

Appreciations

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

10000/148/875

CSG/bm

D R A F T

26 March 1945

SUBJECT : Road Transport by ISR.

TO : General Di Raimondo.

1. Your letter and report C 113/1152/33 dated 6 Feb 1945 and your letter dated 9 March 1945 has been given further study with a view of using certain ISR road facilities in Northern Italy upon our entry.

2. We agree with your thesis that railway personnel and terminal facilities may will be used in conjunction with road transport in lieu of trains over those routes that cannot be readily rehabilitated yet serve territory upon which large urban centres depend upon for their food supply. It is obvious that only a limited number of lines can meet these requirements and that only a very limited number of civilian trucks would be available for this service. Coordination and control can only be secured at present in A.M.G. territory, hence our suggestion that we plan for this service in Northern Italy only. Any such plan to be used in Liberated Italy must be effected by the ISR and ENAC.

3. In order to activate a plan as suggested by you, the following suggestions are submitted as a basis for a proposed operating agreement :

(a) Routes to be used shall be determined by AMG aided by technical assistance furnished by ISR.

(b) Trucks to be used shall be allocated by AMG from their civilian truck pools. The number to be used shall be determined by AMG based upon rail traffic generated as opposed to other transport commitments.

Routes to be determined and posted by ISR

2. We agree with your thesis that railway personnel and terminal facilities may will be used in conjunction with road transport in lieu of trains over those routes that cannot be readily rehabilitated yet serve territory upon which large urban centres depend upon for their food supply. It is obvious that only a limited number of lines can meet these requirements and that only a very limited number of civilian trucks would be available for this service. Coordination and control can only be secured at present in A.M.G. territory, hence our suggestion that we plan for this service in Northern Italy only. Any such plan to be used in Liberated Italy must be effected by the ISR and ENAC.

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(b) Trucks to be used shall be allocated by AMG from their civilian truck pools. The number to be used shall be determined by AMG based upon rail traffic generated as opposed to other transport commitments.

(c) Tariff rates shall be determined and posted by ISR after AMG approval and shall be such as to guarantee a reasonable return to the truck operator, using the ENAC national tariff as a basis. Individual contracts should be made by ISR with each truck owner to mutual advantage. **2331**

(d) ISR shall produce the necessary funds to put terminal facilities in repair. All such work shall be under ISR jurisdiction but AMG will aid in release of materials, etc.

(e) First priority shall be given to transport of food stuffs. Passenger transport will not be provided until approved by AMG.

(f) P.O.L., spares and tires will be obtained thru truck pools.

(g) ISN will run their business completely, merely calling on the truck pools for allocation of vehicles.

4. Due to the fact that local shippers are used to using rail facilities on regular scheduled runs, it is anticipated that designated lines will soon become remunerative and provide a vital service as feeders to urban centres.

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TRANSLATION

MINISTRY OF COMMUNICATIONS

General Inspectorate of civil motorization
and transport in concession

Rome 17 January 1945

Div. R.S.T.

Ref.: No. 152/201

Reply to your letter dated 3/12/44 - ESPM/15/11

To : Headquarters Allied Commission

APO 394

Economic Section

Subject : Reoperation of road transports.

Reference to the above mentioned letter, concerning the reoperation of road transports I send you to following data:

The motor-car road traffic is summed up in two specific sections by the Ministry : the first is that concerning public services of passenger or freights transports and which is operated with authorization and concessions; the second, which is the largest, considers all the owners or those who operate transport on their own behalf or for a third party, and for them the operation of transports in free, with the exception of legislative instructions concerning tests, examinations of drivers, limitations in the loading capacity and other economic dispositions for transports of commodities.

With the imminent operation of ENAC, further limitations will be issued for the truck circulation and so we will be able to obtain statistical data more particular of those which have been published up to now in the bulletins of this Ministry.

In order to reply to the requests of that Economic Section, we communicate hereto all the data which this General Inspectorate has collected and we inform you that we will notify you all the data of the year 1944 as soon as we will have them.

	Year 1936	Year 1939
Private zone of Italy north of the line	137.400	204.000
motor-cars Pisa-Pistoia-Rimini.		
zone of the Italy south of the line Pisa-Pistoia-Rimini.	68.500	114.000
Sicilia	10.400	17.400
Sardinia	2.200	4.000
Totals:	218.500	339.400

Taxi-cabs	6.200	4.600
zone of Italy north of the line Pisa-Pistoia-Rimini		

zone of Italy south of the line

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Private zone of Italy north of the line Year 1936 Year 1939
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10.400 17.400

2.200 4.000

Totals: 218.500 339.400

Taxi-cabs zone of Italy north of the line
Pisa-Pistoia-Rimini 6.200 4.600

zone of Italy south of the line
Pisa-Pistoia-Rimini 4.500 2329.000

Sicilia 1.000 1.000

Sardinia 30 100

Totals: 11.730 9.700

	Year 1936	Year 1939
Motor-cars of garages	5.700	4.800
zone of Italy north of the line Pisa-Pistoia-Rimini.	6.100	5.100
zone of Italy south of the line Pisa-Pistoia-Rimini	1.000	800
Sicily	300	350
Sardinia		

Totals	13.100	11.050
until 10 cls.	from 10 to 35	and 35
Year 1939	11.000	4.000

	zone north of the line Pisa-Pistoia-Rimini	zone south of the line Pisa-Pistoia-Rimini.	Sicily	Sardinia	Totals:
Trucks operating transports on their own behalf.	33.000	14.000	2.300	550	49.850
					16.650
					6.180

Totals:

	zone north of the line Pisa-Pistoia-Rimini	zone south of the line Pisa-Pistoia-Rimini.	Sicily	Sardinia	Totals:
Trucks operating transports on their own behalf.	2.300	2.000	80	90	4.470
					10.250
					11.500

During the year 1936 the number of trucks operating transports on their own behalf or for a third party was:

	in the zone north of the line Pisa-Pistoia-Rimini	in the zone south of the line Pisa-Pistoia-Rimini	Sicily	Sardinia
	52.700	23.400	2.400	800

	Year 1936	Year 1939
Busses (extraurban line)	5948	6772
(Urban lines)	1526	1556
(extraurban tramways)	953	932
(e-locomotives)	3823	3691
(Trolley busses)	89	476
		2328

Sicily	2.300	900	120
Sardinia	550	250	60
Totals:	49.850	16.650	6.180
Trucks operating zone north of the line Pisa-Fistola-Rimini	2.300	5.500	7.000
transports zone south of the line on their own Pisa-Pistoia-Rimini. behalf.	2.000	4.000	4.000
Sicily	80	500	300
Sardinia	90	250	200
Totals:	4.470	10.250	11.500

During the year 1936 the number of trucks operating transports on their own behalf or for a third party was:

in the zone north of the line
Pisa-Pistoia-Rimini 52.700

in the zone south of the line
Pisa-Pistoia-Rimini 23.400

Sicily	800	Year 1936	Year 1939
Sardinia	5948	No.	6772
Busses (extraurbane line)	"	"	1556
(Urban lines)	1526	"	"
(extraurban tramways)	953	"	932
(e-locos)	3823	"	3691
Trolley busses	89	"	476
			2328

Factories of trucks and motor-cars. FIAT (Turin) - LANCIA (Turin) - SPA (Turin) ISOTTA-IRASCHINI (Milan) - BIANCHI (Milan) - ALFA ROMEO (Milan) - OM (Brescia Milan) - MASERATI (Electri-vehicles-Bologna).

Miles of operating bus lines	Year 1936	Year 1939
extraurb. bus lines	64.399	79.977
urban bus lines	1.649	1.961

	<u>Year 1936</u>	<u>Year 1939</u>
Tons/km of commodities carried on extraurban bus-lines	1.875.000	2.960.000
Number of passenger transported		
extraurban lines	51.177.700	76.087.600
urban lines	204.502.700	239.076.000

The Minister
(Sgd) Cerabona.

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