

5/TIV.3 SANSE

from
To.

10000/148/p46
from Jan 45
To: June 45

2205

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

Folio 14. See also file AC/29/TN3. - Folio 1.
Folio 16 " " " AC/2/TN3. - Folio 17.
" 20. " " " AC/21/TN3 " 21
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2206

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

5/TN.3

SANSE

478303

TRANSPORTATION SUB-COMMISSION

CNC/ga

INTER OFFICE MEMO

Our Ref :- AC/5/24/Tn.3.

5 June 1945

SUBJECT :- SANSA

TO :- Road Division

1. Ref my AC/5/15/Tn.3. of 14 April and my AC/5/22/Tn.3. of 14 May also your AC/102/G/Tn.5. of 15 May.

2. Please may this Branch be informed what progress has been made since 1 Apr. '45 with the movement of SANSA.

3. Please confirm what part of the 1220 Tons from MACERATA, ANCONA and PESARO had been moved under auspices of UMBRIA-MARCHE Region and that you have issued orders to E.M.A.C. for the balance if any.

4. It would be appreciated if you could supply figures for Months of April and May separately against the separate tonnages given in para 2 of my AC/5/22/Tn.3. of 14 May.

For the Chief Movements Division.

[Signature]
C.M. CHRISTENSEN
Lt. Col.

1761

*Take 1/2 hr. Ferry rough
1 June 45.
See return re. Progress of Priority
tonnage programmes later 7 June.
He is now only along coast and
will write strong in to FMAC
re their bad performance and
real danger of Samsa and
bad air to that weather
6/6 7 June*

22081

File
CNG/ES
19

TRANSPORTATION SUB-COMMISSION
INTER OFFICE MEMO

Tel : 478303

14 May 1945

Our Ref :- AC/5/22/Tn.3.

SUBJECT :- Movement of SAHSA

TO :- Road Division

11

1. Ref my AC/5/17/Tn.3. of 16 April '45 please will you state what progress has been made with the movement of SAHSA. It would be appreciated if you could supply tonnages moved during month of April against programme as per para 2. Failing complete tonnages please report what information you have, with dates.

	PROVINCE	TONNE
2.		
(a) EMAC	CAMPANIA	6,000
	Lazio	7,500
	ABRUZZI	3,500
	FUGLIA	
	LUCANIA	10,160
	CALABRIA	7,500
(b) IFE	SICILI	2,200
(c) EMAC	SARDINIA	2,160
(d) TRUCK	PIEMONTE	2,000
	TRIESTE	2,000
(e) RT GP.	MARITIMA	400
	AVIGNA	300
	PERUGIA	500
	TOTAL	44,340

For the Chief Movement Division:-
1760

C.N. CHRISTENSEN
Lt. Col.

1. Ref my AG/5/17/Am.3. of 16 April '45 please will you state what progress has been made with the movement of GANSA. It would be appreciated if you could supply tonnages moved during month of April against programme as per para 2. Filling complete tonnages please report what information you have, with dates.

PROVINCE	TONS
(a) EMAC	
CAMPANIA	5,000
MARIT	7,500
ABRUZZI	3,600
FUGLIE	
LECCE	10,150
CALABRIA	7,500
(b) INT	2,200
(c) EMAC	2,160
(d) TRUCK POOLS	2,000 2,000
(e) MC Gr.	400 300 500
TOTAL	<u>44,340</u>

For the Chief Movement Division:-

1760

C. T. CHRISTENSEN
Lt. Col.

INTER OFFICE MEMO

CNC/ss

Our Ref : 82/5/17/Tn.3. 16 April 1945

SUBJECT : Movement of Tanks (olive trucks)

TO : Road Division

1. This to confirm phone conversation (Christensen Perryhough) 16 April 1945.

2. The part of the tanks programme which can be accomplished without disturbing existing priorities will be proceeded with at once.

The part referred to is as follows :-

(a) EMAC.	CAMPANIA	6,000 Tons	Low Acid Content Tanks
	LABIO	7,500 "	
	ABRUZZI	3,600 "	
	PUGLIA	10,100 "	
	LUCANIA	7,500 "	
	CALABRIA	7,500 "	
	Total	34,700	
(b) INF	SICILY	2,200 Tons	
(c) EMAC	SARINIA	2,100 "	
(d) Truck Pools	PERUGIA	2,000 "	
	TERMI	2,000 "	
	Total	4,000	
Grand Total		43,120	1759

1. This to confirm phone conversation (untranscribed
Bernyough) 16 April 1945.
2. The part of the Senses programme which can be
accomplished without disturbing existing priorities will
be proceeded with at once.

The part referred to is as follows :-

(a) EMAG.	CAMPANIA	6,000 Tons	Low Acid Content Senses
	LADIC	7,500 "	
	ABRUZZI	3,600 "	
	PUGLIE	10,160 "	
	LUCANIA	7,500 "	
Total		34,760	
(b) INT	SICILY	2,000 Tons	
(c) EMAG	SARDEGIA	2,160 "	
(A) Truck Pools	PERUGIA	2,000 "	
	TERMI	2,000 "	
Total		4,000	
Grand Total		43,120	
		1759	

3. The question of the balance of 57,200 tons
has been submitted to Priority Board. See my AC/29/1/En3
of 10 April '45.

4. Enclosed is a copy of Food St programme

C. J. CHRISTENSEN
Lt. Col
Movements Division
Roads Branch

FILE
CNC/ra

INTER OFFICE MEMO

(15)

Our ref.: AG/5/15/Tn 3

14 April 1945

SUBJECT : Same

TO : Roads Division

1. Please may this branch be informed of the tonnages moved by EMAC by Provinces against each of the Provincial tonnages shown in the Appendix to EMAC letter dated 3 April '45 which was enclosed with your AG/102/6/3/Tn 5 of 4 April '45.

2. Information required in 10 day periods commencing period 1-10 April '45.

3. Please may similar information be given for SICILY and SARDINIA also for PERUGIA and TERNI (see paras 3 and 4 of my AG/29/1/Tn 3 of 10 April '45).

(14)

[Signature]
C.S. CHRISTENSEN
Lt. Colonel,
Movements Division
Roads Division BRANCH

HEADQUARTERS ALLIED COMMISSION
A. P. O. 394
Food Sub-Commission

AP/ar

5/H

Tel. 489081 - 238.

Ref. 74 - 11/65/FOOD

6 March 1945

SUBJECT : Transportation of sansa by road.

TO : Transportation Sub-Commission
(Movements Division)

1. At a rough estimate, some 200,000 tons of olive husks ("sansa") are still lying at the olive-oil mills. Half of this quantity can only be conveniently transported to the oil extraction plants by motor-transport.
2. This quantity of "sansa" (100,000 tons) would produce about 7,000 tons of oil, of which 2,000 tons could be made edible by refining & the rest used for soap making to produce 7,500 tons of soap approximately.
3. The importance of transporting this "sansa" will be appreciated more readily when it is realized that in Italy olive oil is practically the only source of edible fats (apart from small quantities of animal fats in Northern Italy) for the population, as no oils or fats are at present being imported.
4. A detailed programme for the transportation of "sansa" is enclosed and it will be much appreciated if the matter can be taken up with the Priorities Board in accordance with the Minutes of the Meeting held on 28th Feb., (ref. AC/5/10/Tn 3 of 2nd March 1945).

10

W. J. LERG
W. J. LERG
Colonel
Director, Food Sub-Commission.

Copy to : Agriculture S/C.
Economic Section.

TRANSPORTATION OF SANSA BY ROAD.

LAZIO - UMBRIA	tons 15.000 ✓
MARCHE - ABRUZZO	" 5.920
CAMPANIA	" 14.100 ✓
PUGLIA	" 30.500 ✓
CALABRIA	" 12.220 ✓
TOSCANA	" 17.850 ✓
SICILIA	" 2.200
SARDEGNA	" 2.160

TOTAL tons 100.000

<u>CAMPANIA</u>	Quantity to be transported in tons.	Period	Average distance in Km.
Province of		march - april - may	30
AVELLINO	1.430	" " "	30
BENEVENTO	3.150	" " "	20
SALERNO	9.440	" " "	30
POTENZA	80	" " "	
Total	14.100		

<u>LAZIO & UMBRIA</u>		Period	Average distance in Km.
		march - april - may	40
ROMA	5.000	" " "	20
VITERBO	1.800	" " "	45
FROSINONE	1.500	" " "	30
RIETI	1.500	" " "	1456
LITTORIA	1.200	" " "	20
PERUGIA	2.000	" " "	30
TERNI	2.000	" " "	./.
Total	15.000		

Province of	Quantity to be transported in tons.	Period	Average distance in Km.
<u>MARCHE & ABRUZZI</u>			
AQUILA <i>Q.M.</i>	500	march - april - may	100
PESCARA	1,000	" " "	30
CHIETI	1,200	" " "	30
TERAMO	1,000	" " "	60
CAMPORASSO	1,000	" " "	40
MACERATA <i>M</i>	1,000	" " "	30
ANCONA <i>M</i>	320	" " "	20
PESARO <i>M</i>	500	" " "	80

Total 5,920

PUGLIE

BARI	13,650	march - april - may	12
BRINDISI	6,450	" " "	12
FOGGIA	1,250	" " "	16
LECCE	5,400	" " "	14
TARANTO	3,800	" " "	15

Total 30,550

CALABRIA

REGGIO CAL.	2,450	march - april - may	20
CATANZARO	3,050	" " "	15
COSENZA	6,720	" " "	20

Total 12,220

CSG/ml

TRANSPORTATION SUB COMMISSION

APO 394

Movements Division

Roads Branch

10

Ref. AC/5/10/Tn.3

2 March 1945

Minutes of meeting held 0900 hrs 28 Feb 45
in Room 14 - Sixth Floor
H.Q. Allied Commission.

Present.

Lt.Col. J.H.Bordass	Tn.Sub-Commission A.C.
Major C.Stait-Gardner	" " "
Dr.A.de Pollitzer-Pollenghi	Food Sub Commission A.C.
Comm.Paolo Bompard	ENAC Representative
Dr. Luciano de Perugia	Vice-Director Consorzio Sansa (Reparto Ammasso Sansa)

Subject : Movement of Sansa.

1. The meeting was called for the purpose of
 - (a) Giving those present an opportunity of meeting each other and discussing their respective difficulties.
 - (b) Discussing points raised in report made by Dr.Pollitzer Pollenghi(Ref.74-14/53/Food) issued 27 Feb 45.

2. Dr.Pollitzer-Pollenghi stated that the quantity of Sansa to be moved is approximately two million quintals of which it is anticipated that :

3/4 million quintals will move by rail.
1/4 million quintals will move by road.
1/2 million quintals will move by annual drawn vans.

Total 2 1/4 million.

1754

It was pointed out that there are many instances where a road haul is required in addition to the rail movement hence the increase of 1/4 million.

Rail lift : Arrangements already made with Mov.Div.Rail Branch are satisfactory and provide for the utmost use of rail facilities. No undue difficulties are anticipated.

Road Movement : Mr.Pollitzer Pollenghi stated that during his tour of the provinces of SALERNO-COSENZA-NAPLES-CATANZARO he had spoken with the local ENAC representatives.

Present.

Lt. Col. J.H. Bordass	En. Sub-Commission A.C.
Major C. Stait-Gardner	" " "
Dr. A. de Pollitzer-Pollenghi	Food Sub Commission A.C.
Comm. Paolo Bompard	ENAC Representative
Dr. Luciano de Perugia	Vice-Director Consorzio Sansa (Reparto Annasso Sansa)

Subject : Movement of Sansa.

1. The meeting was called for the purpose of
 - (a) Giving those present an opportunity of meeting each other and discussing their respective difficulties.
 - (b) Discussing points raised in report made by Dr. Pollitzer Pollenghi (Ref. 74-74/53/Food) issued 27 Feb 45.

2. Dr. Pollitzer-Pollenghi stated that the quantity of Sansa to be moved is approximately two million quintals of which it is anticipated that :

3/4 million quintals will move by rail.
1 " " " " " "
1/2 " " " " " "

annual drawn vehs.

Total 2 1/4 million.

1754

It was pointed out that there are many instances where a road haul is required in addition to the rail movement hence the increase of 1/4 million.

Rail lift : Arrangements already made with Mov. Div. Rail Branch are satisfactory and provide for the utmost use of rail facilities. No undue difficulties are anticipated.

Road Movement: Mr. Pollitzer Pollenghi stated that during his tour of the provinces of SALERNO-COSENZA-NAPLES-CATANZARO and REGGIO he had spoken with the local ENAC representatives in each province. Without exception he had found them most cooperative and desirous of carrying out the required movement but all pointed out that they had insufficient vehicles to carry out movement of essential "ready for consumption" foods. All vehicles are fully committed. Unless a priority for the movement of Sansa by road is established on a high level it cannot be moved with present availability of vehicles.

Comm. Bompard stated that the number of trucks could be greatly increased if tyres were made available. Consideration should also be given to the question of P.O.I. The present allocation is far from adequate. Allowance should be made for increased commitments. For example, in CATANZARO the P.O.I. allocation is the same now as it was 4 months ago. Comm. Bompard drew attention to the ever increasing petrol "racket". He thought that periodic checks by allied M.P. working in conjunction with civilian Police would go a long way towards curtailing these activities.

Lt. Col. Bordess asked for a programme to be submitted showing quantities-point of origin - destination and period of movement. On receipt of this programme the matter will be taken up with the Priorities Board.

28 Feb. 45

C. STAIT-GARDNER

Major

Movements Division

Roads Branch

DISTRIBUTION :

Food Sup Commission (2)
Commerce Sub Commission
Petroleum Sub Commission
Priorities Board AG
EWAG (2)

Movements Division

Chief

/ Roads Branch

Roads Branch

INTER OFFICE MEMO

Tel : 238

Ref : 74-14/53/1000

SUBJECT : Report and Recommendations for the
Sanco Campaign 1944/45 in Campania
and Calabria.

TO : Director, Food Sub-Commission

1. I must first state the outstanding importance of sanco this year. The official figures show that by 15 February about 264,000 qts of pressed olive oil had been amassed. At the same time I estimate that the extraction plants had about 1,500,000 qts of new and 400,000 qts of old sanco. This means about 140,000 qts of oil (both edible and sulphuric acid soap making).

2. I have just toured the provinces of Naples, Salerno, Cosenza, Catanzaro & Reggio, and was given all possible help by AC officer. I feel especially indebted towards Brigadier Dunlop. In each of the 5 provinces I visited, I met the Provincial Commissioner (or the Supply officer), the Olive Oil officers, the UFFSA officials, the EMAC officials, the UNIFORM INDUSTRIAL officials, the inspector sent by the Ministry of Agriculture for this olive oil campaign and several other Italian authorities.

In both Naples and Reggio I had close contact with the regional officer of the Consorzio Sanco and interviewed dozens of farmers (oil mills) many farmers and consumers and inspected my plants.

3. With the Consorzio Sanco I worked out a practical plan for the transportation of the 500,000 qts of sanco in this area. I hope that this plan (which the Consorzio Sanco of both railway transportation officers) can be considered solved. It was agreed that no individual firm was to ask for wagons but that all bids for Campania and Calabria should be pooled by the Consorzio Sanco. Road transportation is a difficult problem.

It seems impossible to find skilled lorries. We must rely on EMAC (the Italian Official Road Transportation Office). The compartmental EMAC in Naples was told to give sanco a good priority.

I have arranged with EMAC to use empty lorries for Sanco on their return journey and to allot petrol to the

22/au

5/9

1. I must first state the outstanding importance of sansa this year. The official figures show that by 15 February about 254,000 gls of pressed olive oil had been amassed. At the same date I estimate that the extraction plants had about 1,600,000 gls of new and 400,000 gls of old sansa. This means about 140,000 gls of oil (both edible and sulphuric for soap making).

2. I have just toured the provinces of Naples, Salerno, Caserta, Benevento & Reggio, and was given all possible help by 10 officers. I feel especially indebted towards Brigadier Burley. In each of the 5 provinces I visited, I met the Provincial Commissioner (or the Supply officer), the Olive Oil officers, the UFSM officials, the ENAC officials, the UNION INDUSTRIALI officials, the inspector sent by the Ministry of Agriculture for this Olive oil campaign and several other Italian authorities. In both Naples and Reggio I had close contact with the regional officer of the Consorzio Sansa and interviewed dozens of frantoi (oil mills) many farmers and consumers and inspected many plants.

3. With the Consorzio Sansa I worked out a practical plan for the transportation of the 600,000 gls of sansa in this area. I hope that this problem (with the assistance of both railway transportation officers) can be considered solved. It was agreed that no individual firm has to ask for wagons but that all bids for Campania and Calabria should be pooled by the Consorzio Sansa. Road transportation is a difficult problem.

It seems impossible to find allied lorries. We must rely on ENAC (the Italian Official Road Transportation Office). The company-owned ENAC in Naples was told to give sansa a good priority.

I have arranged with ENAC to use empty lorries for Sansa on their return journey and to allot petrol to the

1753

- 2 -

plants who have their own lorry. I will anyhow try to discuss this matter again with transportation S/O.

I am very indebted to transportation S/O for all their cooperation.

4. In the Sorrento Peninsula the Sarsa has all been burnt. That was due to the fact that there the olives ripen very early and the crushing of the olives finished in October - November. The farmers thought that they would get the same price this year as last year (about 60 cent. per kilo transported to the extraction plant!), on the other hand wood for fuel was very expensive (about 7 lire per Kg.). It is true that sarsa was blocked in September.

But the price was published in the "Gazzetta Ufficiale" of January 20th. The new price therefore, did not come to their knowledge 3 months after the sarsa was produced.

I can not blame the unsuccesful farmer. If somebody should be blamed it is the Ministry of Agriculture who published all regulations for so late (as I have stated in previous reports).

Fortunately this is an isolated case and the burnt sarsa of Sorrento is quite a small percentage of what is still available.

5. The extraction plants require solvents: carbon bisulphide and trielins:

Carbon bisulphide is available in Catania and the only problem is transportation.

There is no production of trielins by the quantities were blocked and are now allotted by the Consiglio Sarsa.

I recommend taking the necessary steps now, to import the trielins needed for the 1945/46 campaign.

6. I have personally been to AFHQ in order to have the "Crispicio di Caserta" derequisitioned, and had full success. The only extraction plant which must still be derequisitioned is Gaslini's in Iola (Bari).

7. There is a relationship between the oil and the sarsa produced. If the control (done by Allied officers or Italian officials) finds more sarsa than officially produced oil, this sarsa can be used as evidence against the Press-ow-
more.

in October - November. The rumour spread that the same price this year as last year (about 60 cent. per kilo transported to the extraction plant!), on the other hand wood for fuel was very expensive (about 7 lire per kg.). It is true that sassa was blocked in September.

But the price was published in the "Gazzetta Ufficiale" of January 20th. The new price therefore, did not come to their knowledge 3 months after the sassa was produced.

I can not blame the undersigned Farmer. If somebody should be blamed it is the Ministry of Agriculture who published all regulations for so late (as I have stated in previous reports).

Fortunately this is an isolated case and the burnt sassa of Sorrento is quite a small percentage of what is still available.

5. The extraction plants require solvents: carbon bisulphide and trichlorine.

Carbon bisulphide is available in Catania and the only problem is transportation.

There is no production of trichlorine. Small quantities were blocked and are now allotted by the Consorzio Sassa.

I recommend taking the necessary steps now, to import the trichlorine needed for the 1945/46 Campaign.

6. I have personally been to APHQ in order to have the "Oleificio di Casserta" derequisitioned, and had full success. The only extraction plant which must still be derequisitioned is Gaslini's in Nola (Sari).

7. There is a relationship between the oil and the sassa produced. If the control (done by Allied officers or Italian officials) finds more sassa than officially produced oil, this sassa can be used as evidence against the Press-ow-ners.

Unfortunately more than half the oil produced was sold to the so called black market. If rumour is spread over the country that sassa can be used as evidence against

the press-owner these would destroy there samsa and the evidence!

Now, samsa is one of the most important Italian resources and we should do all to prevent its destruction. I have explained all that verbally to Allied and Italian authorities and they have agreed on the slogan: "we have hundreds of thousands of quintals of illegitimate samsa; we must legitimate all these illegitimate children" id est: bring them at all costs to the extraction plants.

8. The transportation of samsa will cost much more than 90 lire per ql (estimated by the Ministry of Industry when the price of samsa was fixed), because the official prices both per Railway and Road transportation have since been doubled and it is well known that one can not yet lorryes at official prices.

Transportation by animal traction is even more expensive. Sometimes samsa must be transported by mule to the road, by lorry to the station, then by wagon, and finally by lorry to the extraction plant. That works out sometimes more than 200 lire per ql.

I have suggested to all extraction plants to make every effort to carry as much samsa as possible to there plants. They should then ask the Ministry for a revision of the price, also in view of the fact that all costs (solvent, labour etc.) have been practically doubled during the last months.

9. I then persuaded all extraction plants who had no solvent, not to wait for the solvent but to collect as much samsa as possible. We would then help them to get the necessary solvents.

I am definitely against a policy to deliver solvents to extraction-plants who have no samsa and to let it freeze there.

This policy should be proposed to the Ministry of Industry and to the Consorzio Samsa.

10. I think that my difficult and interesting journey has solved most of the important problems of that area on the spot. I think it is my duty to draw attention to some other facts which, although beyond my jurisdiction, are of high importance:

a) All show windows in Reggio are full of soap with price labels of between 90 and 250 lire per Kg. All this soap is made of pressed edible oil. It is really a horrible waste. Ministry should be advised not to allow this.

8. The transportation of sassa will cost much more than 90 lire per ql (estimated by the Ministry of Industry when the price of sassa was fixed), because the official prices both per way and load transportation have since been doubled and it is well known that one can not yet borrow at official prices.

Transportation by animal traction is even more expensive. Sometimes sassa must be transported by mule to the road, by lorry to the station, then by wagon, and finally by lorry to the extraction plant. That works out sometimes more than 200 lire per ql.

I have suggested to all extraction plants to make every effort to carry as much sassa as possible to their plants. They should then ask the Ministry for a revision of the price, also in view of the fact that all costs (solvent, labour etc.) have been practically doubled during the last months.

9. I then recommended all extraction plants who had no solvent, not to wait for the solvent but to collect as much sassa as possible. We would then help them to get the necessary solvents.

I am definitely against a policy to deliver solvents to extraction-plants who have no sassa and to let it freeze there.

This policy should be proposed to the Ministry of Industry and to the Consorzio Sassa.

10. I think that my difficult and interesting journey has solved most of the important problems of that area on the spot. I think it is my duty to draw attention to some other facts which, although beyond my jurisdiction, are of high importance:

a) All show windows in Reggio are full of soap with price labels of between 90 and 250 lire per Kg. All this soap is made of pressed edible oil. It is really a horrible waste. Ministry of Industry should be advised not to allow this.

The only practical way I see to fighting against it is

- 4 -

to distribute more soap on the ration card, or in other words, to increase the production of industrial fats (bone grease, seed oil etc.)

b) The olive oil campaign would work much better and black market would decrease if there were availabilities of other edible oils (from imported and domestic seeds) and fats (lard, butter etc.) I should like to take care of these lines also.

c) I suggest that next year's olive oil (1945/46) and all other by products should be left free and no price fixed. If, on the other hand the Italian Government wants to ration and to fix the prices etc again, control should begin not at the mill but on the tree. Previous organization would be necessary and should start now. All decrees regulations etc. should be issued not later than July.

The Ministry of Agriculture should be advised now.

d) Actually the "frantoio" have not enough good fiscooli for this campaign (1944/45). Next year they will be in a worse mess.

The only good fibre for fiscooli is coconut. A.C. should now take the necessary steps and import 2.000 tons of coconut fibre from India or Ceylon.

11. My programme is to tour all olive oil producing areas in the same way.

If I get the same help there as I got on the last trip, and with the good will of the Italian authorities, producers and industrialists, I hope to attain the target figure: that is 4,000,000 qts of sauce, i.e. 280.000 of oil.

Dr. ANDREA DE POLIIZER-POLLENGHI

- 5 -

Copies to :

Agriculture Sub-Commission
 Industry Sub-Commission
 Industry Sub-Commission
 Transportation Sub-Commission
 Southern Region
 " " " " "
 " " " " "
 " " " " "
 " " " " "
 " " " " "
 " " " " "
 Consorzio Sanss - ROME
 Via Tomacelli n.132

(Attn: Major Crawford)
 (Attn: Major Rosenbaum)
 (Attn: D. Opatowski)
 (Attn: Col. Snodgrass)
 (Attn: Col. Hershenson)
 (Attn: Stockman)
 (Attn: Major Bowers)
 (Attn: Major Blaire-)
 (Attn: Capt. Jefferson)

1751

2227

CSG/ml

HEADQUARTERS ALLIED COMMISSION
AFO 394
Transportation Sub-Commission

Ref : AC/5/8/Tn.3

21 February 1945

SUBJECT : Movement of Sansa.

TO : Regional Commissioner
HQ Southern Region
Allied Commission.
(For Transportation Division)

*12/1/45
12/2/45
12/3/45
12/4/45
12/5/45
12/6/45
12/7/45
12/8/45
12/9/45
12/10/45
12/11/45
12/12/45*

Reference is made to your letter 7/N-209 dated 13 Feb 45.

2. In reply to your last paragraph, your suggestion that the three short hauls should be made by road is agreed. ENAC have stated that they can arrange the movement and are instructing ENAC MAPLES to contact Major Bowers at your Headquarters.

3. Please notify this Headquarters if any difficulties are encountered.

By Command of Rear Admiral STONE :

Robert H. Taylor
ROBERT H. TAYLOR
Director

Copy to Major Warthington

1750

JHB/nf

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

(7)

Tele: 478303
Our ref: AG/5/7/Tn.3.

13 February 1945

SUBJECT : Sanse Collection

TO : Regional Commissioner ABRUZZI-MARCHE Region
(for attention Economics & Supply)

(6)

1. Reference your R5/518/111 dated 9th February 1945.
2. As regards the last paragraph of your letter - Aquila, it is noted that part of the lift required has already been allocated.
3. It is essential that the movement of Sanse be given high priority. Will you please liaise with your Regional Transportation Officer in order that the full lift required is forthcoming.

By Command of Rear Admiral Stone:

MERRITT H. TAYLOR
Director.

Copy to:

Regional Transportation Officer
Abruzzi-Marche Region

1749

TO : HQ, AC, Transportation Sub-Commission
 Copy to: Food Sub-Commission
 Reg. Agriculture
 R.C.T.O.

FROM : HQ, AC/AMG Abruzzi-Marche Region (Economics & Supply)

REF : R5/518/111.

DATE : February 9th, 1945.

SUBJECT : Sansa Collection.

1. Ref your 295/16/Tn 3 of 22 January 1945.

2. Dett. Pacifico of the Sansa Consorzio has toured the Region and discussed with P.S.O.s the position. It is, as far as one can ever get any accurate information, as follows:

Pesaro - 1. Only extraction plant S.I.A. (Ancona) is (a) des-
 Ancona troyed (b) occupied by troops.
 2. Anyway owing to shortage of fuel, practically all
 sansa vergine has been used as fuel.
 3. Must be written off.

Ascoli - Sansa vergine used up for fuel. Another write-off.

Macerata - Sansa is being taken to Gaslini plant at Porto San
 Giorgio by local civil transport. The "carrot" is
 getting the sansa esausta back as fuel.

Teramo - Sansa going to Gaslini plant, Porto S. Giorgio and
 to Orsini plant (run by Gaslini) at Pescara. Civil
 trucks, as for Macerata.

Pescara - Sansa to Orsini plant Pescara and OIM plant 1748
 Loreto (Pescara).

Chieti - Sansa to Orsini plant Pescara and OIM plant Istos-
 nio (otherwise Vasto Chieti): the latter being
 supplied by local civil transport.

7 Sansa to OIM plant Loreto (Pescara). Dott. Pacifico

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Pesaro - 1. Only extraction plant S.I.A. (Ancona) is (a) destroyed (b) occupied by troops.
Ancona
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Ascoli - Sansa vergine used up for fuel. Another write-off.

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Pescara - Sansa to Orsini plant Pescara and OIM plant 1748 Loreto (Pescara).

Chieti - Sansa to Orsini plant Pescara and OIM plant Istornio (otherwise Vasto X Chieti): the latter being supplied by local civil transport.

Aquila - Sansa to OIM plant Loreto (Pescara). Dott. Pacifico asked for 8 tons lift for 50 days for OIM Loreto (Pescara) and 8 tons lift for 40 days for Gaslini at Orsini plant at Pescara. 2 tons lift for each have already been allocated by PSO Pescara-Chieti. The remainder is being arranged for. Naturally the lift needed is only an estimate of Dott. Pacifico.

For the Regional Commissioner:

D. V. Shaw Kennedy
D.V. SHAW-KENNEDY, Captain
Regional Supply Officer

BEST COPY POSSIBLE

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

FILE 513

ALCON TOSCARA REGION ALCON ABRUZZI MARCHIA REGION

1371

8 FEB. 45

CP. PRIORITY

RESTRICTED PD

PARA ONE PD THIS HQ TWO NINE FIVE SLANT ONE NIA SLANT IN THREE DATED
TWO TWO JAN. IS SUBJECT PD INFORMATION CALLED FOR NOT YET RECEIVED PD
PARME TO A CON TOSCARA REGION FOR REGULAR COMMISSIONERS TO ALCON
ABRUZZI MARCHIA REGION FOR REGULAR COMMISSIONERS FOR ACTION FROM ALCON
PARME

1747

TRANSPORTATION S/C
330

LLC

NICHOLAS PIGORINO
U.S.O. U.S.A.
Asst. Adjutant

CSG/ld

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

(2)

Our ref.: 5/2/Tn 3

3 February 1945

SUBJECT : Movement of Sanse

17:6

TO : Planning Staff
Tn. Sub-Comm.

For attention of Mr. George G. Gross.

Referring to conversation Lt. Col. J. H. Bordase/Mr. Gross
herewith copy of letter (Ref. 295/16/Tn 3) and programme of
Transportation Requirements in connection with the movement
of Sanse.

(1)

C. STAIT-GARDNER, Major
Mov. Div. (Roads Section)

Encl.: Copy of letter ref. 295/16/Tn 3
and programme

COPY

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

MJS/mb

Tele : 318

295/16/Tn.3

22 January 1945

SUBJECT : Movement of Sense.

TO : Regional Commissioner, HQ Lazio Umbria Region 1715
 Regional Commissioner, HQ Toscana Region
 Regional Commissioner, HQ Abruzzi Marche Region

1. Olive oil is obtained firstly by pressing of olives, which yields approximately 17 kilograms of olive oil from each 100 kilograms of olives pressed. The residue from the pressing of the olives is called "Sense", from which a further 7 Kg. of olive oil is extracted for each 100 kilograms of sense pressed. The initial pressing of the olives is done at local mills, but the extension of oil from the sense residue is carried out at extraction plants which are generally located in larger towns. After the final extraction sense is a valuable fuel for bakeries etc.

2. The olive oil mills are small local mills. At the moment, a large amount of the oil is finding its way into the black market.

3. Appendix "A" shows the quantity of sense which it is estimated will be available and should be moved in your region during the next three months to obtain the required quantities of oil. Even after this period extraction of oil is required, as it is suitable for industrial purposes. This will be the sole source of supply of industrial fats for soap making in Italy. Appendix "A" gives, in addition, the location and capacity of the main extraction plants.

4. As this is very largely a regional movement you are requested to arrange for your Transportation Officers to investigate what quantities of sense, if any, are moving at present, and what arrangements are in hand for future movement. You are also requested to state what estimated future movements can be made with the transport at your disposal and thru arrangements with local truck pools, etc. To help in locating olive oil and sense stockpiles, AC. have allocated a maximum of 60 Officers to aid the Italian Govt. officials in the work of collection under the terms of the corresponding decrees. You should contact the Consorzio Sense HQ in your Region.

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5. It is appreciated it will be difficult to forward any accurate replies to the questions raised in para 3., but we would like a guide re the arrangements that are in hand in your Region as soon as possible, to arrive at these Headquarters not later than 7th of February.

By COMMAND of Rear Admiral STONE:

Sgd.

M.J. SIEFF
Lt. Col., RA.

for

MERRITT H. TAYLOR
Director Tptn. Sub-Comm;

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