

IRREGULAR TRANSPORT PROCEDURE

0952

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

T PROCEDURE

10000/148/876

Mod ENAC10

Rome, 26.9.1945 194



Ente Nazionale Autotrasporti Cose

ISTITUTO DI DIRITTO PUBBLICO
DL 17 AGOSTO 1944 N. 188

DIREZIONE GENERALE

Avviso Movimento *A. I.*

Nota N. 1 *11/6/790/22931*

Proposta di

To the

ALLIED COMMISSION

Transportation Sub Commission

R O M E

TRANSLATION

OGGETTO: transport of wool

The following signal was received on to-day's date from the Ministry for Agriculture:

"TM/4 Rome - Ente Nazionale Autotrasporti Cose Rome

Comando Generale RR.CC. Rome

Comando Generale R. Guardia Finanza. Rome

Ministero Interno Direzione Generale P.S. Rome

From Ministry for Agriculture, Direzione Tutela n.43518. Information is received that vehicles proceeding from the North supplied with trip tickets issued by Authorities of Northern Italy, would on their return trip carry quantities of wool, utilizing the said trip tickets. It is pointed out that such Trip tickets do not authorize any transports of wool. For these transports a certificate issued by UPSEA or by the Consorzi Agrari is strictly necessary. It is requested instructions in this regard be urgently directed to all depending Offices and notification be given to this Ministry. The Minister for Agriculture (signed Gullo) . "

As it is known, wool is a controlled item and the trip tickets for transport of wool can only be issued when the certificate of a Provincial Agrarian Consortium or of a Provincial Statistical Economical Office for Agriculture (UPSEA) is submitted.

The inconvenient notified by the Ministry for Agriculture shows both a subtraction of controlled goods from the amassing and an infraction by the Transport Offices to the directives of memo N.4 of your Sub Commission where it is laid out that all trips from South to North must be authorized by E.N.A.C.'s trip tickets.

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In consequence of the above signal all Provincial Office have been directed by this HQ. to give instructions to all fixed and flying Control Posts to confiscate all trip tickets issued by the Transport Office for the transport of wool to the North without the prescribed certificate and to have all the wool deposited in the stores of the nearest Agrarian Consortium or UPSEA.

The above is notified for your information.

THE GENERAL MANAGER
signed Eng. M. Costa

TRANSLATION

AS/fl

Ministry of Transportation

E.N.A.C.- Via Collina 21

Rome 25-9-45

N. 1064

Subject :Memo for Cap. Gower

To :Transportation S/C.

54/8

discrepancy

The A.C. letters sent to the Ispettorato della Motorizzazione Civile - Ufficio Ispezione sull'E.N.A.C. specifying that the document presented by the Fratelli BRUSCHI firms for the permit to transport wool was false have been handed over to S. Tenente TRINGALI head of the Enac's Police Office for the investigations.

S. Tenente Tringali has verbally assured me that the inquiry is proceeding.

The Compartmental Inspector
sgd illegible

2338

HEADQUARTERS
VENEZIE REGION
Allied Military Government
Transportation Division
APO 394

19 September 45

TO :- HQ Allied Commission
Transportation Sub-Commission. Road Division

SUBJECT :- ENAC - Lack of cooperation

FILE No. :- RXII/TN/4.1.

Attached copy of letter from Ufficio Auto-
trasporti di Treviso with reference to an occasion when
ENAC declined to supply POL for return journey of one of
their trucks as laid down in your Memo No. 4.


E.B. CORBY
Major R.C.A.
REGIONAL TRANSP. OFFICER

AAG/elc

HEADQUARTERS ALLIED COMMISSION
APO 384
Transportation Sub-Commission

30 August 1945

Tel : 478303

54/6/Tn 3

SUBJECT : Forged application from P.lli Bruschi
for permission to transport goods by road

TO : Ispettorato della Motorizzazione Civile
(Ufficio Ispezione sull'ENAC)

1. Enclosed please find copy of letter with translation,
from Public Health Sub-Commission dated 30 Aug '45.
2. Para 2 contains the information as requested by you
and it is requested that this case be thoroughly
investigated and given the maximum of publicity.
3. Please submit a report on the result of this case
to this HQ.


FRANK UPMAN JR.
Director

Copy to : Public Health Sub-Commission

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HEADQUARTERS ALLIED COMMISSION
APO 394
Public Health Sub Commission

AC/3072/22/PH

30 August 1945.

SUBJECT :- Forged application from Flli. Bruschi
for permission to transport goods by road.

TO :- Transportation Sub-Commission
(Attn. Capt. Cover)

1. Reference the attached unaddressed letter dated 23 August 1945 purporting to have been issued by this Sub Commission bearing the forged signature of Col. P.F. Russell, authorizing the transport of wool.

2. For your information and necessary action the under mentioned comments are made :

- (I) This document was NOT issued by this HQ.
- (II) The lay-out and phraseology is not in accordance with that in use by this Sub Commission.
- (III) The rubber stamp is not known and, in any case, malaria control did not exist at date of issue, i.e. 23 August 45.
- (IV) Col. P. Russell returned to America last year. The signature used is obviously forged.
- (V) Italian note-paper is not in use by this Branch.

3. This is a matter that should certainly be investigated and prosecuted to full extent of law for forgery.

4. This Sub Commission will be interested in the outcome of this matter and will thank you to keep us advised.

For the DIRECTOR :

Paul S. Savage
P. S. SAVAGE
Major, Spec. Res.
Executive Officer.

TRANSLATIONREPORT OF THE MISSION TO MILAN OF ENG. SPIRITI FROM 23.6.45 TO
3.7.45ORGANISATION OF TRANSPORT IN LOMBARDIA

During the occupation of the Nazi-Fascists, existed at each Provincial M.Q. an office for discipline of motor vehicles which was called U.D.A. (Ufficio Disciplina Auto-veicoli) and an office for the discipline of auto-transport (U.D.T.) Ufficio Disciplina Trasporti. The duty of the first was to release circulation permits for motor vehicles and of the second to coordinate and discipline auto-transport.

With the arrival of the Allied U.D.A. was dissolved and the release of circulation permits was taken over by R.A.C.I. however U.D.T. was transformed into Ufficio Autotrasporti, utilising the facilities and a large part of the former personnel of U.D.T.

L'Ufficio Trasporti in Milan (U.A.M.) like all the other U.A. in Lombardy, now depends on R.A.C.I. with the entire direction, other personnel and also the buildings were those offices are installed. Corse Venezia 43 - belong to R.A.C.I.

The U.A.M. is under the control of the A.M.C. Regional Transport Office, directed by Lt.Col. Fritzgerald and Capt. Nunn.

The duties of these offices are briefly explained as following :

1. - Release of trip tickets for motor-trucks which have been authorized to make a trip. The bids are presented direct by the truckers for approval of U.A.M. if the trip is to be performed North of the old Cordon Sanitaire, or of A.M.C. Cpt. Nunn if the trip extends South of the Cordon .

The office has no relations with the customers; only with the trucker. The trip ticket used by all the U.A. of Lombardy is the same as EMAC trip ticket.

2. - Allotment of P.O.L. for all transport performed for SUPRAL and release of trip ticket without P.O.L. for all other transports

It is sufficient for the bids to be approved so that the transports can be performed and as U.A.M. approves all the trip without any limitations North of the old line, practically all

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It is enough to present the bid to U.A.M. and to pay the transport taxes to obtain a trip ticket.

There is only a little restriction for Transport from North to South, but only because these bids have to be approved by Capt. Nunn.

-2-

Also wine and other alcohol transports can freely be performed in the whole Northern area.

Between North and South the authorization depends like for all transports down South, from the Allied Command, which authorises the transports mostly only from landing-places like Genova, Livorno and Piombino.

Cause of the easy manner to get trip tickets without allotment of P.O.L. the request for P.O.L. on the black Market is so big that one quart of gas costs 150 - 200 liras.

The U.A.M. is not giving any assistance to the auto-vehicles neither controls the traffic.

The traffic control is completely biased. In fact one travels from Rome to Milan freely without any control.

The trucks carry alcohol from South to North and different stuff from North to South. A control in this regard would be necessary, which would also be easy to realise, because it is sufficient to control the bridges (there are only few) of the Po river, through and expert and incorruptible personnel.

Only the many different types of trip tickets which are released by different offices (in Toscana, Marche, A.S.O.) makes the control more difficult. It is then necessary to dispose that these offices as to the U.A. of Lombardia use ANAO trip ticket.

Though the U.A.M. is composed only of 3 Offices (Dispatch office, Personnel, Office and Administration) and that with reduced duties, they have already more than 150 employees and this number grows every day.

The U.A.M. has not done anything to make a census of the motor vehicles, so they don't know how many are operating, which changes every day. That's why they are not able to follow the activities of the auto-vehicles and they don't have any movements file. They don't collect statistics, but send only every day a list to A.M.G. which shows the daily number of trip tickets given out.

There is daily approximately 20.000 QLS of stuffs transported, of which about the half is moved for SEPRAL.

Also in Milan the disponibility of auto-vehicles is already bigger than the actual need, therefore it is necessary to bring vehicles from other provinces to Milan.

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The trip tickets for private trucks are released by the U.A. The Consorzio delle Cooperative dei Partigiani is issuing the trip tickets for all ex-enemies vehicles or for those which are in irregular position and that the Allies nationalized first like for their own property and then turned them over for management to the partisans.

These vehicles are all very big and there are already about 400 operating, which number grows continuously.

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By release of trip tickets there is no preventive security caution charged; there is only to pay 5% transport taxes and the shipper is issuing his bill direct to the customer.

On the contrary for the transports made for the SEPRAI the U.A.M. pays directly the truckers with circular bank checks on the account open by SEPRAI at the name of U.A.M.

The taxes of U.A. are the same like for U.D.T. approved with Ministerial Decree 19.3.45 of the former Government which does not consider at all the capacity of the operating trucks.

For the small trucks the taxes are smaller than those of ENAC and for the big trucks there is also a little difference between the ENAC taxes and their own ones.

What the P.O.L. is concerned the U.A.M. gets from A.M.O. (which is about 15,000 - 20,000 litres daily) it is absolutely not sufficient.

But there are many vehicles operating with wetano gas and " Gasogeno and they will continue with such fuels, because no permissions are given for transforming those vehicles to be used with gasoline.

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