

Use of W.D. Vehicles For. A.C Traffic

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

For. A.C Traffic

10000/148/871

Notified in A.C.Is. 6th January, 1943.

NOT TO BE PUBLISHED.

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**RULES
FOR THE CONTROL AND USE
OF
WAR DEPARTMENT ROAD
TRANSPORT**

(WAR)

2237

1943

By Command of the Army Council.

L. Darnley.

THE WAR OFFICE,
6th January, 1943

LIST OF APPENDICES

APPENDIX A.—Use of Mechanical Transport—Economy in the United Kingdom.

APPENDIX B.—War Department Mechanical Transport for Recreational Purposes.

APPENDIX C.—Use of War Department Transport for conveyance of Military Concert Parties.

APPENDIX D.—Use of War Department Transport for Civilian Services.

APPENDIX E.—Use of War Department Transport for Personnel of the N.A.A.F.P.

APPENDIX F.—Classification of Services, with Authority required, other than Ambulance Services.

APPENDIX G.—Scales of Repayment Rates.

RULES FOR THE CONTROL AND USE OF WAR DEPARTMENT ROAD TRANSPORT (WAR)

[Incorporating and superseding the instructions contained in the pamphlets notified in A.C.Is. 801 of 1940 and 2336 of 1941.]

THE USE OF MECHANICAL TRANSPORT.

OWING TO THE RESTRICTIONS IN SUPPLY OF PETROL, OIL, RUBBER AND OTHER COMMODITIES, RIGID ECONOMY IN THE USE OF MECHANICAL TRANSPORT IS OF VITAL IMPORTANCE TO THE WAR EFFORT, AND THIS FACT WILL BE CONTINUALLY IMPRESSED UPON ALL RANKS BY ALL COMMANDERS.

The normal general rules governing the control and use of W.D. mechanical transport are laid down in King's Regulations, 1940, paras. 131, 139, 147, 144, 1639 and page 576, Appendix III, Q.M.G. second paragraph.

CO-ORDINATION OF USE.

1. The Q.M.G. through his branch of the Staff, is responsible for the co-ordination of use of all load carrying transport* when it is not required for training and operational purposes, and the following rules will be strictly observed:—

- (a) R.A.S.C. resources will be supplemented by making use of all load carrying vehicles on charge of units and formations.
- (b) Officers i/c administration are responsible for making arrangements best suited to their commands for placing at the disposal of officers i/c transport, R.A.S.C., all 1st line (and in the case of R.A.S.C. units, 2nd or 3rd line) load carrying vehicles not detailed for operational training requirements, as follows:—
 - (i) In higher establishment, lower establishment and A.A. divisions, and other field formations, no 1st line vehicle should turn out for services of a regular recurring nature such as the drawing of rations and the periodical drawing of petrol (where packages) and of lubricants; or of an intermittently recurring or casual nature such as the drawing or return of ordnance stores and ammunition, the conveyance of officers' baggage or other ranks' kits to and from railway stations, of sick to hospitals or termini, of

* The expression "load carrying transport" includes lorries, vans, trucks, cars, ambulances, motor coaches, and all animal transport, and is used in this sense throughout this pamphlet.

duty and (when and where permitted) of leave personnel between despatching unit and railway station, and *vice versa*, etc., without prior concurrence of some co-ordinating officer to be designated by the formation commander concerned. Such officer might be the staff captain at brigade headquarters, or the brigade R.A.S.C. officer (B.R.A.S.C.O.), or the officer holding some analogous appointment.

- (ii) In sub-areas, garrisons, defended ports, and other kindred static establishments, any unit, no matter how much 1st line (or in the case of an R.A.S.C. unit, 2nd or 3rd line) transport it might possess, should, as a matter of routine, requisition on the appropriate officer i/c transport, R.A.S.C., for performance of a service coming within the ambit of (i) above. Only with the latter's authorization should a "unit" vehicle be turned out to perform a road transport service answering the descriptions given in (i) above.
- (iii) The "prior concurrence" in (i) and "authorization" in (ii) should, for services of a regular recurring nature, be of a "standing" nature for periodic review as necessary. For all transport services required by units beyond those specifically authorized by a "Q" or other staff officer as indicated in (i) above, the officer i/c transport, R.A.S.C., of the district or area concerned, will be the sole co-ordinating authority.
- (iv) Cars will be personally allotted only to the army commander, major-general i/c administration and brigadier, general staff, at command headquarters; to the commander and colonel i/c administration at district headquarters and to the commander only at all other headquarters. All other cars must be operated as a pool, and all requisitions on this pool must be signed by the unit commander (or head of the branch in the case of headquarters of formations). From command M.T. units an officer will be appointed to the headquarters of each command and London District, and a N.C.O. to each district or area headquarters, who will co-operate with the officer i/c transport, R.A.S.C., and be responsible for the allotment and control of such transport. Close watch must be kept on all journeys undertaken by cars, and the use of a car by more than one officer will be arranged wherever possible.

- (c) The management of transport for all W.D. purposes at home is the responsibility of the R.A.S.C. and arrangements in connection therewith will be carried out solely by officers i/c transport, R.A.S.C., appointed under the various officers commanding R.A.S.C. districts, areas and sub-areas, in accordance with A.C.I. 417 of 1940.

It is the duty of the unit commanders for which hired transport vehicles are provided on terms of continuous hire to notify the officer i/c transport, R.A.S.C., concerned, as and when the services of any such hired vehicles can be dispensed with, either on account of completion of the services on which they were employed or by reason of the requirement having been met by the provision of W.D. vehicles to complete establishment.

Any available hiring charges incurred through failure to notify the officer i/c transport as above will become the responsibility of the unit commander concerned.

It is also the duty of unit commanders to notify the officer i/c transport, R.A.S.C., concerned of any anticipated issue of W.D. vehicles to complete establishment which will enable the services of any vehicles engaged on continuous hire to be dispensed with.

ESSENTIAL REQUIREMENTS.

2. Commanding officers in co-operation with officers i/c transport, R.A.S.C., are responsible that the use of W.D. owned or hired mechanical transport is strictly confined to essential training and transport services, or such recreational and other services specifically authorized by the War Office as indicated in this pamphlet. In cases of transport requirements not covered by this pamphlet, prior application for authority must, in every case, be made to the War Office through the usual channels. Attention is particularly directed to the restrictions imposed on the use of mechanical transport during the war by A.C.I. 1357 of 1942, the substance of which is given in Appendix A below.

3. Every driver of a W.D. owned or hired vehicle must be in possession of a Transport Work Ticket (A.F. G 3518) to cover the service on which the vehicle is engaged, except in the case of vehicles in the course of delivery from manufacturers to M.T. depots, or M.T. depots to units or ports of embarkation, when a Convey Note (A.B. 158) will be the authority for the journey. No W.D. owned or hired vehicle will be driven without such documentary authority and no driver is permitted to deviate from his authorized route, except in the circumstances provided for in para. 7. Any case of unauthorized driving will be dealt with as a disciplinary matter.

4. All demands for W.D. transport on officers i/c transport, R.A.S.C., will be requisitioned as follows:—

- (a) For motor cars only—on A.F. A 2005.
- (b) For all other vehicles—on A.F. F 750.

VEHICLES NOT AVAILABLE FOR GENERAL DUTIES.

ehicles of the following categories will not be available for general transport duties and will not be included in the arrangements under para. 1 (b) :—

- (a) Motor cars allotted to special appointments. (These are specified in para. 1 (b) (iv) .)
- (b) Technically fitted vehicles which on account of their special construction are unsuitable for general load carrying or involve high running costs.
- (c) Vehicles of driver training establishments except when not required for instructional purposes.

It is desirable for each command to review periodically a list of transport allotted to each unit to decide which vehicles may be excluded from such arrangements.

ECONOMICAL USE OF TRANSPORT.

6. Subject to the requirements of "essential services" restrictions imposed on the use of all W.D. transport at home will be strictly observed in accordance with A.C.I. 129 of 1942 :—

- (a) Two "maintenance days" a week will be instituted, neither of which will be on a Sunday.
- (b) A ban will be placed on the use of a third of all transport on the other five days of the week, except where it would seriously interfere with the training of drivers. This ban will be lifted only in cases of emergency.

7. Attention is also directed to A.C.I. 833 of 1941, in connection with the reduction in "dead mileage" by W.D. owned or hired mechanical transport and the carrying of full loads where possible on both the outward and return journey. Where army loads are not available for part of the journey it will often be possible, in conjunction with the Ministry of War Transport's regional transport commissioners, to obtain loads by slight deviation from the direct route and thus assist civil undertakings where the shortage of transport and consequent delay in delivery holds up production. It is emphasized that the sole authority for arranging such return loads is the officer i/c transport, R.A.S.C., in co-operation with the military transport liaison officer to the regional transport commissioner.

8. The following rules will be strictly enforced to effect the maximum economies :—

- (a) The use of railway or other public services instead of W.D. owned or hired transport.
- (b) W.D. road transport will not be used for journeys in excess of 40 miles from the starting point, except as provided in A.C.I. 1357 of 1942, para. 3 (b) (see Appendix A below).
- (c) When load-carrying vehicles are authorized to travel long distances, every endeavour will be made to avoid their proceeding empty or part laden with passengers or stores.

- (c) C.I. 833 of 1941). This may be avoided to a very large extent by foresight and by delaying not urgent journeys until a full load is secured.
- (d) Motor cars will not be used by officers and other ranks when motor-cycles are available and are appropriate to the duty to be performed.
- (e) The use of W.D. transport for recreational purposes is restricted to the conditions laid down in A.C.I. 2105 of 1942 (see Appendix B below).
- (f) W.D. transport for conveyance of personnel between places of residence (as distinct from allotted billets or quarters) and places of duty is restricted to the conditions of A.C.I. 1357 of 1942, para. 3 (a), (see Appendix A below).
- (g) W.D. transport held in depots as stock will not be employed on load carrying transport duties.
- (h) W.D. vehicles on charge of units will not be despatched to draw stores, etc. from ordnance or other depots, without prior reference to the officer i/c transport, R.A.S.C., concerned, in order that economy in transport may be achieved by co-ordination in the use of any other available resources to carry out the services required.
- (i) W.D. owned or hired vehicles will not be used in connection with National War Savings campaigns.
- (j) The necessity for vehicles having to run uneconomical mileage for the purpose of refuelling will be reduced to a minimum.

9. Where military personnel or their families are entitled to conveyance at the public expense, it is emphasized that in every case where public service facilities exist, this method of conveyance *will always be used*, and resort to W.D. transport will only be made when no such services are available.

TRANSPORT FOR HOME GUARD REQUIREMENTS.

10. Requirements of transport for the use of Home Guard units will be arranged in accordance with A.C.I. 2507 of 1942. Officers i/c transport, R.A.S.C., will ensure that these instructions are strictly complied with and use every means at their disposal to meet these demands in the most economical manner.

W.D. TRANSPORT FOR CIVILIAN SERVICES.

11. Instructions regarding the use of W.D. transport for all civilian services are incorporated in Appendix D. W.D. transport will only be provided when either the Ministry of War Transport, or locally in certain cases as described therein, the regional transport commissioner, has decided that an essential transport need cannot be met from commercial sources.

12. Requests for W.D. transport assistance for urgent civilian requirements should be made by the civil authority concerned in the following manner :—

- (a) For complete units—to the Ministry of War Transport for submission to the War Office (S.T.3.). It is emphasized that orders for the provision of transport units to meet requests of this nature will only be given by the War Office.
- (b) For local or limited requirements up to a maximum of 10 vehicles and within a limit of a 20 mile radius—to the regional transport commissioner of the Ministry of War Transport who will then, provided the requirement cannot be met from commercial sources, make the request to the military transport liaison officer, in accordance with Appendix D, para. 6. The officer i/c transport, R.A.S.C., will then detail the requisite transport in accordance with Appendix D, para. 6 (a).

RESPONSIBILITY FOR SAFE CUSTODY OF LOADS.

13. Responsibility for the safe custody of stores conveyed in W.D. owned or hired transport rests with the unit or establishment demanding transport when such transport is for their sole use, but in the event of such transport being co-ordinated for the use of more than one unit this responsibility will rest with the authority consigning the stores. It is the duty of the officer who is responsible for such safe custody:—

- (a) To take cognizance of the value and portability of the consignment.
- (b) To make arrangements at his discretion to safeguard the contents. (Thus, where the consignments are stores of considerable value and easily removed, a custodian should be provided during road conveyance; but where stores are bulky and the risk of theft small, their safe custody depends primarily on careful loading.)
- (c) To endorse the requisition for transport (A.P. F 756) that a custodian is being provided, when this is considered necessary in accordance with (b) above. (Should the unit concerned be unable to provide a custodian the commanding officer will apply for personnel for this purpose to his formation headquarters.)

LOSSES ARISING DURING TRANSIT BY W.D. VEHICLES.

14. In fixing the responsibility for losses during transit, the following should be borne in mind:—

- (a) If the driver of the vehicle is unaccompanied, periods must invariably occur during which he is unable to keep any adequate check.
- (b) Drivers of W.D. vehicles will not load or unload their vehicles but will be responsible for the load being correctly stowed and secured, having regard to the nature of the load and the means at their disposal for securing it, and for ensuring that the load does not exceed the authorized weight for carriage by the type of vehicle employed.

- 7
- (c) Dr. Consideration must be given to the factors mentioned above in arriving at a decision regarding the primary responsibility of those concerned for the contents of vehicles entrusted to drivers.

USE OF TRANSPORT ON OTHER THAN STRICTLY MILITARY DUTY.

15. Since the use of W.D. mechanical transport involves expenditure for every journey made and any extension of its uses may necessitate hiring from civilian sources, a charge is normally made for journeys not on strictly military duty. A classification table of the services and authority required, is given as Appendix F; for scales of repayment rates, see Appendix G. The conditions of employment of W.D. mechanical transport on repayment services are laid down in para. 22.

RECREATIONAL USE OF W.D. TRANSPORT DURING THE WAR.

16. It is emphasized that the use of W.D. transport for recreational purposes will not be permitted where public service transport facilities are available unless, in the case of other ranks only, this is unduly expensive.

17. The use of W.D. transport for recreational purposes will be permitted as follows:—

- (a) United Kingdom as laid down in A.C.I. 2105 of 1942, the substance of which has been incorporated as Appendix B below.
- (b) Garrisons and Field Forces abroad, subject to such special conditions as may be approved by the War Office from time to time.
- (c) For conveyance of military concert parties and organized unit dance bands in accordance with Appendix C.
- (d) For N.A.A.F.I. personnel in the United Kingdom in accordance with Appendix E.

ACCIDENTS.

18. Attention is directed to:—
- (a) A.C.I.s. 1312 of 1940 and 1980 of 1942, and instructions on A.F. A 3676 (Traffic Accident Report).
 - (b) Regulations for Supply, Transport and Barrack Services of 1930, para. 353 (for R.A.S.C. operated vehicles).
 - (c) Equipment Regulations, Part I, 1932, para. 284.

19. Attention is also directed to A.C.I. 699 of 1942 which deals with the issue of W.D. driving permits (A.F. A 2038) for all personnel whose duties involve the driving of W.D. mechanically propelled vehicles in the United Kingdom. The issue of this permit will be subject to the condition that the individual concerned has either passed the prescribed test for driving as laid down in the Appendix

to A.C.I. 2567 of 1941, for which A.F. A 2039 (Certificate of passing driver's test) has been duly completed, or has previously qualified to hold a normal civilian driving licence applicable to the vehicle group for which A.F. A 2038 is intended to apply.

INSURANCES AND COMPENSATION.

20. In order to meet the risk of payments from army funds in respect of claims arising out of accidents in which W.D. mechanical transport vehicles used for repayment purposes are involved, an element for insurance has been included in the rates given in Appendix G.

21. The following procedure will be adopted in disposing of claims arising out of accidents involving W.D. vehicles when engaged on repayment services:—

- (a) Claims in respect of damage to Government or civilian property will be dealt with on the same lines as claims arising out of accidents in the course of duty. (See A.C.I. 1312 of 1940.)

NOTE: A list of Assistant Directors of Claims will be found in A.C.I. 2378 of 1941.

- (b) If injuries are sustained by the authorized military driver, or any other military occupants or W.D. civilian employees travelling on duty, their entitlement to non-effective benefits, etc., will be considered under the Pay Warrant or other appropriate regulations.

Similarly, where official permission has been given to military personnel for the use of service vehicles (including vehicles hired by a competent Service authority) for recreational purposes, injuries sustained in the course of an authorized journey will be accepted as attributable to service for pension purposes.

- (c) Any occupants of a vehicle (other than those mentioned in sub-para. (b) above) not on duty, but authorized to travel as passengers therein, will be regarded as authorized passengers in a public vehicle and claims for compensation in respect of death or injury will be dealt with as if they were claims by passengers against the proprietors of a public vehicle. No claim from any unauthorized passenger will be admitted against army funds.

CONDITIONS OF EMPLOYMENT OF MECHANICAL TRANSPORT ON REPAYMENT.

22. Mechanical transport employed on repayment services will be subject to the following conditions:—

- (a) that such transport may be used only if it would otherwise be unemployed;
- (b) that the restrictions laid down in paras. 6, 7, and 8 of this pamphlet are duly observed.

- (c) that mechanically propelled vehicles driven by personnel under instruction will not be used for any other purpose except as provided in Appendix D, para. 6 (b) (iii);
- (d) that no vehicles or machines will be put to uses other than those for which they are primarily designed except when authorized by the War Office;
- (e) that the conveyance in W.D. road transport of passengers other than those for whom authority exists is strictly prohibited.

**CLASSIFICATION TABLE OF SERVICES, WITH
AUTHORITY REQUIRED, OTHER THAN
AMBULANCE SERVICES.**

23. The above classification tables for services other than ambulances are incorporated as Appendix F.

AMBULANCE SERVICES.

24. Ambulances (including motor and horse ambulances and trailers) will only be used for their legitimate purposes. They may be used for any military function, without charge, when the risk of accidents makes such attendance necessary. This does not apply to special displays, for which charges will be made in accordance with the special rates published by the War Office.

Motor ambulances will not be used for the conveyance of persons other than those sick or injured and medical personnel on duty, unless special War Office authority has been obtained.

25. Charges will not be made against other Government Departments in respect of the cost of conveyance by W.D. ambulances of personnel of those Departments to or from a military hospital, when they are admitted for inpatient treatment; but when a W.D. ambulance is subsequently used to convey such patients from a military hospital to a hospital of another service a charge will be made on the basis of rates which will be furnished by the War Office on application. If W.D. ambulances are not available and it is necessary to hire ambulances, the cost will be payable by the Department for whom the service is performed. The above arrangements will be reciprocal.

26. Conveyance of sick persons by W.D. mechanical transport may be allowed as follows:—

- (a) At normal repayment rates (see Appendix G, para. 1) for the conveyance of families of soldiers to hospital, medical inspection room or ante-natal clinic for admission, out-patient treatment or examination, when, owing to distance, expense, or the condition of the patient, the use of ordinary transport available to the public is either unsuitable or beyond the soldier's means. Where the full cost of transport at normal rates is such that serious hardship would result to the soldier if full recovery were effected, the

(a) circumstances may be represented to the M.O.C.-in-C. This concession may also be extended to W.D. civilian employees in case of illness when such conveyance is recommended by a medical officer.

(b) Free to hospital, in cases of infectious disease among pensioners or other persons employed in an Army department, or their families in occupation of a public quarter, or families of soldiers in occupation of a public quarter, provided that the officer in medical charge of troops has ordered the removal of such cases to hospital for the safety of the troops.

PASSENGERS IN WAR DEPARTMENT TRANSPORT.

27. Attention is directed to A.C.I. 800 of 1942 which will be strictly observed in connection with the carriage of passengers in W.D. owned or hired transport when duly authorized.

In no circumstances will the number of passengers in W.D. owned or hired transport exceed the following:—

Motor coaches	..	..	According to seating capacity.
Lorries, 3 to 5-ton	..	..	20
.. 30-cwt.	..	..	15
.. 15-cwt.	..	..	8
.. 3-ton, troop carrying	..	..	30

Vehicles of over 5-ton capacity will only be used for the carriage of personnel when operational reasons dictate, and if this is necessary the following capacities will not be exceeded:—

Lorries, 6-ton	..	..	25
.. 10-ton	..	..	30

ANIMAL TRANSPORT.

28. Animal transport may be utilized by the troops for their recreational, domestic and similar services not of a strictly military nature, without charge, provided that the transport is not required for normal military duties and that no extra cost to the public is involved.

If any extra cost to the public is involved it will be assessed by command headquarters and charged to the user.

Normal rates as enumerated in Appendix G will be charged in all cases other than those provided for in this paragraph.

PREPARATION AND DISPOSAL OF REPAYMENT CLAIMS.

29. The following procedure will be adopted by officers i/c transport, R.A.S.C., in connection with repayment claims for the use of W.D. mechanical transport, for which they are responsible for raising the charges:—

11

- (a) The voucher (A.F. O 1680) will be prepared in quadruplicate, showing clearly the exact nature of the service; the original and the duplicate, with demand slip (A.F. O 1921) affixed, will be forwarded to the individual liable for the amount; the third copy will be forwarded to the command paymaster, and the fourth copy will be retained by the officer i/c transport, R.A.S.C.
- (b) The original and duplicate should accompany the remittance to the command cashier, who will receipt the original and return it to the remitter. The command paymaster will endorse the duplicate with a reference to the account in which credit will be given to the public, and return it to the officer i/c transport, R.A.S.C. The third copy will be annexed as a voucher to the account of the command paymaster.
30. The sums received for all repayment services (except as provided in T.A. Regulations, 1936, Appendix XXXI) will be credited to Vote 6K.

APPENDIX A.

Use of Mechanical Transport—Economy in the United Kingdom.

(See A.C.I. 1357 of 1942.)

1. Rigid economy in the use of mechanical transport is of vital importance to the war effort owing to the restrictions in supply of petrol, oil, rubber and other components.

This fact will be constantly impressed on all ranks, and the use of W.D. owned or hired mechanical transport will be strictly confined to essential training and transport services, or authorized recreational services as prescribed below.

2. The following instructions will be enforced by all commanders:—

- (a) The use of W.D. owned or hired transport must be so controlled as to ensure that only essential journeys are performed. The unnecessary use of large capacity vehicles to carry small loads must be avoided, and to this end it is essential that units in the same station co-operate with the officer i/c transport, R.A.S.C., in ensuring provision of the most suitable and economical type of vehicle available. (In this connexion attention is directed to A.C.I. 1057 of 1941, which states that when possible rations will be drawn on alternate days instead of daily.)
- (b) All first line (and in the case of R.A.S.C. units, 2nd or 3rd line) load-carrying vehicles, not detailed for operational or driver training requirements, will be made available to perform the various administrative road transport requirements, as co-ordinated by divisional (or other formation), district, area, sub-area or garrison, etc., headquarters.

concerned. These headquarters will ensure that the maximum amount of such transport is made available and is placed at the disposal of officers i/c transport, R.A.S.C., concerned or other officers as from time to time detailed. Such detailing of transport will be in conformity with the general provisions of this pamphlet.

- (c) Adequate arrangements must be made at places of collection and delivery to deal with loading and unloading of vehicles without delay, and any irregularity causing delay will be dealt with as a disciplinary matter.
 - (d) Every effort must be made to ensure that "dead" mileage is avoided as far as possible by observance of the provisions of A.C.I. 833 of 1941 (as amended by A.C.I. 2163 of 1941), which state that full loads should be carried on both the outward and return journeys where possible, and give the conditions under which non-military loads for the Ministry of War Transport can be accepted.
 - (e) A.F. G 3518 (Transport Work Ticket) must be completed, showing clearly the route and authority in respect of all journeys of W.D. owned or hired vehicles, with the following exceptions:—
 - (i) Vehicles in course of delivery from manufacturers to M.T. depots, or M.T. depots to units or ports for embarkation, when a Convoy Note (A.B. 158) will represent the authority for the journey.
 - (ii) Vehicles on casual hire, for which journeys are covered by requisition on A.F. A 2005 or A.F. F 760 or other written authority signed by an officer i/c transport, R.A.S.C.
 - (f) Whenever conditions permit, W.D. stores, including supplies will be transported by rail in preference to road; the provisions of A.C.I. 1914 of 1941 will be strictly observed. (A.C.I. 1914 of 1941 states that for moves which would involve more than ten 3-ton lorries, or vehicles giving a lift of over 30 tons, for journeys of over 25 miles from the starting point, the officer i/c transport, R.A.S.C., will consult the local movement control officer regarding the best method of despatch.)
 - (g) The appointed driver of a W.D. owned or hired vehicle will accompany the vehicle whenever it is in use.
3. *W.D. owned or hired mechanical transport will not be used for:—*
- (a) conveyance of personnel between *places of residence* (as distinct from allotted billets or quarters) and *places of duty*, except as provided in para. 6. Where personnel are unavoidably billeted or quartered more than 2 miles (or 1½ miles in the case of A.T.S. personnel) from the place of duty, W.D. transport may be used with the authority of the G.O.C.-in-C. for the following journeys only:—

or one return journey each day where travelling expenses would otherwise be admissible under the provisions of Allowance Regulations, 1938, para. 318 (a) (i), and

- (ii) for one return journey each day between the mess and place of duty, where the distance exceeds 2 miles (or $1\frac{1}{2}$ miles in the case of A.T.S. personnel) each way. Relaxation of these limits may be granted only in the special circumstances laid down in A.C.I. 1356 of 1942.

NOTE.—It cannot be over-emphasized that in every case where public service facilities exist for the above-mentioned journeys, this method of conveyance at the public expense will be used and resort will only be made to W.D. transport when no such services are available.

- (b) transport services to places beyond a radius of 40 miles from the starting-point, except where no reasonable public transport facilities exist, and then only on the authority of the corps district, district, divisional, brigade, area or A.A. regimental commander concerned, or other officer to whom such authority has been specifically delegated by the War Office. Such authority will be applied to particular journeys and in no circumstances will any standing authorization be granted without War Office approval.
- (c) the drawing of Ordnance stores in the case of unit 1st line vehicles, whether urgent or otherwise, except where authorized by the officer i/c transport, R.A.S.C.
- (d) conveyance of personnel proceeding on duty to the same destination as W.D. owned or hired transport *detained for another purpose* by the officer i/c transport, R.A.S.C., without his prior sanction, except as provided in para. 6.
- (e) conveyance of military personnel, Government officials and W.D. employees unless they are travelling on military duty or official business, subject to sub-para. (g).
- (f) conveyance of civilians other than Government officials and W.D. employees unless:—
- (i) they are travelling on official W.D. business and are accompanied by an army officer; or
 - (ii) they are permitted to be conveyed under specific War Office authority.

NOTE.—The work of voluntary service organizations does not come within the definition of military duty or official W.D. business, and does not, therefore, entitle members of such organizations to travel in W.D. owned or hired vehicles.

- (g) recreational purposes or for social or sporting functions, even of a military nature, except as provided under the con-

ditions of Appendix B to this pamphlet, A.C.I. 1201 of 1941, and any other cases which may be covered by specific War Office authority.

(A.C.I. 1201 of 1941 states that W.D. transport may be used to convey military concert parties and their baggage from their station to the place at which the performance is given, and return, subject to transport being available, that it returns to its station the same day, and that the single journey does not exceed 40 miles.)

- (h) work in connection with any form of military assistance to civil services, other than under the conditions laid down in Appendix D to this pamphlet.
- (j) for the purpose of collecting army forms from any of the issuing depots, unless the particular forms are very urgently required. In such cases the demand and the work ticket will be signed by the C.O. of the unit concerned.

The use of motor-cycles for the collection of army forms not very urgently required is also forbidden.

4. Civilian drivers of vehicles on hire to the W.D., and second drivers when duly authorized, will not be affected by the provisions of para. 3 (f) above.

5. The issue of rations, forage and petrol on repayment is in abeyance for the duration of the war. Those nationally rationed items of food which are issuable to units under certain conditions on a repayment basis may be conveyed in W.D. owned or hired vehicles, provided that they are drawn at the same time as a unit's ration entitlement.

6. (a) Unoccupied seats in W.D. cars, troop-carrying vehicles and drivers' cabs of load carriers proceeding on duty journeys may be used by personnel of the Royal Navy, the Army and the Royal Air Force, in uniform, when travelling on duty, to and from duty or leave (and who are in possession of a leave or furlough pass).

(b) Officers responsible for the issue of A.Fs. G 3518 (Transport Work Ticket) are authorized to allot vacant seats before the beginning of the journey; otherwise the senior occupant travelling on duty in a vehicle will have complete discretion whether casual passengers as above shall be carried during the course of a journey.

(c) Deviation from, or extension of, the authorized route will not be permitted in any circumstances.

(d) It must be clearly understood that passengers not travelling on duty carried under the concessions granted above are conveyed entirely at their own risk; their acceptance of a lift involves an undertaking by them that they will not make any claim against the W.D. or the driver or any servant of the Crown travelling on the vehicle in the event of any injury or loss being sustained while they are being so conveyed. Such undertaking will not prejudice any claim to disability awards which they or their representatives may have under the Ministry of Pensions, Royal Warrants or other regulations.

15

7. Special limits for military vehicles and civilian vehicles under military control are laid down in A.C.I. 1270 of 1942, and will be strictly adhered to.

8. All C.O.s., Os. i/c transport and personnel in charge of M.T. vehicles will exercise constant supervision to ensure strict compliance with these instructions, and that any additional measures which may be possible are applied to secure the utmost economy in the use of mechanical transport.

9. In addition to any other action taken to enforce observance of these instructions, the fullest use will be made of the military police for the purpose of checking at indefinite intervals all road transport engaged on W.D. services. Any breach of regulations or instructions disclosed as a result of those checks, or in any other manner, will be dealt with immediately from the disciplinary aspect.

10. The provisions of this instruction will also be applicable to all vehicles of the British Red Cross Society and Order of St. John of Jerusalem, the St. Andrew's Ambulance Association and the British Volunteer Ambulance Corps operating on W.D. services.

11. All references to A.C.I. 101 of 1940 in existing regulations and instructions will be interpreted to refer to these revised instructions.

APPENDIX B.

War Department Mechanical Transport for Recreational Purposes.

(See A.C.I. 2105 of 1942.)

1. The following instructions are issued in respect of the use of W.D. mechanical transport, in the United Kingdom, for the conveyance of military personnel on recreational journeys.

2. In no circumstances will W.D. transport be used for recreational purposes without the prior sanction of C.Os. who alone are authorized to sanction such use subject to the following limitations:—

- (a) W.D. vehicles will not be used where public service transport is available, unless, in the case of other ranks only, this is unduly expensive.
- (b) W.D. vehicles will not be used for the purpose of accepting hospitality from friends or relatives, nor for the purpose of attending race meetings.
- (c) W.D. vehicles will not be used for journeys to places which are less than two miles or more than 20 miles from barracks or other unit accommodation.
- (d) No officer, soldier or auxiliary will be allowed more than one journey each fortnight, except during the winter period, when one journey a week may be allowed, subject to specific notification in A.C.I.s.
- (e) C.Os. will be responsible that the type of vehicles used does not exceed the capacity required, and they will not authorize the use of motor cars by other ranks unless they are satisfied that it is uneconomical to use a larger vehicle.
- (f) Motor cycles will not be used.
- (g) There will be a standard charge of 1d. a mile for each officer and ½d. a mile for each soldier or auxiliary for the actual distance travelled for the outward and homeward journey, irrespective of the type of vehicle used. In the case of other ranks, this will be subject to a maximum charge of 6d. a person for each return journey (see para. 4 below).

When officers are accompanying other ranks on recreational journeys the charge will be assessed at the lower rate.

3. C.Os. are also authorized to sanction journeys for the conveyance of military personnel when proceeding to and from railway stations or bus halts when going on leave or returning from leave to their unit. Such journeys will be subject to the limitations and charges enumerated in para. 2 above and will *not* be additional to those permitted under sub-para. (d) thereof. One journey to or from the railway station or bus halt will count as one recreational

journey will be deducted from the permissible number of such journeys.

The provisions of this paragraph do not permit the use of W.D. vehicles when public service transport is available, and it must be ascertained from the regional transport commissioner concerned whether any additional service can be introduced.

4. C.Os. will be responsible for the collection of amounts due to the public in respect of these recreational journeys and for prompt monthly payment to the command cashier. They will also be responsible for ensuring that all recreational journeys are clearly shown on the Transport Work Tickets (A.Fs. G 3518).

The remittance to the cashier will be accompanied by a brief statement (in triplicate) on A.F. O 1680, showing the serial numbers of the transport work tickets on which the journeys are recorded, mileage, petrol consumed, and the total sum due. One copy will be receipted by the cashier and returned to the unit; the second copy will be endorsed by the paymaster with a reference to the credit in his account and returned to the unit; the third copy will be kept by the paymaster, as the voucher to his account. The second copy, after endorsement by the paymaster and return to the unit, will be submitted with the unit's petrol, oil and lubricants account when it is rendered for audit.

5. When considering applications for the use of W.D. transport for recreational purposes, C.Os. will bear in mind the fundamental principle of the concession, namely, that transport for recreational purposes is only to be used where it is *impossible*, in view of the isolation of the unit's quarters, for individuals to obtain within a two-mile radius, such recreation as is necessary to assist in keeping them healthy in mind and body.

If reasonable amenities, e.g., sports grounds, places of amusement and shops, exist within a radius of two miles of a unit's quarters, W.D. transport must on no account be used to secure better or more popular amenities.

6. It is emphasized that this concession does not relieve C.Os. of the responsibility for the conservation of petrol and rubber wherever possible, and for economy in public funds by preventing unnecessary use of military vehicles.

7. These instructions do not affect the concessions to A.D.G.B. personnel in specially isolated positions, which will remain in force subject to the existing petrol allotment of 4,500 gallons a month, to be sub-allotted to divisions by the G.O.C.-in-C., Anti-Aircraft Command (for details see War Office letter 14/General/9603 (Q.M.G. 1), dated 30th June, 1939). Units of the Anti-Aircraft Command who are not qualified for the free allowance will come under the same rules and follow the same procedure as laid down in the foregoing paragraphs.

APPENDIX G.

Use of War Department Transport for Conveyance of Military Concert Parties.*

(See A.C.I. 1201 of 1941.)

1. W.D. transport may be used for the conveyance of military concert parties and their baggage from their station to the place at which the performance is given, and return, subject to the following conditions:—

- (a) that the transport is available without consequential hiring for other services;
- (b) that the distance from the place at which the concert party is stationed to that at which the performance is given does not exceed 40 miles;
- (c) that the transport returns to its station on the same day.

2. If transport is not available with the formation or unit providing the concert party, applications for the use of W.D. transport for this purpose will be forwarded by the formation or unit concerned to the local officer i/c transport on A.F. F 756, which will be endorsed in red ink "Military Concert Party."

3. When transport is provided by the officer i/c transport he will, on receipt of the completed A.F. F 756, prepare a debit voucher, the charge being assessed at the reduced rates laid down in Appendix G, para. 1 (b) below. The debit voucher will be endorsed in red ink "Military Concert Party," one copy being forwarded to the command paymaster, and two copies to the formation or unit concerned. The formation or unit will pay the charges from their allotment for encouragement of service entertainment.

4. When the transport is provided by the formation or unit providing the concert party, the camp commandant or other officer administering the transport with the formation headquarters, or the O.C. the unit, will ensure that charges for the transport used, assessed as above, are paid to the command paymaster in a similar manner to charges for recreational transport.

5. Formations or units providing transport under this authority will ensure that A.Fs. G 3518 (Transport Work Tickets) covering the journeys are endorsed in red ink "Military Concert Party."

*Note.—The term "Military Concert Parties" will include "Organized Unit Dance Bands."

APPENDIX D

Use of War Department Transport for Civilian Services.

1. The following instructions regarding the use of W.D. transport for civilian services are published for the guidance of all concerned; these instructions will apply only in Great Britain and Northern Ireland. In the case of Northern Ireland the procedure involving the organization of the Ministry of War Transport will be conducted through, and in accordance with the requirements of, the organization of the Northern Ireland Road Transport Board.

2. In consequence of the limitations in availability of civilian load-carrying transport, the use of W.D. vehicles may be permitted to assist in urgent civilian transport services of the following categories:—

- (a) Transport for which other Government Departments are directly responsible, which will normally involve no charges for repayment to the W.D., *e.g.*, assistance to the G.P.O. in transport of Christmas mails.—The Ministry of War Transport will decide with the Government Department concerned whether repayment charges will be made, and what they will be (*see* para. 5 below for detailed procedure).
- (b) Transport for services essential to the war effort, but not on direct government account, *e.g.*, assistance to farmers in harvesting.—Any financial adjustment on account of work in this category will be arranged between the Ministry of War Transport and the War Office (*see* para. 5 for detailed procedure).

W.D. transport will only be provided when either the Ministry of War Transport or, locally in certain cases as described below, the regional transport commissioner, has decided that an essential transport need cannot be met from commercial sources.

3. General Conditions.

(a) The use of W.D. vehicles for civilian work within any of the above-mentioned categories will be subject always to essential military requirements and vehicles so used will be liable to recall for military purposes at 24 hours' notice.

(b) No requests for the provision of transport for the conveyance of workers to aid civilian authorities or firms engaged on work of national importance will be entertained, except from the regional transport commissioner of the Ministry of War Transport. When a request has been made for the provision of transport for the conveyance of workers, the officer to whom the request has been made will immediately telegraph the fact and a brief description of the circumstances to the Under-Secretary of State, The War Office (Recuperate, London), and to the G.O.C.-in-C. of the command concerned, and await instructions from the War Office; in the meantime, making preparations to provide the necessary transport.

(c) It will be the responsibility of the regional transport commission concerned to ensure that adequate arrangements are made for speedy loading and unloading of vehicles, and that loads which must by their nature cause delay in handling are avoided, so as to ensure the least possible interference. W.D. drivers will not be employed on loading or unloading vehicles.

(d) All W.D. transport engaged on civil assistance in any of the forms detailed in these instructions will be regarded as on "essential services" and will thereby be exempt from the observance of weekly vehicle rest days.

(e) In no circumstances will any consequential hirings be incurred to meet W.D. services by reason of the allocation of W.D. transport for civil use under these arrangements.

(f) In no circumstances will W.D. vehicles be provided for civil assistance involving the conveyance of low grade material, such as sand, gravel, ballast, lime, etc., liable to cause damage or contamination to the vehicle bodies.

(g) Claims in respect of loss or damage to loads while being carried in W.D. vehicles will be dealt with by the Ministry of War Transport through their Road Haulage Branch.

(h) In no circumstances will civilians, other than W.D. employees on duty, be carried in W.D. vehicles provided for the carriage of civil loads under the provisions of these instructions, unless permitted to do so under specific War Office authority. No compensation will be payable from army funds in respect of injury or damage sustained by any unauthorized passengers.

(i) Claims received by an officer commanding a unit arising out of transport assistance provided under the conditions of these instructions will be referred to the Assistant Director of Claims at command headquarters.

4. *Forms of Transport Assistance.*

Subject to the conditions mentioned in para. 3 above, the use of W.D. transport to meet civilian services as described in para. 2 will be arranged in the following forms:—

- (a) By the provision of complete units or sub-units for employment mainly in the carriage of bulk consignments of commodities from one point to another, with a certain amount of local collection and distribution at the terminals, and for local work within a limited radius from a point at which the unit is or could be based.
- (b) By the provision from local resources at the disposal of the officer i/c transport, R.A.S.C., of individual vehicles up to a maximum of ten to meet local requirements within the limit of a 20-mile radius from the normal base of such vehicles.
- (c) By the provision of vehicles of all establishments employed in the training of drivers. Such vehicles will be called

upon only in exceptional circumstances, and their employment will be limited to services within a radius of 50 miles from the training establishment concerned. The provision of vehicles in the forms mentioned in this paragraph will be arranged under the following procedure and conditions.

5. Complete units.

- (a) Requests for transport assistance in this form may be submitted only by the Ministry of War Transport to the War Office (S.T. 3).
- (b) Orders for the provision of transport units to meet requests of this nature will be given only from the War Office.
- (c) Detailed instructions to drivers will be given only through officers or N.C.Os. of the unit concerned, and not direct by any civilian official or employee.
- (d) M.T. fuel, lubricants and supplies for the unit will be provided from normal W.D. sources, and accommodation will be arranged by the command or commands concerned under War Office instructions.
- (e) Subject to any specific War Office instructions to the contrary, normal M.T. accounting procedure will be followed, and transport work tickets (A.Fs. G 3518) will be called for by the War Office if required.
- (f) Where traffic is not on government account, and it is, therefore, necessary to raise a charge, such charge will be made at the prevailing and appropriate commercial rates, the assessment and collection of which will be the concern of the Ministry of War Transport (Road Haulage Branch) subject to provision of the requisite information through the War Office.

6. Local Services

A regional transport commissioner of the Ministry of War Transport, if he considers that a local and limited essential transport requirement cannot be met from commercial sources, will make a request for assistance to the military transport liaison officer, subject to the limitations in para. 4 (b) above. The military transport liaison officer will then obtain prior authority from the D.D.S.T. of the command by telephone and will take action to meet the request by either of the following means:—

(a) When transport is to be provided by an officer i/c transport, R.A.S.C.:—

- (i) Forward the request for transport (or telephone in cases of urgency with following corroboratory requisition) to the appropriate officer i/c transport, R.A.S.C., on A.F. F 756 giving full particulars of the service and endorsed in red ink to the effect that the service is "chargeable to . . ."
- (ii) The officer i/c transport, R.A.S.C., will detail the requisite transport in accordance with A.F. F 756. For this purpose it is essential that officers i/c transport, R.A.S.C., are enabled to take full advantage of any available first line transport of field

force units, to supplement R.A.S.C. resources, in accordance with the provision of para. 3 of this pamphlet. This is particularly necessary, as although requests for local assistance under these arrangements are not likely to be heavy, it is possible that many of these may arise in remote districts where first line transport may be available but not R.A.S.C.

(iii) For purposes of financial adjustment, where necessary, in respect of these services, officers i/c transport, R.A.S.C., will prepare a weekly statement, in triplicate, in respect of each department or authority concerned, of all vehicles supplied, with details of mileages and loads, and will forward two copies to the military transport liaison officer, the third copy being retained.

(b) *When transport is to be provided by a training establishment.*
(i) Refer the request to the area commander for approval and issue of the requisite instructions to the training establishment concerned to carry out the transport services.

(ii) Complete units of training establishments' vehicles will not be used, since this would clearly be impracticable.

(iii) Only personnel who are in the more advanced stages of training will be employed on vehicles allotted for civil transport services.

(iv) W.D. drivers and personnel under instruction will not be employed on loading or unloading vehicles.

(v) As and when transport services are carried out under these arrangements, a statement will be prepared by the training establishment concerned, showing particulars of the vehicles employed, nature of the work, mileages run, and the organization or contractor for whom the work was done. This statement will be forwarded in duplicate to the military transport liaison officer.

(c) The statements received by the military transport liaison officer from officers i/c transport, R.A.S.C. and training establishments will be recorded in his manuscript ledger and passed to the regional transport commissioner for transmission to the Ministry of War Transport (Road Haulage Branch). The Road Haulage Branch will then notify the department or authority concerned of the services, and the charges, if any, to be raised at current civilian rates.

7. It is the responsibility of the Ministry of War Transport to raise charges as necessary, secure payment and furnish the War Office with periodical statements of the services.

APPENDIX E.

Use of War Department Transport for Personnel of the
N.A.A.F.I.

(See A.C.I.s. 1355 and 1904 of 1942.)

1. W.D. mechanical transport may only be used in the United Kingdom, by personnel of the N.A.A.F.I. as follows, with the authority of the G.O.C.-in-C., corps district commander, or, in the case of static formations, the formation commander, if not below the rank of brigadier. These instructions apply only to R.A.S.C. (E.F.I.) personnel and staff in N.A.A.F.I. uniform. In all cases normal repayment rates (as laid down in Appendix G to this pamphlet) will be paid by N.A.A.F.I. unless a particular charge is specified:—

(a) *From residence to place of work:—*

- (i) For personnel who are within the numbers for whom it is the responsibility of the W.D. to find accommodation at the particular institute, when such accommodation is not available and it has been found impossible to obtain suitable alternative accommodation within 2 miles of the institute for male personnel and within $1\frac{1}{2}$ miles for female personnel.
- (ii) One return journey a day will be allowed, provided that there is no public transport service available.
- (iii) For journeys under this heading the minimum repayment charge will be waived, and charges will be raised at the mileage or hourly rate, whichever is the greater.

(b) *For N.A.A.F.I. duty journeys:—*

- (i) Where N.A.A.F.I. staff are required to undertake special journeys for which public transport services are not available, or other duty journeys for which W.D. transport is considered to be the most economical form of conveyance, provided that the competent military authority considers the journeys necessary.
- (ii) Vehicles will not be specially detailed for such journeys, nor will vehicles detailed for another service be deviated from their direct route.
- (iii) Vehicles will not be used for journeys of less than 2 miles in the case of male personnel, less than $1\frac{1}{2}$ miles in the case of female personnel or more than 20 miles for all personnel.
- (iv) The charge to be levied will be 1d. a mile for each individual.

(c) *For recreational purposes:—* Under the conditions laid down in Appendix B to this pamphlet, except that repayment will be made by N.A.A.F.I. at the rate of 1d. a mile for each individual travelling and not at the special recreational rates laid down in Appendix B.

(d) *For conveyance to hospital.*—In case of serious illness or accident, when the responsible medical officer or civilian practitioner has ordered transfer to hospital, and a civil ambulance is unobtainable, a W.D. ambulance or alternative vehicle may be used.

2. C.Os. of units providing this transport will render a statement each month to the command paymaster giving details of the journeys made by N.A.A.F.I. personnel and the charges payable. Command paymasters will compile claims based on this information and forward them to the N.A.A.F.I. command supervisor. The amounts received will be credited by the command paymaster concerned to Vote 6.K.5.

APPENDIX F.

Classification Table of Services, with Authority required, other than Ambulance Services.

1. Normal Rates.

Authority : War Office and G.O.C.-in-C. or G.O.C. (or as delegated to commanders of divisions (or other formations), districts, areas, sub-areas, or garrisons, etc.).

Service : (a) Where, in the public interest, it is necessary to assist civilian services in accordance with the instructions contained in Appendix D.
(b) For conveyance of N.A.A.F.I. personnel in accordance with Appendix E. (See also Special Rates.)

NOTE : In all cases not specified above authority must be obtained from the War Office.

2. Reduced Rates.

Authority : Officer commanding.

Service : (a) For conveyance of military concert parties and organized unit dance bands in accordance with Appendix C.
(b) For conveyance of Air Training Corps Cadets on authorized instructional visits to R.A.F. and R.N. air stations.
(c) For conveyance of members of The Army Cadet Force and stores to and from training camps.

3. Special Rates.

Authority : Commanding officer.

Service : For recreational purposes in accordance with Appendix B.

25

Authority: G.O.C.-in-C., corps district commander, or formation commander of static formations, not below the rank of brigadier.

Service: For conveyance of N.A.A.F.I. personnel in accordance with Appendix E.

Fire engines, etc. The charge for the use of fire engines and other appliances in connection with assistance given by military fire brigades at civil fires is contained in the Regulations for Army Fire Services.

Note: Special rates may be necessary for types of vehicles not enumerated in Appendix G and application for the grant of such special rate or for the classification of services not covered by this paragraph should be submitted to the War Office through the usual channels.

4. Free Use.

Authority:

Service:

Officer commanding.

(a) For conveyance of military personnel for the purpose of regular attendance at organized classes under the scheme for education in the war-time Army, subject to the following conditions:—

- (i) That the distance from the soldier's unit to the class is not less than two or more than 20 miles.
- (ii) Parties must be composed of five or more persons.
- (iii) Not more than two return journeys a week will be allowed.
- (iv) An adequate check of the soldier's attendance must be made.

(b) For conveyance of military personnel between their place of duty and the place where messing is provided and between place of duty and quarters in accordance with A.C.I. 1356 of 1942. Attention is also directed to Appendix A, para. 3 (a).

(c) For conveyance of authorized Army bands with an approved establishment, subject to the provisions of A.C.I. 2442 of 1942.

(d) For conveyance of officiating chaplains to the forces from their places of residence to the places where services are to be held, provided that the terms under which they are employed permits the grant of travelling expenses. Transport for the return journey may also be provided. This authority is conditional

26

upon there being no suitable public service and W.D. transport being available without consequential hiring for military purposes. Transport will not be hired in any circumstances to fulfil this commitment.

Authority: War Office.
Service:

- (e) For conveyance of children to school at specific places where conditions are held to warrant it, and the local education authority has been unable to make arrangements for their conveyance.
- (f) For military funerals: motor traction, when necessary, will be provided for the gun carriage (see King's Regulations, 1940, para. 990 (a)). W.D. transport will not in ordinary circumstances be used to convey personnel to a funeral. If in special circumstances its use cannot be avoided, it will be subject to prior War Office authority in each case.

APPENDIX G.

Scales of Repayment Rates.

1. Normal Rates.*

(a) Mechanical Transport.

Type of Vehicle	Rate per mile	Rate per hour	Minimum charge
	s. d.	s. d.	£ s. d.
Motor coaches	1 6	9 0	18 0
Lorries, 10-ton, all types	2 3	13 0	1 7 0
" 6-ton, all types	1 9	10 0	1 1 0
" 4-ton, 4-wheeled	1 5	8 0	17 0
" 3-ton, 6-wheeled	1 5	8 0	17 0
" 3-ton, 4-wheeled	1 0½	6 3	12 6
" 2-ton, 4-wheeled	10½	5 3	10 6
" 30-cwt., 6-wheeled	9½	4 9	9 6
" 1-ton or 30-cwt., 4-wheeled	9	4 6	9 0
Vans, 12 or 15-cwt.	8	4 0	8 0
Trucks, G.S., 8 or 15-cwt.			
Cars, 6-seater	8	4 0	8 0
" 4-seater	7	3 6	7 0
" 2-seater	5	2 6	5 0
Motor-cycles	4	2 0	4 0
Ambulances, 4 or 6 wheeled	10½	5 3	10 6
Horse ambulances	At the rate appropriate to the type of chassis.		

* Charges will be calculated, subject to the minimum shown, at the mileage or hourly rate, whichever is the greater.

(b) Animal Transport.

- (i) Single-horsed vehicle, with or without driver:—
12s. a day or 6s. for any part of a day less than 4 hours.
- (ii) Pair-horsed vehicle, with or without driver:—
20s. a day or 10s. for any part of a day less than 4 hours.
- (iii) Where driver and horse or horses are supplied without a vehicle, a deduction will be made of 1s. a day or 6d. for any part of a day less than 4 hours.

2. Reduced Rates.*

Mechanical Transport.

	Per mile.
	s. d.
Motor coaches	1 3
Lorries, 10-ton, all types	2 0½
" 6-ton, all types	1 7
" 4-ton, 4-wheeled	1 2½
" 3-ton, 6-wheeled	1 2½

* No charge will be made for waiting time, and no minimum charge is imposed.

Mechanical Transport—contd.

				per mile.
				s. d.
Lorries, 3-ton, 4-wheeled	..	..		10 1/2
.. 2-ton, 4-wheeled	..	..		8 1/2
.. 30-cwt., 6-wheeled	..	..		7
.. 1-ton or 30-cwt., 4-wheeled	..	..		7
Vans, 12 or 15-cwt.				6
Trucks, G.S., 8 or 15-cwt.				6
Cars, 6-seater	..	..		5
.. 4-seater	..	..		3
.. 2-seater	..	..		2
Motor cycles	..	..		8 1/2
Ambulances, 4 or 6-wheeled	..	..		At rate applicable to type of chassis.
Horse ambulances	..	..		1
Trailer, load-carrying	..	..		1 1/2
.. technical	..	..		(plus an additional charge for stationary running).

3. Small Loads or Parcels Repayment Rates.

Where a charge is applicable for the conveyance of small loads or parcels in a vehicle proceeding on a duty journey, charges will be made at rates fixed by the officer i/c transport, R.A.S.C., as representing broadly the equivalent of the charges that would be made by local carriers for similar services.

CFC/c

HEADQUARTERS AIRLINE COMMISSION
APO 394
Transportation Sub-Commission

Tel : 478704

11 October 1945

32/15/rn 3

SUBJECT : Use of WD transport for AC sponsored traffic in Italy

TO : ENAC,
Direzione Generale

1. With reference to your letter SG/04/01/23876 dated 5 Oct.
2. It is confirmed that the charge of one shilling per ton mile refers to the British ton of 1016 Kilogrammes and to the British mile of 1523 metres.
3. It is understood that the ENAC tariff is based on the standard Italian measurements, i.e. 1000 Kilogrammes to one ton and 1000 metres to one kilometre.

For the Director


G.F. CONSTABLE,
Major R.E.

2236

Mod. ENAC 10

Rome 5011 1945

194

32/14



Ente Nazionale Autotrasporti

ISTITUTO DI DIRITTO PUBBLICO
DEL 17 AGOSTO 1944-N. 158

DIREZIONE GENERALE

Sua Segreteria

Prot. N. 52/C4/C1/238
Ripartita n. 1

uso di automezzi militari
Occorrenza per trasporti appoggiati
dalla C.A.

SUBJECT: use of W.D. transport for
A.C. sponsored traffic in
Italy

To attention Major Constable

To the ALLIED COMMISSION

Transportation Sub Commission

R O M E

1. - Ci riferiamo alla lettera 32/13/Tn.3 datata 28 settembre 45, di codesta SottoCommissione e ringraziamo di aver voluto esaminare di nuovo la possibilità di autorizzare gli automezzi militari ad effettuare trasporti civili.

2. - Abbiamo preso nota delle condizioni a cui tali trasporti potrebbero essere effettuati.

3. - Per quanto concerne il pagamento in scellini, abbiamo interpellato il Tesoro che dovrebbe metterci in grado di disporre di valuta estera, mentre noi incasseremo lire italiane.

4. - Per quanto riguarda la tariffa, desidereremo sapere esattamente se si riferisce a tonnellate corte di Kg. 907 o tonnellate lunghe di Kg. 1016 e a migliaia "statute" di m. 1609 o a migliaia "inglesi" di m. 1523.

5. - Ciò vi domandiamo per stabilire le lire bene i ns. conteggi e per renderci conto se la tariffa in vigore sarebbe o meno contenuta

1. - Reference is made to your Sub Commission's letter ref. 32/13/Tn.3 dated 28 september 1945. Many thanks are rendered for your having examined the possibility of authorizing the military vehicles to undertake civil transports.

2. - Notice has been taken of the conditions in which the transports could be carried out.

3. - Insofar as concerns the payment in shillings, this office has referred the matter to the Treasury which should make available to us the foreign currency for the payments while we should cash Italian liras.

4. - As far as the tariff is concerned we would wish to know exactly whether it is to be referred to short tons of Kg. 907 or to long tons of Kg. 1,016, and to "statute" miles of 1,609 mts. or to British miles of 1,523 mts.

5. - The above is asked with the view of fixing all calculations once and for all and also in order to see whether the tariff in question

Amministratore Segreteria
 Data 1° SE/04/01/238
 Chiusura

Oggetto: uso di automezzi militari
 per trasporti appoggiati
 dalla C.A.

To attention Major Constable

SUBJECT: use of W.D. transport for
 A.C. sponsored traffic in
 Italy

1. - Ci riferiamo alla lettera 32/13/Tn.3
 13/Tn.3 datata 26 settembre 45,
 di codesta SottoCommissione e
 ringraziamo di aver voluto esa-
 minare di nuovo la possibilità
 di autorizzare gli automezzi mi-
 litari ad effettuare trasporti
 civili.

2. - Abbiamo preso nota delle con-
 dizioni a cui tali trasporti
 potrebbero essere effettuati.

3. - Per quanto concerne il pagamento
 to in scellini, abbiamo inter-
 pellato il Tesoro che dovrebbe
 metterci in grado di disporre
 di valuta estera, mentre noi
 incasseremo lire italiane.

4. - Per quanto riguarda la tariffa,
 desidereremo sapere esat-
 tamente se si riferisce a ton-
 nellate corte di Kg. 907 o ton-
 nellate lunghe di Kg. 1016 e a
 miglia "statute" di m. 1609 o a
 miglia "inglesi" di m. 1523.

5. - Ciò vi domandiamo per stabi-
 lire bene i ns. conteggi e per
 renderci conto se la tariffa in
 parola sarebbe o meno contenuta
 nei limiti di quella ufficiale
 applicata dall' E.N.A.C.

1. Reference is made to your Sub
 Commission's letter ref. 32/13/Tn.3
 dated 26 September 1945. Many
 thanks are rendered for your having
 examined the possibility of autho-
 rizing the military vehicles to
 undertake civil transports.

2. - Notice has been taken of the con-
 ditions in which the transports
 could be carried out.

3. - Insofar as concerns the payment
 in shillings, this office has re-
 ferred the matter to the Treasury
 which should make available to us
 the foreign currency for the pay-
 ments while we should cash Italian
 lire.

4. - As far as the tariff is concerned
 we would wish to know exactly whether
 it is to be referred to short Tons.
 of Kg. 907 or to long Tons. of Kg.
 1.016, and to "statute" miles of
 1.609 mts. or to British miles of
 1.523 mts.

5. - The above is asked with the view
 of fixing all calculations once and
 for all and also in order to reali-
 se whether the tariff in question
 would be or not contained within
 the limits of the official tariff
 applied by E.N.A.C.

6. - We will discuss the argument again; ~~in the~~ ^{in the} meantime we thank you very much again for your kind collaboration.

THE GENERAL MANAGER.

6. - Ci riserviamo di ritornare presto sull'argomento; intanto rinnoviamo i ns. ringraziamenti per la Vs. cordiale collaborazione.

IL DIRETTORE GENERALE



HEADQUARTERS ALLIED COMMISSION
APO 994
Transportation Sub-Commission

File
CFC/mb

Tele : 475704

28 September '45

32/13/Tn.3.

SUBJECT : Use of U.S. transport for AC sponsored traffic in Italy

TO : Direttore Generale,
ENAC,
Piazza della Croce Rossa
Roma (attn. Signor Bomparé)

1. With reference to Signor Bomparé's visit to this office today.
2. Attached herewith is copy of the suggested instruction with regard to the above.
3. Will you please reply stating whether you agree to these conditions.

For the Director

CRC
C.E. CONSTABLE,
Major, R.E.

2231

Subject: Use of WD transport
for AC sponsored
traffic.

ALLIED FORCE HEADQUARTERS

AFHQ/3807/Q(Maint)

19 Sep 45

32/12

A.C.
Transportation Sub Commission.

Reference your 32/11/Tn 3 dated 3 Sep 45.

1. Your para 2 (c) is not agreed and the attached draft is forwarded for your approval or comments.

P. R. Hicks

P.R. HICKS, Lt. Col.,
for Brigadier Q(Maint).

2232

SUBJECT:- Use of WD transport for AC sponsored traffic in ITALY.

1. In view of the general shortage of civilian transport, the use of WD transport is authorised for the conveyance of civilian traffic within the limitations defined in this letter.

2. The principle will only apply in respect of organised R.A.S.C. convoys for which no military loads are available. Priority of movement will be given to military loads in accordance with G.R.O.415/45.

3. It will be the responsibility of the local ENAC Headquarters, on occasions when they require the assistance of Military transport, to state their requirements to the nearest AC Transportation Officer.

The latter will then be responsible for ascertaining, through the appropriate Movements HQ from the ADST/OCRASC of the Area/Sub-Area (including RAAC), whether or not a convoy will be proceeding empty in the required direction, and for making the necessary arrangements for the goods to be loaded.

4. All labour for loading and off loading stores will be provided from civilian sources under AC and/or ENAC arrangements. The WD will under no circumstances be responsible for any compensation which may accrue to any such civilian labourer or his dependants as a result of any accident arising out of and in the course of his employment such responsibility being exclusively that of the civilian owner or authority.

This proviso applies equally to any civilian who may be required to travel on any WD vehicle in connection with any civilian load as aforesaid and no responsibility will be accepted by the WD in respect of the negligence or otherwise of any WD personnel in connection with any or all the above.

2232

0 7 8 4

3. It will be the responsibility of the local ENAC Headquarters, on occasions when they require the assistance of Military transport, to state their requirements to the nearest AC Transportation Officer.

The latter will then be responsible for ascertaining, through the appropriate Movements HQ from the ADST/OCRASC of the Area/Sub-Area (including RAAC), whether or not a convoy will be proceeding empty in the required direction, and for making the necessary arrangements for the goods to be loaded.

4. All labour for loading and off loading stores will be provided from civilian sources under AC and/or ENAC arrangements. The WD will under no circumstances be responsible for any compensation which may accrue to any such civilian labourer or his dependants as a result of any accident arising out of and in the course of his employment such responsibility being exclusively that of the civilian owner or authority.

This proviso applies equally to any civilian who may be required to travel on any WD vehicle in connection with any civilian load as aforesaid and no responsibility will be accepted by the WD in respect of the negligence or otherwise of any WD personnel in connection with any or all the above.

5. No civilians other than those required to be carried in connection with any load of stores or goods will be permitted to board any WD vehicle, under this scheme.

6. (a) All civilian loads authorised by AC or ENAC will be chargeable at 1/- per ton mile.

(b) A statement showing the tonnages carried and the mileage covered by WD transport for this traffic, will be submitted

07851

to AFHQ monthly by Districts and RME Area Allied Command, through ST channels in accordance with the under-mentioned proforma, for onward transmission to the Financial Adviser, AFHQ.

Date.	Movement Order No.	Tonnage.	Mileage.

- (c) Financial Adviser AFHQ will submit a charge to HQ Allied Commission who will then raise a debit against the Italian Govt for the amounts shown in these statements.
 - (a) No settlement in lire will be accepted for these services.
 - (e) The Italian Govt will make its own arrangements for reising bills and collecting lire from the owners of goods carried.
7. These arrangements are only applicable within the territory controlled by ENAC.

07861

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

3 September 1945

Tel : 478704

32/11/Tn 3

SUBJECT : Use of WD transport for AC sponsored traffic

TO : G-4 (B)
AFHQ

*Adm 12
ref*

1. Reference your AFHQ/3807/Q Maint dated 13 Aug.

2. The draft instruction referred to is agreed with the following exceptions :-

- (a) Subject heading to read "Use of WD transport for AC sponsored traffic".
- (b) Para 3 amended to read as follows :-
It will be the responsibility of the local EMAC Headquarters, on occasions when they require the assistance of Military transport, to state their requirements to the nearest AC Transportation Officer.
The latter will then be responsible for ascertaining, through 2 (Movements) from the ADST/OCRASG of the Area/Sub-Area (including RASC), whether or not a convoy will be proceeding empty in the required direction, and for making the necessary arrangements for the goods to be loaded.
- (c) para 5, add the following :-
EMAC will be responsible for collection of this charge, and for its payment to the appropriate military authorities.

3. The draft instruction, with the proposed amendment has been agreed with EMAC.

2230

4. It should be noted that this arrangement applies only in that territory controlled by EMAC.

0 7 8 7

TO : G-4 (B)
AFHQ

2 copies 12/1/51

1. Reference your AFHQ/3807/1 Maint dated 13 Aug.
2. The draft instruction referred to is agreed with the following exceptions :-
 - (a) Subject heading to read "Use of WD transport for AC sponsored traffic".
 - (b) Para 3 amended to read as follows :-

It will be the responsibility of the local ENAC Headquarters, on occasions when they require the assistance of military transport, to state their requirements to the nearest AC Transportation Officer.

The latter will then be responsible for ascertaining, through G (Movements) from the ADST/COMASC of the Area/Sub-Area (including RAAC), whether or not a convoy will be proceeding empty in the required direction, and for making the necessary arrangements for the goods to be loaded.
 - (c) Para 5, add the following :-

ENAC will be responsible for collection of this charge, and for its payment to the appropriate military authorities.
3. The draft instruction, with the proposed amendment has been agreed with ENAC. 2230
4. It should be noted that this arrangement applies only in that territory controlled by ENAC.

For the Chief Commissioner

W

FRANK URBAN JR.
Director

Copy to : G-4 (Mov & Trn)
AFHQ

32/10

~~SECRET~~ - ~~ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED~~

~~ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED~~

~~DATE 10/10/01 BY 1042/1042~~

~~10/10/01~~

0-1 (S)
0-1 (Ser & M)
0-1
0-1

Financial Advisor
Chief and Director
Chief Commission, Transportation Sub-Commission

The attached draft instruction is submitted for your
consideration or suggested amendments.

1.1 Hich MW

P. R. HENS, Jr., Col.,
For Major General,
Col. (N).

Wick

07891

DRAFT

SUBJECT:- Use of W.D. Transport for A.C. Traffic
Sponsored

1. In view of the general shortage of civilian transport, the use of W.D. transport is authorised for the conveyance of civilian traffic within the limitations defined in this letter.

2. The principle will only apply in respect of organised R.A.S.C. convoys for which no military loads are available. Priority of movement will be given to military loads in accordance with G.R.O. 425/45.

3. ~~ASST/CSO R.A.S.C. of each Area/Sub Area (Incl RAC), in agreement with their 'O' Staff, will be responsible for informing their Movements HQ of all W.D. Convoys which will be running empty and which might consequently be filled with civilian traffic.~~

~~The Movements HQ concerned will then be responsible for ascertaining from the appropriate AC Transportation Officer and/or EMAC if a civilian load is available, and for arranging for it to be picked up.~~

4. All labour for loading and offloading stores will be provided from civilian sources under AC and/or EMAC arrangement.

5. All civilian loads authorised by AC or EMAC will be chargeable at 1/- per ton mile. *EMAC will be responsible for collection of the charges and for payment to the appropriate military authorities.*

A statement showing the tonnage carried and the mileage covered by W.D. transport for this traffic, will be submitted to AMHQ monthly by Districts and RACB Area Allied Command, through ST channels in accordance with the under-mentioned procedure, for onward transmission to the

Financial Adviser, AMHQ -

2228

Date	Movement Order No.	Tonnage	Mileage

2. The principle will only apply in respect of organized R.A.S.C. convoys for which no military loads are available. Priority of movement will be given to military loads in accordance with R.A.C. 415/45.

3. ~~AC/ESC R.A.S.C. of each Area/Sub Area (incl RAC), in agreement with their HQ Staff, will be responsible for informing their Movements HQ of all U.D. Convoys which will be running empty and which might consequently be filled with civilian traffic.~~

~~The Movements HQ concerned will then be responsible for ascertaining from the appropriate AC Transportation Officer and/or EAC if a civilian load is available, and for arranging for it to be picked up.~~

4. All labour for loading and offloading stores will be provided from civilian sources under AC and/or EAC arrangement.

5. All civilian loads authorized by AC or EAC will be chargeable at 1/- per ton mile. *EAC will be responsible for effecting the change and for forwarding to the appropriate military authorities a statement showing the tonnage carried and the mileage covered by*

U.D. transport for this traffic, will be submitted to AMG monthly by Districts and RAC Area Allied Command, through ST channels in accordance with the under-mentioned procedure, for onward transmission to the Financial Adviser, AMG -

2228

Date	Movement Order No.	Tonnage	Mileage

6. All traffic will be carried at owners risk.

AC and/or EAC will ensure that this proviso is made known to and acknowledged by the civilian owners of the loads.

E.S. HINES, Lt. Col.,
for Major General,
D.Q.M.G.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

2 August 1945

Tele : Ext. 318

32/8/Tn.3.

SUBJECT : Use of U.D. Transport for Civilian Traffic

TO : G-4 (B) A.F.H.Q.

1. Reference your AHC/3807/(Int) of 23 July '45, forwarding for comment draft letter on the use of U.D. transport for Civilian Traffic.

2. It is suggested that the following amendments should be made to your draft :-

Para. 3a Delete first sentence, from "Arrangements" to "representation", and substitute the following :-
"The Senior S. & T. Officer in each District, and in some Area Allied Command, will be responsible for informing their local Movements Hq of all U.D. convoys which will be running empty and which might consequently be filled with civilian traffic. The Movements Hq concerned will then be responsible for ascertaining from the appropriate A.C. Transportation Officer if a civilian load is available, and for arranging for it to be picked up."

Para. 5 First line. After "A.C." add "or EMOC".

For the Chief Commissioner

P. D. G. BUCHANAN, Colonel

Copy to : G-5 A.F.H.Q.
G-4 (Mov & Tn) A.F.H.Q.
Transportation Sub-Commission - (Roads Division)

32/7

SUBJECT: - Use of W.D. Transport
for A.C. Traffic

ALLIED FORCE HEADQUARTERS

AFHQ/3807/2(Maint)

23 July 45

A.C.
Transportation Sub Commission

The attached draft is forwarded for your comments.

P. R. Hicks *MDL*

P. R. HICKS, Lt. Col.,
for Major General,
Grade (B).

Col Bastin

*Sgt. AFHQ do not approve of the
arrangement, they think it will lead to
abuse and assistance to black warblers.
Military Vets are not subject to
search.*

OK 27/7

*Memorandum 2227
conf V...*

DRAFTSUBJECT:- Use of W.D. Transport for A.C. Traffic

1. In view of the general shortage of civilian transport, the use of W.D. transport is authorised for the conveyance of civilian traffic within the limitations defined in this letter.
2. The principle will only apply in respect of organised R.A.S.C. convoys for which no military loads are available. Priority of movement will be given to military loads in accordance with G.R.O. 415/45.
3. Arrangements will be made between Movements Areas and Sub-Areas with the local A.C. Transportation representative. After withdrawal of A.C. Transportation Officers arrangements will be made direct with EMAC. Direct approach to civilian firms or individuals will not be made.
4. All labour for loading and offloading stores will be provided from civilian sources under A.C. and/or EMAC arrangement.
5. All civilian loads authorised by A.C. will be chargeable at 1/- per ton mile.

A statement showing the tonnages carried and the mileage covered by W.D. transport for this traffic, will be submitted to AFHQ monthly by Districts and PCE Area Allied Command, through S.A. channels in accordance with under mentioned proforma, for onward transmission to the Financial Adviser, AFHQ.

6. All traffic will be carried at owners risk.
s/o EMAC
A.C. will ensure that this proviso is made known to and acknowledged by the civilian owners of the loads.

2225

given to military loads in accordance with G.R.O. 415/45.

3. Arrangements will be made between Movements Areas and Sub-Areas with the local A.C. Transportation representative. After withdrawal of A.C. Transportation Officers arrangements will be made direct with MIAC. Direct approach to civilian firms or individuals will NOT be made.

4. All labour for loading and offloading stores will be provided from civilian sources under A.C. and/or MIAC arrangement.

5. All civilian loads authorised by A.C. will be chargeable at 1/- per ton mile.

A statement showing the tonnages carried and the mileage covered by W.D. transport for this traffic, will be submitted to AMHQ monthly by Districts and RCMF Area Allied Command, through S.T. channels in accordance with under mentioned proforma, for onward transmission to the Financial

Adviser, AMHQ.

6. All traffic will be carried at owners risk.

2/01 EVAC

A.C. will ensure that this proviso is made known to and acknowledged by

2225

the civilian owners of the loads.

P. R. HICKS, Lt. Col.,
for Major General,
D. Q. M. G.

Date	Movement Order No.	Tonnage	Mileage

Tel: 478303

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CNC/gmh.
6

Ref : AC/32/6/Tn3.

21 June 45

SUBJECT : Use of W.D.Vehicles for A.C. Traffic.

TO : A.F.H.Q. G-4(Mov & Tn).
For attention Lt.Col.Jagger.

1. Ref discussion at AQM'SG(M) Conference 19 June, Agenda item 22 previously referred to in Minute 40. (5)
2. DQMG(Mov & Tn) ruled that letter AFHQ/3833/Q(MAINT) of 31 May should not be accepted as final and that you would take up further.
3. It is believed that you have not received a copy of the report referred to in para 5 of my letter AC/32/3/Tn3 of 5 May which was addressed to S & T(AFHQ) repeated to you. A copy of this report is attached hereto. (3)

For the Chief Commissioner.

[Signature]
O.N.CHRISTENSEN.
Lt.Col.

Encl: HQ.AC.Tn S/C ltr AC/63/22/Tn3 of 3 May 45.
(2)

2224

32/5

ALLIED FORCE HEADQUARTERS

AFHQ/3533/9 (MAINT)

31 MAY 1945

SUBJECT:- Use of W.D. Vehicles for
A.C. Traffic.

A.C.
Transportation Sub-Commission.

146

Reference your AC/32/3/Tn3 dated 5 May 45 addressed to S&T.AFHQ.

1. Your proposals for the carrying of civilian traffic in W.D. Transport are not considered practicable.
2. The use of returning empty transport is governed by GRO.415/45.
3. Owing to the existing heavy W.D. traffic, the occasions on which no W.D. load can be obtained for an organised convoy should be negligible.
4. For your information it has been necessary to refuse a similar application from MHA, for the carrying of Italian military personnel.

P. R. Hicks

P. R. HICKS, LT. COL.,
for Major General.
G-4. (B).

Copy to:- G-4 (Mov&Tr)
G-5
S&T

Agreed @ MHA Conference 2223
19 June (Venice) G-4 (Mov & Tr)
to take up again

(57)

ALLIED FORCE HEADQUARTERS.

S.T. BRANCH.

32/4
RESTRICTED

RESTRICTED.
AFHQ/1109/18/ST3(a).
Tel Ext FREEDOM 220.

19 May 45.

SUBJECT:- Use of WD Vehicles
for AC Traffic.

Transportation Sub-Commission,
HQ. Allied Commission.

Reference AC/32/3/Tn 3 dated 5 May 45.

This matter has been referred to the Staff at this ²²²²
Headquarters.

W. J. Sain Colonel
Major General.
Director of Supplies and Transport.

MEMORANDUM FOR THE CHIEF OF COMMISSION
AND 194
Transportation Sub-Commission

Rele : 318

Our ref.: AC/12/13/TN 1

SUBJECT : Use of 80 Vehicles
for AC Traffic

TO : C & T, AFHQ, Att: DD (1)

WIS/FA

5 May 1945

1. Reference discussion Lt. Col. Christensen/Major Star of 21 April 1945. It is suggested that authorization be given for 80 vehicles to carry authorized civilian traffic, when no military traffic is offering.

2. It is proposed that authorized traffic be carried in 80 vehicles at the accepted official tariff rates in existence for the carriage of civilian traffic in the area in which the traffic originates. This is now laid down through Italy.

3. Where there are no military stores for movement on the outward journey, it is suggested that the local movement representatives will secure load thru the local AC representative. For any load carrying vehicles that have not already got loads booked for the return journey, movements in the originating area of the convoy will signal details to movements at the destination of the convoy giving details of convoy number, units, available lifts, etc. If movements at destination are unable to secure a return load from military sources, movements will contact the local AC representative, who would arrange a return load either with ENAF, in Italian Government territory, or with AC/AFHQ, if in territory that has not yet been turned back to Italian Government control.

4. It is suggested that a GAO agreed between AC HQ, and AFHQ be published at the earliest opportunity, giving the necessary details to enable the above system to start functioning immediately.

5. Attached for your information is a copy of the report prepared by Lt. Col. Christensen (ref AC/61/22/TN 1, dated 3 May 1945) following upon the discussion referred to in para 1.

For the Chief Commissioner:

W. J. ALLEN, Colonel

It is proposed that authorized foreign mail carriers be permitted to operate in excess of the present limit of 100 vehicles in the area in which the traffic is carried. This is now laid down throughout Italy.

4. It is suggested that a time period between AD 1911 and 1940 be published at the earliest opportunity, giving the necessary details to enable the above systems to start functioning immediately.

for the Child Commissioners

Label: HQ-A3, Th. 8/6, Exp. ad/64/28/Mr. 18p 3 May 45.

10 May '45. Phone CNC to Lt Col JAGGER, AFHQ GK (MOV. TN) Mov 3.
He will speak 5:17 and let me know when convenient
for meeting the agents urgency and his interest. ~~W.H.~~
14 May. Phone. CNC to BUSHNELL (AFHQ). Jagger out - would request him to phone.
14 May, 1830. CNC - Jagger in. All at AFHQ too many - will follow up. ~~W.H.~~
19 May. 1220. Spoke Ethel Jagger. "Still too busy with other matters at present. Leave for a
week or so" ~~W.H.~~

0800

34/2

TRANSPORTATION SUB COMMISSION

OWC/LR

INTER OFFICE MEMO

Ref. : AC/63/22/Tn3. 3 May 1945

TO : Chief, Movements Division.

SUBJECT : Use of WD Vehicles for AC traffic.

1. Ref. minute 40 of ACMEG (M) conference held in Rome 24 Mar '45.

2. I called upon AFHQ 21 April '45 and after a chat with Lt. Col. Jagger of G 4 (Mov and Tn) - Nov 3 I visited 9 and T (3a) Maj. Stehr and discussed with him the following points :

(a) Carriage of civilian traffic in WD vehicles

(b) Financial arrangements.

the results of the discussion are stated in paras 3 and 4.

3. Carriage of Civilian traffic in WD vehicles.

(a) At present the only authority for carriage of Civilian traffic by WD vehicles is contained in Pamphlet entitled "Rules for the Control and Use of War Department Road Transport (War) 1943, which was notified in ACI's 6 Jan '43.

Para 7 of the pamphlet states, inter alia, :
 "..... in connection with the reduction in dead mileage by WD owned or hired M.T. and the carrying of full loads where possible on both the outward and return journey. Where Army loads are not available for part of the journey it will often be possible, in conjunction with the MOWT's Regional transport commissioners to obtain loads by slight deviation from the direct route and thus assist civil undertakings where the shortage of transport and consequent delay in delivery holds up production."

It is at once accepted that this authority only applies in respect of carriage within Great Britain and Northern Ireland.

(b) I explained the Italian civilian system of road transport i.e. transport for hire or reward :-

(i) Vehicles. No vehicle was permitted to operate for the carriage of goods for hire or reward until it had been registered and authorised by

EMAC (Ministry of Communications).

(ii) Loads. No traffic could be accepted for carriage by

1. Ref. minute 40 of ACMG (M) conference held in Rome

24 Mar '45.

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It is at once accepted that this authority only applies in respect of carriage within Great Britain and Northern Ireland.

(b) I explained the Italian civilian system of road transport i.e. transport for hire or reward i.

(i) Vehicles. No vehicle was permitted to operate for the carriage of goods for hire or reward until it had been registered and authorized by

ENAC (Ministry of Communications).

(ii) Loads. No traffic could be accepted for carriage by road excepting by the Ministry of Communications organization - ENAC.

It is illegal for any owner of M.T. to accept goods for transport or to receive payment for transport excepting from ENAC. Any person or firm having goods for transport by road may only offer such goods to ENAC which is the sole authority for authorizing the transport and for negotiating the hire of vehicles to perform the transport.

It was agreed that ENAC in Italy is very much in a similar position to M.O.W. in Great Britain and Northern Ireland, and it was felt that providing financial arrangements were satisfactory than authority to carry Italian civilian traffic on WD vehicles could be obtained.

4. Financial arrangements.

- (a) The ENAC system was described as follows: -
- (i) Any firm or person having goods for transport must complete and lodge with the nearest Provincial Office of ENAC a request for transport, form ENAC 3 (specimen at Appendix A)
 - (ii) If the bid is accepted the bidder is notified and the charges are entered on the back page of the Bid form.
 - (iii) The bidder must now call at ENAC Office and pay the transport charges.
 - (iv) Upon payment of charges being made to ENAC then ENAC issue orders for a registered vehicle to perform the transport. Orders are issued in triplicate, see form ENAC 4 sections I, II, and III see appendices B, C and D.
 - (v) Invoice and credit note is issued to owner of goods and to carrier on Form ENAC - 37, specimen at Appendix E.

(b) ENAC tariff at Appendix F.

It has been agreed by ENAC (their CA/Movimento Prot. No. IM/17/8787 dated 3 May 45) that as all loads conveyed in WD vehicles, will in effect be return journey, the charges to be applied will be as follows: -

- (i) Fixed hire charge) To be based on actual Weight of
- (ii) Quintal/Kilometer rate) goods carried and NOT based on capacity of vehicle.
- (iii) ENAC contribution Lira 6.06 per quintal/Km.
- (iv) Tax on turnover (at present 4%) and any other fi-cal charge.

Here is an example charge for 3 tons (3000 Kilos) conveyed at distance of 100 Kms.

Lira

830

Fixed hire charge

3 Tons = 30 Quintals =

= 3000 Quintal/Kms at 1.302

per Cu/Km

= 3927

ENAC contribution

3000 Cu/Kms at 0.06

180

4937

137

(iv) Tax on Turnover at 4%

2210

- a request for transport, form ENAC 3 (specimen at Appendix A)
- (ii) If the bid is accepted the bidder is notified and the charges are entered on the back page of the Bid form.
- (iii) The bidder must now call at ENAC Office and pay the transport charges.
- (iv) Upon payment of charges being made to ENAC then ENAC issues orders for a registered vehicle to perform the transport. Orders are issued in triplicate, see form ENAC 4 sections I, II, and III see appendices B, C and D.
- (v) Invoice and credit note is issued to owner of goods and to carrier on Form ENAC - 37, specimen at Appendix E.

① (b) ENAC tariff at Appendix F.

It has been agreed by ENAC (their CA/Movimento Prot. No. IM/17/8797 dated 3 May 45) that as all loads conveyed in WD vehicles, will in effect be return journeys the charges to be applied will be as follows: -

- (i) Fixed hire charge) To be based on actual weight of
(ii) Quintal/Kilometer rate) goods carried and NOT based on capacity of vehicle.
- (iii) ENAC contribution Lira 8.06 per quintal/km.
- (iv) Tax on turnover (at present 4%) and any other fiscal charge.

Here is an example charge for 3 tons (3000 Kilos) conveyed at distance of 100 Kms.

	Lira
(i) Fixed hire charge	830
(ii) 3 Tons = 30 Quintals =	
= 3000 Quintal/Kms at L. 309	
per Cu/Km	= 3927
ENAC contribution	
3000 Cu/Kms at 0.06	<u>180</u>
	4937
(iv) Tax on turnover at 4%	<u>197</u>
	<u>5134</u>

The charge of 5134 Lira is paid by the consignee, and is disposed of as follows by ENAC: -

Paid to owner of vehicle (i)	850
(ii)	<u>3927</u>
Paid to customs	4757 Lira
Retained by ENAC to cover expenses	<u>150</u>
	<u>5134</u>

- 31

The payment received for a WD vehicle compares favourably with the scale of repayment rates laid down in Appendix G to "Rules for the control and use of WD transport (War) 1943. According to this scale the payment for 3 ton/4 wheeled lorry would be : -

100 Kms = 62 1/2 Miles at 1/08 per Mile = L. 3.0.1

At present rate of exchange 400 Lira to the L. 1

= 1302 Lira

The comparison is therefore : -

ENAC Payment

4757 Lira

WD scale

1302 "

(c) It is suggested that ENAC tariff shall apply in order that it cannot be said that WD vehicles are competing with civil hauliers.

5. Territorial Division of Italy.

(a) Since my conversation with AFHQ - C and T AMG General Order No. 42 (Transportation-Rates) has been issued and Northern Italy has been liberated, As a result there are at the present time three territories i.e.

- (i) Italian Government Territory
- (ii) AC Territory North of (i) above and south of (ii) below i.e. Regions of UMBRIA-MARCHE and TOSCANA plus the Provinces of RAVENNA and FORLI.
- (iii) Northern Territory i.e. All territory situated North of the Northern boundaries of the Provinces of RAVENNA, FIRENZE, PIACENZA, LUCCA and APUZIA.

(b) The system and freight rates referred to in paras 3 and 4 apply to both Italian Government Territory (see (i) above) and AC Territory (see (ii) above, with only this exception, that whereas ENAC is the authority for arranging road-transport and collecting charges in (i), AC Regional Commissioners are the authority in (ii). Otherwise the system and the charges are identical, but until ENAC takes over from AC the ENAC contribution does not apply.

Everything has been done in Territory (ii) to ensure as little disturbance as possible as and when the Italian Government take over.

(c) Northern Territory.

In anticipation of a separate economy in this territory AC General Order No. 42 has been issued. Copy of this order at Appendix G. To take the same example as adapted in para

ENAC payment
WD scale

4707 Lira
1308 "

(c) It is suggested that ENAC tariff shall apply in order that it cannot be said that WD vehicles are competing with civil hauliers.

5. Territorial Division of Italy.

(a) Since my conversation with AFHQ - C and T AGC General Order No. 42 (Transportation Rates) has been issued and Northern Italy has been liberated. As a result there are at the present time three territories i.e.

- (i) Italian Government Territory
- (ii) AC Territory North of (i) above and south of (iii) below i.e. Regions of UMBRIA-MARCHES and TOSCANA plus the Provinces of RAVENNA and FORLI.
- (iii) Northern Territory i.e. All territory situated North of the Northern boundaries of the Provinces of RAVENNA, FIRENZE, PIACENZA, LUCCA and APUANIA.

(b) The system and freight rates referred to in paras 3 and 4 apply to both Italian Government Territory (see (i) above) and AC Territory (see (ii) above, with only this exception, that whereas ENAC is the authority for arranging road-transport and collecting charges in (i), AC Regional Commissioners are the authority in (ii). Otherwise the system and the charges are identical, but until ENAC takes over from AC the ENAC contribution does not apply.

Everything has been done in Territory (ii) to ensure as little disturbance as possible as and when the Italian Government take over.

(c) Northern Territory.

In anticipation of a separate economy in this territory AC General Order No. 42 has been issued. Copy of this order at Appendix G. To take the same example as adapted in para 4 (b) i.e. 3000 Kilos for 100 Kms. For such a movement within Northern Territory the charges would be as follows:

	<u>Lira</u>	2218
(i) Fixed Lira charge	430	
(ii) 3000 Quintal/Kms at 0.66 per Cu/Km.	<u>1980</u>	2410 Lira

6. At Appendix H is given a copy of AC Tn. %/C - Movements Division - Roads Memorandum No. 1 which gives some further information concerning ENAC. For information it is confirmed that all AC owned transport i.e. Transport under command MT Group, charge for haulage done in accordance with tariffs referred to in this report.

7. System of securing loads.
It is considered that the following system should apply when WD vehicles move :-

- (a) Upon application to local Mov. for routing order unit should be asked to state if any load carriers are travelling empty during any part of the journey "out or home".
- (b) For any load carrying vehicles that are travelling ^{out} ~~empty~~ local Mov. will endeavour to secure a load, firstly from military sources and then from local AC Tn. Officer.
- (c) For any load carrying vehicles that have not already got loads booked for the return journey Mov. will ascertain and signal to Mov. at destination the following particulars :-

- (i) Convey No.
- (ii) Unit
- (iii) Number and type of vehicles
- (iv) Total available lift in Tons.
- (v) Delivery point.
- (vi) Date and time expected to be unloaded.
- (vii) point proceeding to after unloading (i.e. place to which or en route for which a return or onward load is required).
- (d) Destination Mov. if unable to secure a Military load to contact local AC Tn. Officer who will arrange a load either with ENAC if in Italian Government Territory or with AC/AMG if in territory North of Italian Government territory.

BBB
C. M. CRISTIANI,
Lt. Colonel

apply when WD vehicles move : -

(a) Upon application to local Mov. for routing order unit should be asked to state if any load carriers are travelling empty during any part of the journey "out or home".

(b) For any load carrying vehicles that are travelling ^{out} ~~outwards~~ empty local Mov. will endeavour to secure a load, firstly from Military sources and then from local AC Tn. Officer.

(c) For any load carrying vehicles that have not already got loads booked for the return journey Mov. will ascertain and signal to Mov. at destination the following particulars : -

- (1) Convoy No.
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- (iii) Number and type of vehicles
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- (vi) Date and time expected to be unloaded.
- (vii) Point proceeding to after unloading (i.e. place to which or en route for which a return or onward load is required).
- (d) Destination Mov. if unable to secure a Military load to contact local AC Tn. Officer who will arrange a load either with ENAC if in Italian Government Territory or with ICG/AMG if in territory North of Italian Government territory.

Bdk
G. M. CRITCHFIELD,
Lt. Colonel

Copy to : File AC/30/Tn 3 ✓

2217

3 MAG. 1945

1945



Ente Nazionale Autotrasporti

ISTITUTO DI DIRITTO PUBBLICO
DALL'17 AGOSTO 1944 N. 128

DIREZIONE GENERALE

Arriva CA/Movimento

Sub. A. 1/1414/8497

Dispositivo A. 1/1414/8497

To the attention of Col. Christiansen

R O M E

To the ALLIED COMMISSION

Transportation Sub-Commission

SUBJECT: transports with military trucks

OGGETTO: trasporti con autocarri militari

1. - Abbiamo appreso con piacere la vostra intenzione di autorizzare autocarri militari alleati ad effettuare trasporti civili, ogni qualvolta essi siano costretti a viaggiare vuoti.

1. - We took notice with pleasure of your intention to authorize allied military trucks to make civilian transports each time that they would be obliged to run empty.

2. - Per quanto concerne le tariffe per questi trasporti, applicheremo quelle stabilite dall'art. VII (par. 2) della nostra ultima tariffa, già in vostre mani, e cioè:

2. - For what concerns the fares for such movements, we could apply the rates fixed by the art. VII (par. 2) of our last tariff in your hands, viz:

a) quota chilometrica e quota fissa d'ingaggio calcolate sul peso reale delle merci trasportate, anzicchè sulla capacità di portata dell'automezzo;

a) Kilometric rate and fixed halage rate on the actual weight of the goods hauled, instead of the loading capacity of the vehicle;

b) il contributo E.N.A.C. (L.O. 06 per Q. le/Km.)

b) the E.N.A.C. contribution (L.O. 06 for Q. l/Km.);

c) imposta sull'entrata (4%), ed ogni altro eventuale diritto fiscale.

c) tax on turnover (4%) and any other eventual fiscal charge.

IL DIRETTORE GENERALE

[Signature]

THE GENERAL MANAGER

To the attention of Col. Christiansen

OGGETTO: trasporti con auto-
carri militari

SUBJECT: transports with military
trucks

1. - Abbiamo appreso con piacere la vostra intenzione di autorizzare autocarri militari alleati ad effettuare trasporti civili, ogni qualvolta essi siano costretti a viaggiare vuoti.

1. - We took notice with pleasure of your intention to authorize allied military trucks to make civilian transports each time that they would be obliged to run empty.

2. - Per quanto concerne le tariffe per questi trasporti, applicheremo quelle stabilite dall'art. VII (par.2) della nostra ultima tariffa, già in vostre mani, e cioè:

2. - For what concerns the fares for such movements, we could apply the rates fixed by the art. VII (par.2) of our last tariff in your hands, viz:

a) quota chilometrica e quota fissa d'ingaggio calcolate sul peso reale delle merci trasportate, anzichè sulla capacità di portata dell'automezzo;

a) Kilometric rate and fixed halage rate on the actual weight of the goods hauled, instead of the loading capacity of the vehicle;

b) il contributo E.N.A.C. (L.O.06 per Q.le/Km.)

b) the E.N.A.C. contribution (L.O.06 for Q.l/Km.);

c) imposta sull'entrata (4%), ed ogni altro eventuale diritto fiscale.

c) tax on turnover (4%) and any other eventual fiscal charge.

IL DIRETTORE GENERALE

THE GENERAL MANAGER

[Signature]

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