the consumption rate per machine in 1945 and an estimate of the degree and direction in which each factor would influence the consumption per machine figure.

3. With respect to each category of machines enumerated in reply to the above, the type of petroleum product consumed is also required or if some machines in a given category consume one type of oil and others another type then please designate the proportion of each type or enumerate each type separately. For example: farm tractors - a. kerosene burning, b. gas oil burning; or locomotive - a. fuel oil burning, b. Diesel oil burning;

4. I am informed that Mr. Stauffer has discussed this problem with members of your Sub-Commission over the past two days, therefore, it is hoped it will not be unreasonable to request the information by Monday night, 12 March.

Harlan Cleveland
Executive Director

cc: Fuel Section, Commerce 3/3

PETROLEUM PRODUCTS

(Fuel and Lubricants)

Before the war Italy's consumption of liquid fuel consisted of approximately 1/3 light products (gasoline and petroleum naphtha) and 2/3 of fuel oil and heavy diesel oil.

Moreover the bulk of the requirement for Italian ships in foreign ports consists of Bunker "C" fuel oil.

In 1938 consumption was approximately as follows:

Gasoline (not less than 60 octane number A.S.T.M.)	tons	450.000
ILLUMINATING oil (kerosene)		54.000
Kerosene (farm tractors)	tons	112.000
Gas oil: Internal market		
<u>Fishing vessels</u>		
<u>Agricultural uses</u>		
Lubricants (miscellaneous)		263.000
Heavy Diesel and fuel oil:		110.000
Internal market		
Italian Bunker "C"		1.900.000
Miscellaneous products		60.000
Petroleum coke, paraffine wax, etc.		
Total tons		2.949.000

In other words the requirements were approximately 3 million tons a year, excluding foreign bunker oil needs, but including Italian bunker oil.

Regarding the changed situation and salient features of the industrial reactivation program it should be pointed out:

1. That the supplies requested in the Transportation Section for liberated Italy, including supplies available at present, will be sufficient to provide a resumption of the following percentages of normal transportation in 1938:

Railways	25 %
Road transportation	100 %
Coastal shipping	10 %

2. That even if the entire program be approved for 1945, most of the transportation is scheduled for the second half year.

3. Requirements for private automobiles are based on an irreducible minimum throughout 1945.

Requirements are based on 50 % being carried in Dis-

1389

Kerosene (farm tractors)	tons 180,000	112,000
Gas oil: Internal market	57,000	
Fishing vessels	26,000	253,000
Agricultural uses		110,000
Lubricants (miscellaneous)		
Heavy Diesel and fuel oil:		
Internal market	950,000 (mostly furnace oil)	
Italian Bunker "C"	950,000	1,900,000
Miscellaneous products		
Petroleum coke, paraffine wax, etc.		60,000
	Total tons	2,949,000

In other words the requirements were approximately 3 million tons a year, excluding foreign bunker oil needs, but including Italian bunker oil.

Regarding the changed situation and salient features of the industrial reactivation program it should be pointed out:

1. That the supplies requested in the Transportation Section for liberated Italy, including supplies available at present, will be sufficient to provide a resumption of the following percentages of normal transportation in 1938:

Railways	25 %
Road transportation	110 %
Coastal shipping	10 %

2. That even if the entire program be approved for 1945, most of the transportation is scheduled for the second half year.

3. Requirements for private automobiles are based on an irreducible minimum throughout 1945.

4. Truck requirements are based on 50 % being carried in diesel-motor vehicles, the average consumption of which is 1 liter of Diesel oil per 2.5 kms, while for ordinary trucks 1 liter of gasoline per 3.5 kms.

5. Consumption of Diesel oil for shipping is negligible, while that for central heating has been reduced to the very minimum.

6. Kerosene (illuminating oil) demands have increased due to shortage of electricity while kerosene for farm tractors is greatly

./.

reduced on account of the lower number of tractors in use.

7. The refinery at Bari has a potential output of 22,000 tons monthly and can operate partly on Albanian Crudes.

1945 Requirements

1. Crude petroleum		200,000
2. Motor fuel (minimum octane number 60 ASTM)		320,000
3. Kerosene (illuminating oil)		60,000
4. Kerosene (farm tractors)		20,000
5. Gas oil: internal market	200,000	
Fishing vessels	15,000	
Agricultural uses	<u>5,000</u>	220,000
6. Lubricants fats and greases (see det)		35,000
7. Heavy diesel oil	75,000	
Furnace oil (fuel oil)	<u>225,000</u>	300,000 ✓
8. Petroleum coke, paraffine wax		25,000
	Total	1,180,000

The above represents about 40 % of 1938 demands.

The requirements (specifications?) for material to be imported are given in the list VI - 9.

3. Kerosene (illuminating oil)	60.000
4. Kerosene (farm tractors)	20.000
5. Gas oil: Internal market	200.000
Fishing vessels	15.000
Agricultural uses	<u>5.000</u>
6. Lubricants fats and greases (see det)	220.000
7. Heavy diesel oil	35.000
Furnace oil (fuel oil)	75.000
8. Petroleum coke, paraffine wax	<u>225.000</u>
	300.000 ✓
	25.000

Total 1.180.000

The above represents about 40 % of 1938 demands.

The requirements (specifications?) for material to be imported are given in the list VI - 9.

1588

230/TN2

COPY ✓

SECRET

AFHQ PETROLEUM SECTION
ROME AREA ALLIED COMMAND

Tel:- Rome 478875

PET 30/E/6/1

24 Jan. 45

SUBJECT: POL Requirements - NW Italy.

HQ. A.C., Economic Section,
APO 394.

Reference this Section's letter, PET 30/E/6, dated 20 January 1945, and conversation, Col. Eyles - Major Richardson, on 23 January 1945.

1. In view of the arguments brought forward by Major Richardson, the whole question of the estimated requirements of POL in Northwest Italy within the first thirty days of liberation, has been re-examined. Accepting the fact that in other areas of Italy in the first thirty days much of the long distance transport has been provided by Army trucks drawing W.D. petrol, it is agreed that this Section's original estimate of 8,536 packaged tons of POL is correct and that this quantity should be stockpiled for transference into Northwest Italy, and that a further quantity of 3,591 packaged tons should be provided to operate the vehicles of Allied Commission to be used for the haulage of supplies, including POL, into the above mentioned area.

2. This Section is notifying AFHQ of these estimates and an endeavour will be made to have this POL available at a suitable place.

(signed) H.B.EYLES
Colonel
Petroleum Section.

1587

SECRET.

COPY

TOP SECRET

AFHQ PETROLEUM SECTION
ROME AREA ALLIED COMMAND

Tel:- Rome 478875

PET 30/E/8

20 Jan. 45

SUBJECT: POL Requirements - NW Italy.

HQ. A.C., Economic Section,
AFU 394.

Reference your 13.01/ES dated 18 January 1945

1. The figure of 8,536 packaged tons of POL which was supplied to you by this Section as an estimate of the quantities of POL which would be required in the first month of the liberation of Northwest Italy, was based on experience in Italy so far liberated. It is the opinion of this Section that these quantities will be sufficient to provide the petroleum required for the operation of the trucks which will move supplies from the point of transfer into the Regions, as well as, the first month's requirements within the Region.
2. It is noted that you estimate the requirements of the trucks under direct Allied Commission control utilised for this transfer into the regions as amounting to 3,591 packaged tons. It is, therefore, felt by this Section that of the original estimate of 8,536 tons, only 4,945 tons will require to be transported into the Region within the first month.
3. This Section is, therefore, proposing to plan on providing at the point of transfer 8,536 packaged tons only. It is appreciated that this reduces the commitment of your vehicles by a matter of some 3,600 tons, but it is suggested that there is no need to make any change in your calculation on this account.
4. In view of the information given in paragraph 6 of your letter under reference, this Section will endeavour to have this POL made available somewhere along the line of Route No 9. Further information will be passed to you when the plans are firmer.

(signed) H.B.EYLES
Colonel,
Petroleum Section.

on original letter, note in Mr. Taylor's handwriting.
"starting April 15 these figures
should be doubled for 1st month"
(signed) TAYLOR.

TOP SECRET

1586

P.T.O.

<u>AFHQ estimate.</u>	<u>Petrol</u>	<u>Diesel</u>	<u>Kerosene</u>	=	<u>Total.</u>
	4538	2780	1218		8536

AC
Petrol required to convey from
Point of Transfer to Region.

3591	4538
<u>4945</u>	<u>3591</u>
	947

Diesel	2780	4945	Petrol	4538
Kerosene	1218	3798		<u>407</u>
	<u>3998</u>	947		

Tel. 513

TOP SECRET

HEADQUARTERS ALLIED COMMISSION

APC 394

ECONOMIC SECTION

253/TN 2 20

FPR/14

18 January 1945

Ref: 13.01

TO: Petroleum Section, A.F.H.Q.
R.A.A.C.

SUBJECT: Petrol required to convey all A.C. supplies
into Provinces from PARMA.

1. Reference your Pet 30/4/8 of 23 December 1944,
subsequent conversation and meeting with Economic Section on
Wednesday, 10 January 1945.

2. Based on the figures you indicate in your letter
i.e. Liguria 90 tons per day
Lombardia 290 " " "
Piedmont 160 " " "
540 tons package bulk of P.O.L.

and on the assumption that in the initial restricted stages not
more than half these quantities of package products will be
required, the following calculations have been made of the quanti-
ties.

- (a) Required for internal distribution within the
Province.
- (b) Required to move A.C. supplies of all types into
the Province from point of Transfer - Parma.

3. If the Military lift in whole or in part as far as
Piacenza, the Military P.O.L. commitment will be correspondingly
increased and that of A.C. decreased.

4. Since Modena and Reggio Emilia are on the route
between A.C. stockpiles and Parma or Piacenza it has been assumed
that the Military will drop A.C. supplies at these points en route.

5. Schedule of para 3 (a) and (b) is attached hereto.

-2-

TOP SECRET6. A.C. Stockpiles.

The location and tonnages of existing A.C. stockpiles in East Italy are :-

<u>Location</u>	<u>Present Stocks</u> Tons	<u>Expected additional</u> <u>Stocks from Leghorn</u> Tons (Flour)	<u>Total</u>
Ancona	5,000	3,700 (1,500)	8,700
Rimini	3,000	3,500 (1,000)	6,500
Cesena	1,000	2,600 (2,000)	3,600
Forli	3,000	2,600 (2,000)	5,600

An additional 9,000 tons (5,000 tons flour) is being despatched from Naples to augment these stockpiles. Warehouse space will determine the proportions which will be indicated to you as early as possible.

For the Chief Commissioner:

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

CC. Transportation Sub Commission,
(attention Mr. Taylor)
Commerce Sub Commission,
(attention Pet. Section)
Supply & Resources Division,
Economic Section
(attention Mr. Stauffer)

APPROVED *F.P. Richardson*
F.P. RICHARDSON,
MAJOR,

1584

2069