

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

Naples - Doctor Clearance

10000/148/1250
' July '45

SENIOR TRANSPORTATION C.
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMBINE

25 September 1945

19/473
Tel: 53395

SUBJECT : Report on trucks on Naples
Port Clearance.

TO : Transportation Sub Commission
H.Q. A.G. A.P.O. 394
Attn : Roads Division
Shipping Division
Ports & Warehouses Division

1. With effect from 0700 hrs Monday 17 Sept military transport previously supplied by F.B.S. Civilian truck Pool was withdrawn from serving the Italian Port of Naples. We were compelled to undertake the task with what vehicles were available in U.T.C. truck pool and M.A.C. civilian trucks.

2. U.T.C. had 13 vehicles working on electrical construction and maintenance for S.M.S. on a 10 day basis. That is to say, they are out for that length of time and are then replaced by other vehicles for a similar period and so on.

In addition they had between 25 and 30 available in Naples only. As the U.T.C. vehicles at outlying points were badly needed for movement of grain, pasta and general alimentazioni, it was not felt desirable to recall them to work on the port if it could possibly be avoided. These totalled only 30 vehicles and mostly with tyres in bad condition.

3. The M.A.C. vehicles belonging to civilian owners were to work the day shift at the port and U.T.C. the night shift.

The M.A.C. civilian vehicles however proved a great disappointment and the M.A.C. organisation seems incapable of exercising any power to make them do the work required of them.

Frequently vehicles directed to the Port would make only one trip there, or perhaps two, in a day, and not be seen any

- 2 -

more that day. They obviously found more lucrative employment elsewhere.

4. The E.S.A.C. Provincial Director here states definitely that the procedure followed is that a trip ticket is issued to ~~the~~ customer who requires transport. This customer takes the trip ticket to the truck owner designated. The truck owner demands 100% to 200% more than the tariff rate before he will do the job. The customer pays.

5. It was found necessary about 22 Sept to use the 13 trucks employed on S.M.E. work as they came in at the expiration of their 10 day period without replacement, and I gave instructions to this effect to prevent delay to shipping. At the same time, in reply to protests from all concerned, I advised S.M.E. to apply to E.S.A.C. for civilian trucks for their work.

S.M.E. replied that they would have to pay the additional demands of the truck owners in that case, instead of the E.S.A.C. correct tariff rates charged by U.T.C. This they were unwilling to do.

6. In point of fact, however, in response to my request for 50 additional trucks to be provided for U.T.C. of which 49 arrived on Sunday, I was able on Monday 24 Sept to detail the trucks required by S.M.E. to resume that work on Tuesday 25 Sept.

7. The situation is now well in hand as far as transport is concerned, but much loss of time and transport is being caused at the port by E.S.A.C. employees taking too long to issue trip tickets and by Federazione Consorzi Agrari employees not having provided the necessary escorts for the trucks when loaded, and slow loading of trucks by employees who are paid on a daily basis.

8. Too much time is taken in loading and unloading with the result that transport stands idle for too long.

9. Attached at appendix A is a statement of the progress made during the week 17 - 22 Sept.

The port is closed on Sunday.

10. May effort be made please to press Federazione Consorzio Agrario for provision of escorts without delay, and for less delay in loading and unloading and issue of trip tickets by E.S.A.C.

For the Commissioner:

[Signature]
V.R. BOWERS, Major
Senior Tptn Officer

APPENDIX A

TRUCK SITUATION DAILY
NAPLES (ITALIAN) PORT
SEP 17 - SEP

Day	Date	Shift	Ships	Trucks Indented	Trucks Supplied	Total	Short	Remarks
Mon	17	Day	1	40	40	40	-	U.T.O. only
"	"	Night	2	40	29	29	11	U.T.O. only
Tues	18	Day	2	50	23/17/5	45	4	U.T.O. only
"	"	Night	2	45	28	28	17	U.T.O. only
Wed	19	Day	3	90	29/21/40	90	-	U.T.O. only
"	"	Night	3	70	30	30	40	U.T.O. only
Thurs	20	Day	3	90	19 + 41	60	30	U.T.O. only
"	"	Night	3	90	26	26	74	U.T.O. only
Fri	21	Day	3	90	35 + 6	41	49	UTO- 5 civil
"	"	Night	2	50	30	30	15	UTO- 5 civil
Sat	22	Day	2	60	40 + 20	60	-	Lack of escorts
"	"	Night	3	50	40	40	10	prevented 19 trucks workin

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Director's Reference

Date/Time of Receipt SEP 141615B

Message Centre No. F/7060

Date/Time Rec'd SEP 141930B

Precedence ROUTINE

FROM CCO NAPLES

TO HQ ALCON CITE ACTPT

RESTRICTED

RESTRICTED

ACTION

Your 131656 ref No 5304 has been passed to British Navy House NAPLES. Signal has been cleared to NSA NAPLES but not to PLO who is not known.

Dist

Action - Tn SC 2
Info - Chief Commissioner
Econ Sec 2
File 2
Float

2917

RESTRICTED

515

FILE

FIO NAPLES

5304

13 SEPT 45

ROUTINE

RESTRICTED PD

ARRANGE DOCKS CLEARANCE. WHEN CIVIL SECTION OF PORT
BY BRAD TRANSPORT WHEN MILITARY TRANSPORT. WITHIN CONTACT MAJOR
DOWNING SENIOR TRANSPORTATION OFFICERS TO ARRANGE DETAILS PD
PARSE TO FIO NAPLES FROM HQ ALONG CIVIL ADAPT PAREN
NOTIFY WILLIAM SUGAR WHEN NAPLES PD

COPY TO : ROAD DIV

ROY DIV (ROAD BRANCH)

2913

TRANSPORTATION

534

NICHOLAS FICHINO
CWO USA
Asst. Adjutant

FILE
515

HEADQUARTERS ALLIED COMMISSION
AFG 194
TRANSPORTATION SUB-COMMISSION

REF 1- AC/100/148/IN5

SUBJECT 1- Docks Clearance - Naples Port

TO 1- Major V.R. Bowers
Senior Transportation Officer
A.A.C. Naples Command

24 September 1945

1. Attached hereto is a copy of letter dated 10 September 1945 from P.L.A. Naples forwarded for your observations.
2. Capt. Roney infers that insufficient trucks are available to A.A.C. for port clearance. It is stated that 100 to 125 trucks are needed to be put at the disposal of A.A.C. in addition to those now in operation. This is not understated since A.A.C. may that some 500 trucks over 1 ton capacity are in operation. U.S.C. also possesses some 90 vehicles in the Truck Pool of which at least 60 should be roadworthy.
3. According to Movements Division (Shipping Branch) it is unlikely that more than 1000 tons of civilian imports will need to be cleared in one day when military transport is withdrawn. On the basis of 6 trips per day, which has been found from experience to be a sound average in ports, 40x3 ton trucks would be adequate to move the maximum daily import ex ship. The requirement given of 100 - 125 trucks is thus not understated.
4. It is considered that, if necessary, all U.S.C. trucks should be allotted for port clearance since these vehicles were handed over to the Italian Government to be used for the movement of civilian supplies as top priority.

1. Attached hereto is a copy of letter dated 10 September 1945 from P.L.C. Naples forwarded for your observations.
2. Capt. Ramsey infers that insufficient trucks are available to E.R.A.C. for port clearances. It is stated that 100 to 125 trucks are needed to be put at the disposal of E.R.A.C. in addition to those now in operation. This is not understated since E.R.A.C. may that some 500 trucks over 2 tons capacity are in operation. E.R.A.C. also possesses some 90 vehicles in the Truck Pool of which at least 60 should be roadworthy.
3. According to Movements Division (Shipping Branch) it is unlikely that more than 1000 tons of civilian imports will need to be cleared in one day when military transport is withdrawn. On the basis of a tripe per day, which has been found from experience to be a sound average in ports, 4000 ton trucks would be adequate to move the maximum daily import ex ship. The requirement given of 100 - 125 trucks is thus not understated.
4. It is considered that, if necessary, all E.R.C. trucks should be allotted for port clearance since these vehicles were handed over to the Italian Government to be used for the movement of civilian supplies as top priority.
5. You should discuss the matter further with Captain Ramsey in the light of the above appreciation with a view to determining firm requirements and forward your conclusions to this office.
6. If it is then your considered opinion that additional trucks are needed, we will consider transferring the required number to the E.R.C. Pool from other Truck Pools where a surplus exists, by agreement with the Minister of Transport.

By Command of Rear Admiral BROWN

G. F. BROWN
Lt. Colonel R.A.

Copy to Movts Div
(Shipping Branch)

copy/-b

SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB-COMMISSION

HEADQUARTERS

AMC NAPLES COMMAND

APC 294

10 September 1945

SUBJECT : Dockage Clearance of Civil
Cargoes in Italian Operated
Area Port of Naples

TO : Transportation S/C INC.
Allied Commission
Attn. Major Larsen

1. Reference 40/S15/291/Tn.1 and 40/100/53/Tn5 dated 12 August and 9 July respectively.

2. I have discussed the matter of transport for port clearance of civil supplies with representatives of EMAD, and made a survey of transport requirements during the past three months.

3. EMAD reports that present supply of transport is adequate to meet demands for movements from warehouses to port outloading operations, inter-warehouse movements, and short hauls within the Naples area. They have 401 trucks of 20 to 40 quintals capacity and 119 trucks of more than 40 quintals capacity now in operation. They state that in June, July and August requests were received for 11,200 trucks, of which they were able to satisfy only 19,110. Their shortage is most pronounced for trucks of 10 quintals capacity. They estimate that about 50% of truck loading were then 20 quintals are immobilized for repairs or lack of tires and parts.

4. Amount of transport required if EMAD were to undertake the additional task of port clearance depends on anticipated volume of imports and, inasmuch as that is an unknown factor, we must rely upon the experience of the past few months to obtain the answer. In this connection, our survey is limited to the Italian port area, as no segregation of transport need for civil supplies from military port section is available. The following figures are helpful.

1. Reference 10/118/292/70.3 and 10/100/59/205 dated 11 August and 9 July respectively.

I have discussed the matter of transport for port clearance of civil supplies with representatives of EAC, and made a survey of transport requirements during the past three months.

2. EAC reports that present supply of transport is adequate to meet demands for movement from warehouses to port outloading operations, inter-warehouse movements, and short hauls within the Naples area. They have 401 trucks of 20 to 40 quintals capacity and 119 trucks of more than 40 quintals capacity now in operation. They state that in June, July and August requests were received for 13,200 trucks, of which they were able to satisfy only 19,130. Their shortage is most pronounced for trucks of 20 quintals capacity. They estimate that about 30% of truck loading more than 20 quintals are immobilized for repairs or lack of tires and parts.

3. Amount of transport required if EAC were to undertake the additional task of port clearance depends on anticipated volume of imports and, inasmuch as that is an unknown factor, we must rely upon the experience of the past few months to obtain the answer. In this connection, our survey is limited to the Italian Port Area, as no segregation of transport used for civil supplies from military port section is available. The following figures are helpful, however.

	Daily average Trucks used (Total Port Area)	Volume of	
		Civilian Imports (Italian Port Area)	Civilian Imports (Military Port Area)
June	27	21,117 tons	19,233 tons
July	24	10,416 "	10,139 "
August	10	7,149 "	4,713 "

For all practical purposes, twice the daily average trucks in use in Italian Port Area should have been made available if ships were discharged at maximum capacity and, as indicated above, this amount would be approximately doubled during the month

in question by movement of civilian supplies from the military port section. It is the experience of military authorities that an additional 10 percent should be allowed for replacement of vehicles immobilized for maintenance and repairs, but this percentage allowance would be higher under civil maintenance facilities.

5. Altogether, it is estimated that about 100 to 125 trucks would need to be allocated to KMAC to accomplish such clearance of civil supplies. As long as military transport can be provided, and we are having less difficulty since the end of the war in Pacific to secure such transport, it is believed inadvisable to attempt to supply deficiencies in military transport by use of KMAC trucks. No doubt we will be given some notice when military authorities intend to withdraw their transport and meanwhile can work on a program for supplying it entirely by sufficient allocation of trucks to KMAC.

For the Combustion

Maj. T. J. HANLEY
 Capt. Spedden
 Capt. Wilson Officer

Distribution
 To: D/O-Lento & Shaw Davis/
 Trade Division
 *
 Plots: 4/0
 USA & Naples
 Pils

60

SENIOR TRANSPORTATION OFFICER
TRANSPORTATION SUB COMMISSION
HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMUS

13 September 1945

19/415
Tel: 53395

SUBJECT : Transport for Italian Port clearance.

TO : Director S.M.A.C. Naples

1. Military transport for clearance of the Italian civilian port of Naples is being withdrawn at the end of the current week.
2. While endeavours are now being made to secure an allotment of 110 Italian Government trucks to be employed solely on this work, it is necessary for us to take such steps as are necessary to ensure that the clearance of the port continues uninterruptedly. This is a military necessity.
3. To this end therefore, you are hereby instructed as follows:
You have assured me that you have available approximately 30 civilian owned trucks.
All these trucks will be prepared to go to work in the civilian Port at 0700 hrs Monday 17 Sept. 45.
The number of trucks required will be phoned to you from the Port, at least 12 hours ahead of time required.
You will have all available U.T.C. vehicles ready to go to work on the night shift, commencing at 1900 hrs Monday 17 Sept. This includes outlying agencies.
The approximate number of U.T.C. vehicles available, is as follows:

Naples	25 - 30
Benevento	5
Avellino	15
Salerno	10

- 2 -

4. You will maintain a dispatcher on duty day and night at U.T.C. garage Naples, and also at the port.
5. It must be understood that the clearance of Naples Port must take precedence over all other transportation requirements; whether foodstuffs or not, until alternative transport has been secured.

For the Commissioner:



V.R. BOWERS
Major
Senior Transportation Offr.

Copy to: Commissioner A.M.C. Naples Commune
Transportation Sub Commission:-
(1) Roads Division
(2) Shipping " ✓
(3) Ports and Warehouses Division
(4) Port Liaison Officer, Naples
Director U.T.C. Naples
G.4. Mov. & Transportation A.M.C. Q?
Adjutant's File
S.T.O.'s File
File

29

ML Film
ISO Film

RESEARCH TRANSPORTATION SERVICES
TRANSPORTATION AND COMMUNICATION
SQUAD-QUARTERS
AIR MAILING OFFICE
APO 334

10 September, 1945

SUBJECT: Lack of Clearance of Civil Cargoes in Italian Operated Area
of Port of Naples

TO: Transportation 2/C, HQ Allied Commission
ATTN: Major Lammert

Classified

1. Reference is made to your letter of 29/8/45 and 29/8/45/24/5 dated 31 August and 9 July respectively.

2. I have discussed the matter of transport for port clearance of civil supplies with representatives of EMU, and made a survey of transport requirements during the past three months.

3. EMU reports that present supply of transport is inadequate to meet demands for transport from warehouses to port for unloading operations. Inter-warehouse movement, and short hauls within the Naples area. They have 400 trucks of 20 to 40 quintals capacity and 119 trucks of more than 40 quintals capacity now in operation. They state that in June, July and August requests were received for 25,000 trucks, of which they were able to satisfy only 13,350. Their shortage is most pronounced for trucks of 20 quintals capacity. They estimate that about 50% of trucks loading more than 20 quintals are handicapped for repairs or lack of tires and parts.

4. Amount of transport required if EMU were to undertake the additional task of port clearance depends on anticipated volume of imports and, likewise, as that is an unknown factor, we must rely upon the experience of the past few months to obtain the answer. In this connection, our survey is limited to the Italian Port Area, as no segregation of transport used for civil supplies from military port section is available. The following figures are helpful, however.

Daily Average Trucks Used (Total Port Area)	Volume of Civilian Imports (Italian Port Area)	Volume of Civilian Imports (Military Port Area)
21,117 tons	19,153 tons	19,153 tons
10,116 "	10,139 "	10,139 "
7,116 "	7,116 "	7,116 "

June
July

2. I have discussed the matter of transport for port clearance of civil supplies with representatives of EMAC, and made a survey of transport requirements during the past three months.

3. EMAC reports that present supply of transport is inadequate to meet demands for movement from warehouses to port for outloading operations, and about 100 trucks within the Naples area. They have 100 trucks of 20 to 40 quintals capacity and 119 trucks of more than 40 quintals capacity now in operation. They state that in June, July and August requests were received for 2,000 trucks, of which they were able to satisfy only 1,300. Their shortage is most pronounced for trucks of 20 quintals capacity. They estimate that about 50% of trucks loading more than 20 quintals are immobilized for repairs or lack of tires and parts.

4. Amount of transport required if EMAC were to undertake the additional task of port clearance depends on anticipated volume of imports and, inasmuch as that is an unknown factor, we must rely upon the experience of the past few months to obtain the answer. In this connection, our survey is limited to the Italian Port Area, as no segregation of transport used for civil supplies from military port section is available. The following figures are helpful, however.

	Daily Average Trucks used (Ital Port Area)	Volume of Civilian Imports (Italian Port Area)	Volume of Civilian Imports (Military Port Area)
June	27	21,117 tons	19,213 tons
July	24	10,416 "	10,139 "
August	10	7,143 "	6,743 "

For all practical purposes, upon the daily average trucks in use in Italian Port Area should have been made available if ships were discharged at maximum capacity and, as indicated above, this amount would be approximately doubled during the months in question by movement of civilian supplies from the military port section. It is the experience of military authorities that an additional 10 percent should be allowed for replacement of vehicles immobilized for maintenance and repairs, but this percentage doubtless would be higher under civil maintenance facilities.

5. Altogether, it is estimated that about 200 to 225 trucks would need to be allocated to EMAC to accomplish peak clearance of civil supplies. As long as military transport can be provided, and we are having less difficulty since the end of the war in the Pacific to secure such transport, it is believed inadvisable to attempt to supply deficiencies in military transport by use of EMAC trucks. No doubt we will be given some notice when military authorities intend to withdraw their transport and assemble our work on a program for replacing it entirely by sufficient allocation of trucks to EMAC.

instr
 Ch S/C- Ports & Base Division
 " Roads Division
 Finance S/C
 W.A. Hagler
 File

For the Coordinator
[Signature]
 Captain, USMC
 Port Liaison Officer

515

SECRET

/alc

TRANSPORTATION AND LOGISTICS COMMISSION
WFO 194
Transportation and Logistics

REF : 468

9 JULY 1945

REF : AC/100/43/1a 5

SUBJECT : BARRACKS AND PORT Clearance-SAPLES

TO : A.M.G. SAPLES

For attention : Major General

1. Attached please find copy of letter from Port Liaison Officer - Naples.
2. Will you please let us have your observations and state whether ENAC are capable of the allocation of trucks for this purpose in the event of military trucks being withdrawn.

For the DIRECTOR

C.B. THINE

29

Tel. 334

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

ATL/lar

AG/313/293/Ta.1

7 September 1945

SUBJECT : Docks clearance of Civil cargoes in Italian
operated area of Port of Naples.

TO : FLO Naples.

1. Reference was made AG/313/293/Ta.1 of 31 August.
2. This question was discussed with Mr. Nicol who wishes this arrangement to be put into operation as soon as possible. Every effort will be necessary to ensure smooth running, especially at the commencement.
3. Your opinion that additional transport would be necessary to ensure adequate clearance has been reported to Road Division. It is considered at this HQ that sufficient transport is available in the Naples area for docks clearance and HQs have instructions to give priority to this commitment. Please report immediately if you are still of this opinion and the matter will be again examined.
4. Upon receipt of your reply, instructions will be issued and the date agreed when civil transport is to commence docks clearance.

By Command of Rear Admiral FROST :

L. H. L. L.
Rear Admiral
Major R.A.

Copy to:

Mr. E. Nicol, Reg. Director VSA
Naples.
Rail and Road Branch (Gen. Div.)
Road Div. In. S/C

VI/11

HEADQUARTERS ALLIED COMMISSION

Ref. 534

APR 194

Transportation Sub-Commission

80/515/15/10.3

11 August 1945

SUBJECT: Lack of clearance of civil cargoes in Italian operated area of port of Naples.

TO: FLO Naples.

1. The clearance of cargoes by U.S. free ships discharging in Italian operated port area in Naples is not entirely satisfactory. It prevents this transport is provided by Port Commandant and consists of army trucks driven by Italians. It is understood that no bills are rendered for cost of this transport.

2. The shipping authorities are anxious to obtain the maximum turn-round of their ships and a speedy and efficient docks clearance must contribute to this end. Under the present arrangement the most careful and constant supervision would be necessary, and this is difficult with shortage of manpower and release of personnel.

3. It is considered that clearance by U.S. transport, for which the receivers would be charged would ensure the anxious clearance, as waste of transport would be easily avoided and would be felt by the receiving agency.

4. Immediately this letter is received content should be made with U.S. local representative and the average tonnage cleared by road from ship's side is necessary and the distance involved should be explained to him. This is to make certain that, if army transport were not used in future, the local availability of it would be able to cope with the tonnages

2025

478-04