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

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REQUESTS FOR PLANNING
NOV. 1943-FEB 1944 AND INSTRUCTIONAL
MATERIALS

COPY

U.S. CONFIDENTIAL
Equals British CONFIDENTIAL.

ALLIED FORCE HEADQUARTERS
AFO 512.

ADMINISTRATIVE MEMORANDUM

NUMBER

76)

9 November 1943.

ITALIAN TRANSPORTATION SYSTEMS : RELATIONS BETWEEN THE MOVEMENTS AND
TRANSPORTATION ORGANIZATION OF THE ALLIED MILITARY FORCES, AND THE
TRANSPORTATION ORGANIZATION OF THE ALLIED COMMISSION.

I - RAILWAYS

1. This directive deals with the respective responsibilities for the control and operation of ITALIAN railways of:

a. The Movement and Transportation organizations of the Allied Military Forces, including the Military Railway Service *

b. The Internal Transportation Sub-Commission of the Allied Control Commission, and the Transportation Sections of the Allied Military Government, 15 Army Group.

2. The directive also defines the relations between a. and b. above.

3. a. The responsibilities of G-4 (Mov & Tr), this headquarters, and the staffs and services operating under its control* are laid down in Administrative Memorandum No. 13, this headquarters, dated 20 Oct 1942. The instructions contained in that Memorandum are a guide to the general policy to be adopted by the Allied Forces for establishing their movement and transportation organizations in occupied territory.

b. These instructions, with any amendments in detail which may from time to time become necessary, will continue to form the basis of the movement and transportation policy to be followed in all parts of ITALY occupied by the Allied Forces under command of this headquarters.

* NOTE: Instructions covering the establishment on the mainland of ITALY, and the functions of AFHQ Advanced Administrative Echelon (FLAMBO) are given in Administrative Memorandum No. 67, this headquarters, cs. In this directive, FLAMBO will be regarded as the appropriate military authority, and the Movements and Transportation organizations under its control as the appropriate Movements and Transportation organizations, in all cases covered by the responsibilities of FLAMBO as given in Administrative Memorandum No. 67.

4. The responsibilities of the Director General, Military Railways Service, for the development and operation of all Italian railways are given in General Order No. 60, this headquarters, cs.

5. a. The responsibilities and functions of the Internal Transportation

I - RAILWAYS

1. This directive deals with the respective responsibilities for the control and operation of ITALIAN railways of:

a. The Movement and Transportation organizations of the Allied Military Forces, including the Military Railway Service *

b. The Internal Transportation Sub-Commission of the Allied Control Commission, and the Transportation Sections of the Allied Military Government, 15 Army Group.

2. The directive also defines the relations between a. and b. above.

3. a. The responsibilities of G-4 (Mov & Tr), this headquarters, and the staffs and services operating under its control* are laid down in Administrative Memorandum No. 15, this headquarters, dated 20 Oct 1942. The instructions contained in that Memorandum are a guide to the General policy to be adopted by the Allied Forces for establishing their movement and transportation organizations in occupied territory.

b. Those instructions, with any amendments in detail which may from time to time become necessary, will continue to form the basis of the movement and transportation policy to be followed in all parts of ITALY occupied by the Allied Forces under command of this headquarters.

* NOTE: Instructions covering the establishment on the mainland of ITALY, and the functions of AFHQ Advanced Administrative Echelon (FLAMEO) are given in Administrative Memorandum No. 67, this headquarters, cs. In this directive, FLAMEO will be regarded as the appropriate military authority, and the Movements and Transportation organizations under its control as the appropriate Movements and Transportation organizations, in all cases covered by the responsibilities of FLAMEO as given in Administrative Memorandum No. 67.

4. The responsibilities of the Director General, Military Railways Service, for the development and operation of all Italian railways are given in General Order No. 60, this headquarters, cs.

5. a. The responsibilities and functions of the Internal Transportation Sub Commission are given in Allied Control Commission Planning Directive No. 7 dated 26 September 1943, appendix "P". (NOTE: To be re-issued with slight amendments shortly).

b. Of these responsibilities and functions, those concerned with the control, supervision and operation of Italian railways will only be applicable to those sections of railway which are from time to time returned (by the Allied Military Forces) to civilian administration under the supervision of the Transportation Section, Allied Military Government, or the Internal Transportation Sub-Commission. (Reference is made to paragraph 1, General Orders No. 60, this headquarters, cs.)

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U.S. MEMORANDUM
Equals British CONFIDENTIAL.

6. In those parts of Italian territory where the railways are under the control of the Allied Forces, through **their** Movements and Transportation organizations, the Internal Transportation Sub Commission will detail personnel to be attached to the appropriate military Movements and Transportation organizations. Such personnel of the Internal Transportation Sub Commission will be commanded and administered through normal Allied Military Government or Allied Control Commission channels. Detailed allocation of staff will be made in accordance with direct arrangements between G-4 (Mov and Tr), this headquarters and the Internal Transportation Sub-Commission.

7. The responsibilities, so far as the subject of this directive is concerned, of the personnel of the Transportation Sub-Commission referred to in paragraph 6 above, will be:

a. Liaison and cooperation with Movements and Transportation personnel of the Allied Military Forces.

b. To coordinate at the appropriate levels, all demands made by the Allied Military Government, the Allied Control Commission and the Italian authorities, for movement designed to meet civil needs, and to establish relative priorities between these demands.

c. To represent such requirements to the Military Movements and Transportation staffs concerned, in order that these may be considered by the military authority in command with a view to military requirements.

d. To make preparations for taking over the supervision of any parts of the Italian railway systems returned to civilian administration as described in paragraph 5 b above.

e. To agree with the appropriate Movements and Transportation staffs of the Allied Forces that portions of the Italian railways the Movement and Transportation staffs will recommend to the Commander-in-Chief, Allied Forces for return to civilian administration under the supervision of the Transportation Section of the Allied Military Government or of the Internal Transportation Sub-Commission.

NOTE: Such portions of the Italian railways will not be handed over on the orders of the Commander-in-Chief, Allied Forces, to civilian administration until

- (1) the Allied military forces have no further vital interests in the area concerned.
- (2) the Internal Transportation Sub-Commission is in a position to provide such supervisory Allied personnel as the Sub-Commission considers necessary
- and (3) the Italian railway administration is capable, in the opinion of the Commander-in-Chief, of operating sufficiently to meet essential needs, the portion of railway concerned.

II - INTERNAL MATERIALS AND HIGHWAYS (Except local bus and tram services)

e. Liaison and cooperation with Movements and Transportation personnel of the Allied Military Forces.

b. To coordinate at the appropriate levels, all demands made by the Allied Military Government; the Allied Control Commission and the Italian authorities, for movement designed to meet civil needs, and to establish relative priorities between these demands.

c. To represent such requirements to the Military Movements and Transportation staffs concerned, in order that these bids may be considered by the military authority in common with bids for military requirements.

d. To make preparations for taking over the supervision of any parts of the Italian railway systems returned to civilian administration as described in paragraph 5 b above.

e. To agree with the appropriate Movements and Transportation staffs of the Allied Forces what portions of the Italian railways the Movement and Transportation staffs will recommend to the Commander-in-Chief, Allied Forces, for return to civilian administration under the supervision of the Transportation Section of the Allied Military Government or of the Internal Transportation Sub-Commission.

NOTE: Such portions of the Italian railways will not be handed over on the orders of the Commander-in-Chief, Allied Forces, to civilian administration until

- (1) the Allied military forces have no further vital interests in the area concerned,
 - (2) the Internal Transportation Sub-Commission is in a position to provide such supervisory Allied personnel as the sub-Commission considers necessary
- and (3) the Italian railway administration is capable, in the opinion of the Commander-in-Chief, of operating sufficiently to meet essential needs, the portion of railway concerned.

II - INLAND WATERWAYS AND HIGHWAYS (Except local bus and tram services)

The relations between the organizations shown in paragraph 1, e. and b., above, will be based on the principles given in Section I - Railways, above.

III - PORTS AND SHIPPING

Separate instructions will be issued as required.

By command of General EISENHOWER:

Sd. T. J. Davis,
Brigadier General, United States Army,
Adjutant General.

DISTRIBUTION:

"B"

40 - MDS
10 - Dir General Mil Fys
6 - To (Pr)

NOV. 3/115
5 Feb 44.

ADV. ADM. SECTION A.P.H. - ADMINISTRATIVE INSTRUCTION NO. 14
ATTACHMENT NO. 1.

Procedure for obtaining transportation for civilian passengers
and freight.

Para. 6- Additional Movements over and above Basic Rail Schedule.

(a) Bids from "Additional" in line 1 to "possible" in line 11 and substitute
the following:

(s) (i) Bids for movement of civilian freight will be submitted by Regions etc., to
reach the Internal Transportation Sub-Commission, c/o. Nov & In. Adv. Adm. Sub.
every Tuesday. Bids will cover the seven days commencing the following Monday. For
the period 21st to 27th February, bids must be submitted to reach the Internal In.
Sub-Commission by 15 Feb 44.

(ii) Additionally, where it is possible to forecast movements required for a
longer period than seven days, this should be done and should include as much help-
ful information as possible.

(iii) The Internal Transportation Sub-Commission will collate bids and submit
them to (Nov) - G-4.In. by 6900 hours on Wednesday.

(iv) The Internal Transportation Sub-Committee will meet at 0900 hours each Thursday
in the office of D.M.C.(M) Adv. Adm. Sub-Com. At this meeting the civilian bids
will be considered. The Sub-Committee will decide which bids will be handled by the
Basic civilian rail service, by M.T. at the disposal of AG/ACC or by elsewhere, and
which bids are not acceptable. It will also be decided which bids, if any, should
be submitted for consideration at the priority of movements meeting to be held at
0900 hours the same day, since they will have to be allocated part of the military
lift if they are to be met.

/s/ Brig. Fellers.
for Major-General
Deputy Chief Administrative Officer.

REMITTANCE:

A.S.M. (30)
M.S.A. Adv. (2)
H.A.A.G.C. (Principals) (4)
H.A.A.G.C. (Palermo) (7)
H.A.A.G.C. G.M.F. (4)
A.A.G. Region 2 (10)
" " 3 (6)
" " 4 (6)
ACC. Int. Th. Sub-Com (30)
ACC. Shipping Sub-Com (10)
D.M.C. (6)
MAGDO Italy
MAGDO M.T. (2)

MOV. ADV.
" East Italy
" West Italy
" Near 8th Army
" Taranto
" Brindisi
" Bari
" Barletta
" Foggia
" F.M. Sub-Area
" Naples
" Salerno
" Torre Annunziata

D/DOLO
D.M.C.(M)
D/ACC
D/ACC
Nov. 1 - 6
Nov. 4
Nov. (6)
Nov. (6)
Nov. (6)

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NOV. 3/6
6th Dec '43.

ADV. ADM. COMELON A.F.H.Q. - ADMINISTRATIVE INSTRUCTION NO. 14.

Procedure for obtaining transportation for Civilian Passengers and Freight.

1. INTENTION OF THIS INSTRUCTION.

Allied Military requirements demand the closest possible control of all transportation in the country to ensure that the best and most economical use is made of all forms of transport. In the case of railroads the availability of adequate rolling stock must be assured to the Allied Forces and the use of fuel for power and traction, which will always be in short supply, must be limited to hauling Allied Military traffic plus such minimum of civilian traffic as is necessary to the life of the community and essential war industry. The following instructions are issued, by agreement with A.H.G., 15 Army Group and the Allied Control Commission, to arrange for provision and control of this civil traffic.

2. Nov. and Int. of Allied Military Forces.

The respective responsibilities and functions of the Movement and Transportation organisations of the Allied Military Forces and of the Transportation organisation of the Allied Control Commission and Allied Military Government, including 15th Army Group, are dealt with in A.F.H.Q. Administrative Memorandum No. 76 dated 9th November, 1943, not to all addressees. The following extract from the Memorandum sets forth the responsibilities of the Internal Transportation Sub-Commission A.C.C. with reference to the movement of civilian traffic in those parts of Italian territory where the railways are under the control of the Allied Forces through their Mov. & Int. organisation:-

"c. Liaison and cooperation with Movements and Transportation personnel of the Allied Military Forces.

b. To coordinate at the appropriate levels, all demands made by the Allied Military Government, the Allied Control Commission and the Italian authorities, for movement designed to meet civil needs, and to establish relative priorities between those demands.

c. To represent such requirements to the military Movements and Transportation staffs concerned, in order that these bids may be considered by the military authority in common with bids for military requirements."

3. Transportation Committee.

(a) A Transportation Committee will be set up to:-

- (i) Examining the essential civil requirements for transportation.
- (ii) Recommending the extent to which civil requirements can be met within the limits imposed by military necessities.
- (iii) Allocating the requirements between the various means of transportation available.

is made of all forms of transport. In the case of railroads the availability of equipment, rolling stock must be assured to the Allied Forces and the use of fuel for power and traction, which will always be in short supply, must be limited to hauling Allied Military traffic plus such minimum of civilian traffic as is necessary to the life of the community and essential war industry. The following instructions are issued, by agreement with A.M.G., 15 Army Group and the Allied Control Commission, to arrange for provision and control of this civil traffic.

2. Mov. and Tr. of Allied Military Forces.

The respective responsibilities and functions of the Movement and Transportation organisations of the Allied Military Forces and of the Transportation organisation of the Allied Control Commission and Allied Military Government, including 15th Army Group, are dealt with in A.M.G. Administrative Memorandum No. 76 dated 9th November, 1945, not to all addressees. The following extract from the Memorandum sets forth the responsibilities of the Internal Transportation Sub-Commission A.C.C. with reference to the movement of civilian traffic in those parts of Italian territory where the railways are under the control of the Allied Forces through their Mov. & Tr. organisation:-

"2. Liaison and cooperation with Movements and Transportation personnel of the Allied Military Forces.

b. To co-ordinate at the appropriate levels, all demands made by the Allied Military Government, the Allied Control Commission and the Italian authorities, for movement assigned to meet civil needs, and to establish relative priorities between those demands.

c. To represent such requirements to the military Movements and Transportation staffs concerned, in order that these bids may be considered by the military authority in common with bids for military requirements."

3. Transportation Committee.

(a) A Transportation Committee will be set up to:-

- (i) Examine the essential civil requirements for transportation.
- (ii) Recommend the extent to which civil requirements can be met within the limits imposed by military necessities.
- (iii) Allocate the requirements between the various means of transportation available.

(b) The Committee will be composed as follows:-

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Chairman. D.S.M.G.(M). A.P.H.Q. Adv. Adm. Echelon.

Deputy. D/C.C.T. " " "

Members. A Representative of:-

M.C.S. Adv.
H.Q., A.C.C.
H.Q., A.M.G.
H.Q., A.M.G. 15 Army Group

} Supply Representative.

...2/

Internal Transportation Sub-Commission A.C.C.
Shipping Sub-Commission A.C.C.
Military Railway Service.
"C" Branch A.P.H.C. Adv. Adv. Echelon.
G-4 " " " "
P.D.D.O.
P.P.S.
No. 2 District.

No. 2 District.
Under Secretary of State For Italian Railroads and Highways.
Secretary to the Committee will be found by A.C.C. Internal Transportation
Sub-Commission.

4.0 Procedure for obtaining Rail Transportation.

The procedure described below will be followed by the appropriate headquarters of Allied Control Commission and Allied Military Government to obtain transportation by rail for civilian passengers or freight.

- (a) The appropriate A.C.Co., and L.M.C. Headquarters will submit as soon as possible to M.F.H.Q. Adv. Adm. Division through Internal Transportation Sub-Commission an estimate of the number of passenger and freight trains per week or per day which is considered to cover the minimum needs of the community on each main or secondary line of railroad. It is emphasized that to be of any real value, this estimated number must be the absolute minimum necessary for distribution of food, mails and other commodities essential to the life of the country and for the movement of work people engaged by military installations or war industries.
- (b) These demands will be collated by the Internal Transportation Sub-Commission and submitted for consideration by the Transportation Committee.

2. Basic Schedule of Trains.

- (a) Recommendations accepted will be passed to D.C.M.R.S., who will arrange a Basic Schedule of trains to provide the service required throughout the country. Details of this basic schedule will be circulated for information of A.C.C. and A.M.C. Headquarters and of the Movement and Transportation Offices of the Allied Military Forces.
- (b) Requirements of A.C.C., A.M.C. or Civilians for Movement by the trains included in the basic schedule will be arranged in the normal manner with the Italian Railway authorities. Movements required by A.C.C. and A.M.C. will be given priority and those required by civilians will be subject to any permit or other control system which may be introduced.

6. Additional Movements over and above Basic Rail Schedule.

Additional rail movements over and above the capacity of the basic

Secretary to the Committee will be found by A.C.C. Internal Transportation Sub-Commission.

4. Procedure for obtaining Rail Transportation.

The procedure described below will be followed by the appropriate headquarters of Allied Control Commission and Allied Military Government to obtain transportation by rail for civilian passengers or freight.

(a) The appropriate A.C.C., and A.M.C. Headquarters will submit as soon as possible to A.M.H.Q., Adv. Adm. Echelon through Internal Transportation Sub-Commission an estimate of the number of passenger and freight trains per week or per day which is considered to cover the minimum needs of the community on each main or secondary line of railroad. It is emphasized that to be of any real value, this estimated number must be the absolute minimum necessary for distribution of food, mails and other commodities essential to the life of the country and for the movement of work people engaged by military installations or war industries.

(b) These demands will be collated by the Internal Transportation Sub-Commission and submitted for consideration by the Transportation Committee.

(c) The Transportation Committee will submit their recommendations to D.C.M.C., A.M.H.Q., Adv. Adm. Echelon.

5. Basic Schedule of Trains.

(a) Recommendations accepted will be passed to D.C.M.H.S., who will arrange a Basic Schedule of trains to provide the service required throughout the country. Details of this basic schedule will be circulated for information of A.C.C. and A.M.C. Headquarters and of the Movement and Transportation Offices of the Allied Military Forces.

(b) Requirements of A.C.C., A.M.C. or Civilians for movement by the trains included in the basic schedule will be arranged in the normal manner with the Italian Railway authorities. Movements required by A.C.C. and A.M.C. will be given priority and those required by civilians will be subject to any permit or other control system which may be introduced.

6. Additional Movements over and above Basic Rail Schedule.

Additional rail movements over and above the capacity of the basic schedule of trains will be arranged as follows:-

(a) A forecast (known as "bidding") will be submitted for each period of ten days, ten days in advance to A.M.H.Q., Adv. Adm. Echelon by A.C.C. and A.M.C. Headquarters through the Internal Transportation Sub-Commission. Such forecasts will comprise as much information as possible of anticipated special rail movements required, so that a programme of special rail allocations may be prepared.

Additionally, where it is possible to forecast movements required for a longer period than ten days, this should be done and should include as much helpful information as possible.

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- 3 -

6. Additional Movements over and above Basic Rail Schedule (Contd.).

(b) The allocation of additional rail tonnage will be advised to all concerned and the specific movements within the tonnage allocation will then be arranged direct with the appropriate Movements and Transportation Offices of the Allied Forces.

(c) When local agreement cannot be reached and when, in exceptional cases, it may be necessary to request special rail movements which have not been included in the appropriate forecast, the requests will be referred through the channels laid down in para. 6/4.

(d) All requests for specific movements referred to in para. 6(b) and (c) will clearly indicate the order of priority in which the movements are required to be made and will contain the following particulars:

Railroad Station from..... (Province).....
Consignor (Name and Address).....
A.M.C. or A.C.C. Officer to contact (Name, address & Phone No.).....

Railroad Station to..... (Province).....
Consignee (Name & Address).....
A.M.C. or A.C.C. Officer to contact (Name, address and Phone Number).....

Description of Traffic (Cargo "least in 50 lb. sacks").....

Tons to be moved.....

Full reasons why movement is required.....

Reference number of movement..... (each movement to be given a consecutive reference number)

(e) All forecasts referred to in para. 6(a) will clearly indicate the order of priority in which the movements are required to be made and will give as many of the particulars required under para. 6(d) as possible. In any case, the dates within which the movements are required and the quantities available for movement per day must be given.

7. Coastwise and Sea-going Shipper Requirements.

Requirements for coastwise shipping will be dealt with in the same manner as rail demands, bids being submitted to the A.C.C. Shipping Sub-Commission for collation and submission to the Transportation Committee.

Requirements for sea-going shipments will be handled separately by the A.C.C. Shipping Sub-Committee.

8. Disposition and functions of A.C.C. or A.M.C. Transportation Officers.

(a) The Internal Transportation Sub-Commission will arrange for ~~498~~ ⁴⁹⁸ or A.M.C. Transportation Officers to be attached to the more important British and U.S. Military Movements and Transportation Offices and for them to maintain close contact with the remainder, so that civil transportation requirements can be coordinated with the military. They will collect and collate

(d) All requests for specific movements referred to in para.6(b) and (c) will clearly indicate the order of priority in which the movements are required to be made and will comprise the following particulars:

Railroad Station No. (Province)
Consignor (Name and Address)
Addressee or A.C.C. Officer to contact (Name, address & Phone No.)
Railroad Station to (Province)
Consignee (Name & Address)
Addressee or A.C.C. Officer to contact (Name, address and Phone Number)

Description of Traffic (e.g. "Wheat in 50 lb. sacks")

Tons to be moved

Full reasons why movement is required

Reference number of movement (each movement to be given a consecutive reference number).

(e) All forecasts referred to in para.6(a) will clearly indicate the order of priority in which the movements are required to be made and will give as many of the particulars required under para.6(d) as possible. In any case, the dates within which the movements are required and the quantities available for movement per day must be given.

7. Coastwise and Sea-going Shipping Requirements.

Requirements for coastwise shipping will be dealt with in the same manner as rail demands, bids being submitted to the A.C.C. Shipping Sub-Commission for collation and submission to the Transportation Committee.

Requirements for sea-going shipments will be handled separately by the A.C.C. Shipping Sub-Commission.

8. Disposition and Functions of A.C.C. or A.M.G. Transportation Officers.

(a) The Internal Transportation Sub-Commission will arrange for ~~698~~ or A.M.G. Transportation Officers to be attached to the more important British and U.S. Military Movements and Transportation Offices and for them to maintain close contact with the remainder, so that civil transportation requirements can be co-ordinated with those of the Allied Forces. They will collect and collate demands for civil rail transport referred to in para.6(b) and 6(d), in addition to their other duties.

(b) It may be convenient for the Transportation Committee to empower those A.C.C. or A.M.G. Transportation Officers to arrange through the appropriate Movements or Transportation Offices of Allied Forces, such local transportation of passengers and freight as can be provided within the general allocation made, and limited additional special movement where this can be provided without detriment to Allied Military movement or undue consumption of fuel.

2. Location of Military Mov. and Tn. Offices.

British Movements and U.S. Transportation Offices at present exist on the Mainland of Italy are shown in Appendix "A".

10. Organization and Location of Internal Transportation Sub-Commission.

shown

The Chart/et appx. "B" illustrates the organization for the time being of Internal Transportation Sub-Commission (Int.Tn.S.Com) in relation to the various British and U.S. Military Movements and Tn. Offices. Notes are appended to show for Allied Control Commission and A.M.C. the normal channels for arranging transportation and the channels for bidding or arranging movements which cannot be agreed locally.

Major-General

Major-General,
Deputy Chief Administrative Officer.

DISTRIBUTION:-

Asst. H.Q. (30)	Mov. Torre Annunziata.
M. G. S. Adv. (2)	" Castellammare.
H.Q. Asst. C. (Brindisi) (4)	FOUW.
H.Q. Asst. C. (Palermo) (6)	FOUW.
H.Q. Asst. C. 15th Army Group (4)	M.M.F.
Asst. C. Region 2 (10)	M.M.S.O.
" " (6)	XII Asst. S.C.
" " (6)	III Asst. S.C.
Asst. C. Internal Transportation Sub-Com. (30)	III Asst. S.C.
Asst. C. Shipping Sub-Commission (10)	Tn. Adriatic Base Area (Lari).
P. S. M. P. S. (6)	H.Q. 214 Group R.M.F.
Asst. D. B. O. Italy	NOIC Combined H.Q. Naples.
15 Army Group (2)	Asst. H.Q. M.W.M.M.T.
Adm. Rep. 15 Army Group.	D. C. A. O.
5th Army (3)	Asst. C.
8th Army (3)	D/D. C. A. O.
Commanding General P.I.S.	D.M.G. (H)
H.Q. No. 2 District (16)	D/S. O. T.
57 area.	D. D. Tn.
86 area.	Mov. 1 to 6.
71 Sub-area.	Mov. 6
151 Sub-area.	"Q" (6)
6 Base Sub-area.	G(SD)
P.I. Sub-area.	G-4
94 Sub-area.	
103 Sub-area.	
Mov. 15 Army Group.	
" Post Italy.	

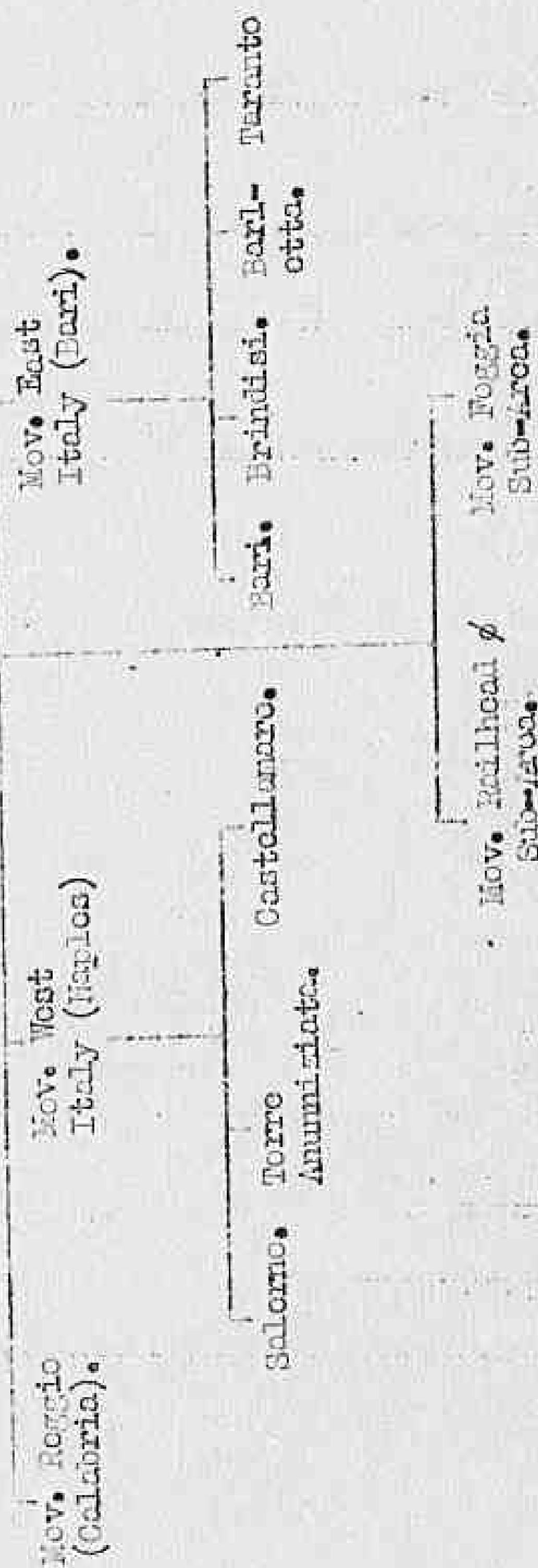
The Chart/At Annex, "B" illustrates the organization for the time being of Internal Transportation Sub-Commission (Int. En. S. Com) in relation to the various British and U.S. Military Movements and Tn. Offices. Notes are appended to show for Allied Control Commission and A.I.C. the normal channels for arranging transportation and the channels for bidding or arranging movements which cannot be agreed locally.

Major-General

Major-General,
Deputy Chief Administrative Officer.

DISTRIBUTION:-

Asst. Com. (30)	Mov. Terre Amunizata.
M. Co. S. Adv. (2)	" Castellamaro.
H. Q. Asst. C. Brindisi (4)	POWLT.
H. Q. Asst. C. (Palermo) (6)	POWA.
H. Q. Asst. C. 15th Army Group (4)	N. A. F.
Asst. C. Region 2 (10)	M. A. S. C.
" " 3 (6)	XII A. F. S. C.
" " 4 (6)	II A. S. A. C.
Asst. C. Internal Transportation Sub-Com (30)	III A. S. A. C.
Asst. C. Shipping Sub-Commission (10)	The Adriatic Base Area (Sari).
D. S. K. P. S. (6)	H. Q. 214 Group R. A. F.
M. E. D. B. C. Italy	NOIC Combined H. Q. Naples.
15 Army Group (2)	A. O. A. H. Q. N. W. A. A. T.
Adm. Rep. 15 Army Group.	D. C. A. C.
5th Army (3)	A. D. C.
8th Army (3)	D. D. C. A. C.
Commanding General R. D. S.	D. M. G. (M)
H. Q. No. 2 District (16)	D. C. O. T.
57 Area.	D. D. Th.
86 Area.	Mov. 1 to 6.
71 Sub-area.	Mov. 6
151 Sub-area.	" (6)
6 Base Sub-area.	C (SD)
R. L. Sub-area.	C-4
94 Sub-area.	
103 Sub-area.	
Mov. 15 Army Group.	
" East Italy.	
" West Italy.	
" Rear Eighth Army.	
" Taranto.	
" Brindisi.	
" Bari.	
" Barletta.	
" Reggio.	
" Railroad Sub-area.	
" Naples.	
" Salerno.	

APPENDIX "A"LOCATION OF MILITARY MOV. & TM OFFICES.British Movements:-Mov. Adv. Adv. Ech. Adv.U.S. Transportation:-

Transportation Adv. Adv. Echelon A.F.H.Q.
 Transportation Peninsula Base Section (Naples).
 Transportation Maritime Base Area (Bari).

The last named places its demands on Mov. East Italy.

∅ This area is now at FOGGIA but will move to TERRACI Area shortly.
 The date will be notified to all concerned.

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CHART SHOWING ORGANISATION OF INTERNAL TRANSPORTATION SUB-COMMISSION AND CHANNELS FOR ARRANGING TRANSPORTATION

HQs. A.C.C. & A.M.G.

Int. Tn. S. Com.

(At Mov. & Tn. AFHQ. Adv. Adm Ech).

Int. Tn. S. Com
Representative
(Liaison with HQ A.C.C.)
(Liaison with HQ A.M.G.)

Int. Tn. S. Com
Representative
(Mov. Reggio).

Int. Tn. S. Com
Representative
(Mov. East Italy
Bari).

Int. Tn. S. Com
Representative
(Mov. West Italy
and Tn. P.D.S.
Naples).

Contact with
Mov. Bari.
Mov. Brindisi.
Mov. Barletta.
Mov. Taranto.

Channels for arranging rail transportation over and above the capacity of the basic schedules:-

For "bidding" and
moves which cannot
be agreed locally.

For spe
the agr

(a) A.M.G. 15 Army Group.	Int. Tn. S. Com at AFHQ Adv. Adm. Echelon.	Mov. East Mov. West Tn. P.D.S.
(b) Regions 3 and 4.	A.M.G. 15 Army Group who will co-ordinate with (a) above.	
(c) A.C.C. (Puglia).	Int. Tn. S. Com at AFHQ Adv. Adm. Ech.	Mov. East subordi shown c
(d) Region 2.	-ditto-	Mov. Reggio Bari, c of Mov.

APPENDIX "B"

CHART SHOWING ORGANIZATION OF INTERNAL TRANSPORTATION SUB-COMMISSION AND CHANNELS FOR ARRANGING TRANSPORTATION

HQS. A.C.C. & A.M.C.

Int. Tn. S. Com.
(At Mov. S. Tn. AFHQ Adv. Adm Ech).

Int. Tn. S. Com
Representative
(Mov. Reggio).

Int. Tn. S. Com
Representative
(Mov. East Italy
Bari).

Int. Tn. S. Com
Representative
(Mov. West Italy
and Tn. P.E.S.
Naples).

Int. Tn. S. Com.
Representative
(Mov. Foggia).

Contact with
Mov. Bari.
Mov. Brindisi.
Mov. Barletta.
Mov. Taranto.

For arranging rail transportation over and above the capacity of the basic schedules:-

For "bidding" and
moves which cannot
be agreed locally.

For specific movements within
the agreed tonnage allocations

Group.	Int. Tn. S. Com at AFHQ Adv. Adm. Echelon.	Mov. East Italy BARI, or Mov. West Italy, or Tn. P.E.S., Naples.
	A.M.C. 75 Army Group who will co-ordinate with (a) above.	-ditto-
	Int. Tn. S. Com at AFHQ Adv. Adm. Ech.	Mov. East Italy, Bari or subordinate Mov. Offices as shown on chart.
	-ditto-	Mov. Reggio, or Mov. East Italy Bari, or Mov. West Italy Naples or Mov. Reggio.

HEADQUARTERS
ALLIED CONTROL COMMISSION
INTERNAL TRANSPORTATION SUB COMMISSION
APO 394

10 February 1944

INSTRUCTIONS FOR ORGANIZATION AND OPERATION OF ROAD HAULAGE TRANSPORT.

OBJECT OF THE ORGANIZATION.: To re-establish Road Haulage Transport Organizations on a civilian basis throughout occupied territory, in order that the needs of the Country may be met and to supervise such organizations so as to ensure that the interests of the Allied Governments are met and that any Road Haulage Transport abuses are eliminated.

I. ORGANIZATION.

(a) Regional.

The Regional Control Commissioner will appoint a Regional Road Haulage Transport Control Officer.

(b) Provincial.

The Regional Control Commissioner will add to the duties of his Provincial Civil Supply Officers, those of Provincial Road Haulage Control Officer. These officers will require additional staff, who may be either AGC/AMC or proved reliable Italian military or civilian personnel, with a knowledge of Road Transport.

(c) Duties of the Regional Road Haulage Transport Control Officer.

(i). He will advise his Region HQ on all matters concerning haulage of goods by road.

(ii). He will supervise the Provincial Civil Supply and Road Haulage Transport Control Officers in his Region so far as Road Transport is concerned.

(d) Duties of the Provincial Civil Supply and Road Haulage Transport Control Officer.

(i). To liaise with any civilian Road Haulage organization existing in his province and assist them in re-establishing that organization in order that it may operate under his supervision.

(ii). Where no civilian Road Haulage organization exists in the Province, to liaise with the Consiglio Provinciale Dell'Economia and through them, to contact the most reliable haulage operator and with him build up an organization to handle Road Transport.

(iii). Through the civilian road haulage organization established, under (i) or (ii) above, to form a pool or pools of vehicles according to the lay-out and transport needs of his province. By the use of the word "pool" it is not meant that all vehicles must be garaged in one building; they can remain with their respective owners and still constitute a pool.

(iv). To ensure that the civilian road haulage organization established, under (i) or (ii) above, organizes a Maintenance, Repair and Service

0831
(a) Regional.
The Regional Control Commissioner will appoint a Regional Road Haulage Transport Control Officer.

(b) Provincial.

The Regional Control Commissioner will add to the duties of his Provincial Civil Supply Officers, those of Provincial Road Haulage Control Officer. These officers will require additional staff, who may be either AGC/AMG or proved reliable Italian military or civilian personnel, with a knowledge of Road Transport.

(c) Duties of the Regional Road Haulage Transport Control Officer.

(i). He will advise his Region HQ on all matters concerning haulage of goods by road.

(ii). He will supervise the Provincial Civil Supply and Road Haulage Transport Control Officers in his Region so far as Road Transport is concerned.

(d) Duties of the Provincial Civil Supply and Road Haulage Transport Control Officer.

(i). To liaise with any civilian Road Haulage organisation existing in his province and assist them in re-establishing that organisation in order that it may operate under his supervision.

(ii). Where no civilian Road Haulage organisation exists in the Province, to liaise with the Consiglio Provinciale Dell' 'Economia and through them, to contact the most reliable haulage operator and with him build up an organisation to handle Road Transport.

6281

(iii). Through the civilian road haulage organisation established, under (i) or (ii) above, to form a pool or pools of vehicles according to the lay-out and transport needs of his province. By the use of the word "pool" it is not meant that all vehicles must be garaged in one building; they can remain with their respective owners and still constitute a pool.

(iv). To ensure that the civilian road haulage organisation established, under (i) or (ii) above, organises a Maintenance, Repair and Servicing depot or depots. It must be borne in mind that a good mechanical engineer is absolutely essential.

(v). At a specified time and in conjunction with the appropriate Regional Authorities, to cancel all existing civilian load carrying vehicle licences and issue new permits after proper registration. If the existing C.I.P. system is considered sufficient to prevent road haulage transport abuses, no further action is necessary.

(vi). All drivers will be supplied with a combined work ticket and delivery note, which will bear a serial number. (Copy of this form attached. This work ticket and delivery note to be in triplicate.

2.

(vi) cent;

- (a) One copy to remain in the hands of the civilian transport organisation.
- (b) One copy to be handed to the consignor.
- (c) One copy to be carried by the driver, signed by the consignee and returned by the driver to the transport organisation.

These forms will be printed in English with an Italian translation. The printing will be carried out by HQ. AME/ACC. Regions must give early advice to HQ. ACC (Internal Transportation Sub-commission) as to their requirements.

(vii). Arrangements will be made with the appropriate authorities (C.I.P.), so that petrol and lubricants can be delivered in bulk to the maintenance depot or depots established, in order that truck owners can draw their supplies from one source. A monthly petrol account will be kept; this account to be open to inspection at any time.

(viii). All applications for Provincial Road Haulage movement will be made through his organisation.

(ix). He will maintain a record of Road Haulage Movement in his province and render a weekly vehicle availability state to the Regional Road Haulage Transport Control Officer. (Specimen form attached).

II. MOVEMENT OF GOODS BY ROAD.

This can be divided into two categories:-

A. Movement beginning and ending within the Provincial Boundary.

Movement of goods by road within the province will be under the jurisdiction of the Provincial Civil Supply and Road Haulage Transport Control Officer, through whose organisation all requests for movement by road will be made. The Provincial Civil Supply and Road Haulage Transport Control Officer and his organisation will be guided by the following principles:

(i) The Priority of Goods to be carried.

- (a) ACC/AME goods.
- (b) Foodstuffs, vegetables, fruits and wine.
- (c) Salt.
- (d) Livestock and fowls, alive or slaughtered.
- (e) Coal and coke for industry.
- (f) Cement, lumber and building materials.
- (g) Charcoal.
- (h) Seeds.
- (i) Fertilisers and raw materials for manufacture of fertilisers.
- (j) Agricultural machinery.
- (k) Scaps.

The above list will be amended by the Regional Control Commissioner as he thinks necessary, having regard to the varying conditions prevailing in different provinces.

(ii)(a) Goods carried on behalf of ACC/AME and on behalf of civilian consignors will be carried at freight rates, to be drawn up by each provincial Civil Supply and Road Haulage Transport Control Officer and submitted to the Regional HQ for review and forwarding to HQ. ACC (Internal Transportation Sub-commission) for approval. In submitting such rates for approval, the comparative pre-occupation rates should also be shown.

(b) Existing provisions regarding payment of freight charges will be

(viii). All applications for Provincial Road Haulage movement will be made through his organisation.

(ix). He will maintain a record of Road Haulage Movement in his province and render a weekly vehicle availability state to the Regional Road Haulage Transport Control Officer. (Specimen form attached).

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This can be divided into two categories:-

A. Movement beginning and ending within the Provincial Boundary.

Movement of goods by road within the province will be under the jurisdiction of the Provincial Civil Supply and Road Haulage Transport Control Officer, through whose organisation all requests for movement by road will be made. The Provincial Civil Supply and Road Haulage Transport Control Officer and his organisation will be guided by the following principles:

(1) The Priority of Goods to be carried.

- (a) ACC/AMG goods.
- (b) Foodstuffs, vegetables, fruits and wine.
- (c) Salt.
- (d) Livestock and fowls, alive or slaughtered.
- (e) Coal and coke for industry.
- (f) Cement, lumber and building materials.
- (g) Charcoal.
- (h) Seeds.
- (i) Fertilisers and raw materials for manufacture of fertilisers.
- (j) Agricultural machinery.
- (k) Scaps.

The above list will be amended by the Regional Control Commissioner as he thinks necessary, having regard to the varying conditions prevailing in different provinces.

(ii)(a) Goods carried on behalf of ACC/AMG and on behalf of civilian consignors will be carried at freight rates, to be drawn up by each provincial Civil Supply and Road Haulage Transport Control Officer and submitted to the Regional HQ for review and forwarding to HQ.ACC(Internal Transportation Sub-commission) for approval. In submitting such rates for approval, the comparative pre-occupation rates should also be shown.

(b). Existing practices regarding payment of freight charges will be continued. Freight charges for goods carried strictly for ACC/AMG domestic purposes will be paid by the consignor (ACC/AMG).

(c). When ACC/AMG vehicles are allocated to civilian road haulage transport organisations, this will be done on a contract basis. These vehicles will be supplied to the Regions as explained in paragraph III below and it will be the responsibility of the Regional Road Haulage Transport Control Officer to turn over the vehicles to the civilian road haulage organisations, on the recommendations of the provincial officers. Gasoline, oil, maintenance, manpower and other requirements will be supplied and paid for by the civilian road haulage organisation. A standard form of contract for each civilian road haulage organisation, with provision for local variations as necessary, will be issued.

II A (cont.)

3.

(iii) Goods preferably will not be transported by road if rail transport is available except when trucks are returning empty.

(iv) No other goods shall be accepted for transport so long as any goods on the priority list are awaiting transport.

(v) The subject of return loads will always be borne in mind.

(vi) All requests for road transport of ACC/AMG goods will be submitted to the Provincial Civil Supply and Road Haulage Transport Control Officer at least 24 hours before the movement is required to take place.

B. Movement extending beyond the Provincial Boundary.

(i). All requests for the movement of goods beyond the Provincial Boundaries will be made to the Regional Road Haulage Transport Control Officer and the principles set out in "A" apply. The Regional Road Haulage Transport Control Officer, with the information supplied to him by his provincial officers, will be in a position to organise these moves and utilise the most convenient Provincial Road Haulage Transport organisation or organisations. The Regional Road Haulage Transport Control Officer, acting with opposite numbers in adjacent regions, will establish thru-rates for inter regional movements. (Regional officers may also establish inter-provincial thru-rates in their regions).

(ii). Close contact between Regional Road Haulage Transport Control Officers is essential and this contact will enable full use to be made of the return load system.

III. SUPPLY OF ADDITIONAL TRUCKS.

(i) It is anticipated that in the near future additional trucks will be made available. Under these circumstances, Regional Road Haulage Transport Control Officers must make every effort to see that organisations, as set out in para I, are established with every possible speed.

(ii) They will collate the following information as soon as possible:

Number and carrying capacity of additional trucks required, (after taking into account those at present available) to maintain essential road haulage facilities within their Provinces and Regions. Consideration must be given to import expectations and overall distribution and warehousing. This information will be forwarded to: Internal Transportation Sub-commission, ACC c/o Mov. & Tr., A F H C., Advance Administration Echelon, GAF.

IV. FORMATION OF EMERGENCY TRANSPORT POOL.

(i). In the very near future, 200 trucks will be made available and these have been provisionally allocated as follows:-
Cremona 15 trucks, Reggio 10 trucks, Cosenza 10 trucks, and Catanzaro 10 trucks (Region 2).

Naples area 20 trucks (Region 3).

Bari 20 trucks, Taranto 20 trucks and Brindisi 10 trucks (King's Italy) 6280-serve of 15 trucks at Bari and 10 trucks at Brindisi.

(ii). These 200 trucks will be organised on a military basis, but it will be necessary for the Regions concerned in the above mentioned areas, to have ready an officer and staff to take over the supervision of these trucks. In the main, this Emergency Transport Pool will be dealing with the carriage of imported foodstuffs from ports to warehouses and from warehouses to distributing centres.

(iii). The formation of this Emergency Transport Pool is in order to meet the most urgent road haulage requirements.

B. Movement extending beyond the Provincial Boundary.

(i). All requests for the movement of goods beyond the Provincial Boundaries will be made to the Regional Road Haulage Transport Control Officer and the principles set out in "A" apply. The Regional Road Haulage Transport Control Officer, with the information supplied to him by his provincial officers, will be in a position to organise these moves and utilise the most convenient Provincial Road Haulage Transport organisation or organisations. The Regional Road Haulage Transport Control Officer, acting with opposite numbers in adjacent regions, will establish thru-rates for inter regional movements. (Regional officers may also establish inter-provincial thru-rates in their regions).

(ii). Close contact between Regional Road Haulage Transport Control Officers is essential and this contact will enable full use to be made of the return load system.

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(ii). They will collate the following information as soon as possible:
Number and carrying capacity of additional trucks required, (after taking into account those at present available) to maintain essential road haulage facilities within their Provinces and Regions. Consideration must be given to import expectations and overall distribution and warehousing. This information will be forwarded to: Internal Transportation Sub-committee, AGC c/o Mov. & Tr., A F H Q., Advance Administration Echelon, OMF.

IV. FORMATION OF EMERGENCY TRANSPORT POOL.

(i). In the very near future, 200 trucks will be made available and these have been provisionally allocated as follows:-

Crotone 15 trucks, Reggio 10 trucks, Genova 10 trucks, and Catanzaro 10 trucks (Region 2).

Naples area 20 trucks (Region 3).

Bari 20 trucks, Taranto 20 trucks and Brindisi 10 trucks (King's Italy) **6280**
serve of 15 trucks at Bari and 10 trucks at Brindisi.

(ii). These 200 trucks will be organised on a military basis, but it will be necessary for the Regions concerned in the above mentioned areas, to have ready an officer and staff to take over the supervision of these trucks. In the main, this Emergency Transport Pool will be dealing with the carriage of imported foodstuffs from ports to warehouses and from warehouses to distributing centres.

(iii). The formation of this Emergency Transport Pool is in order to meet the most urgent road haulage requirements until such time as Civilian organisations, as outlined in para I, are capable of taking over commitments. When that time is reached, it will be possible to transfer the Emergency Transport Pool to forward areas of occupied territory, where road transport is of vital urgency and no civilian organisation can be operated. The Regions to which this transport is allocated must bear this important fact in mind and appreciate that it may be necessary to withdraw some or all of that transport at very short notice.

ALLIED CONTROL COMMISSION - ALLIED MILITARY GOVERNMENT

Authorisation for Use of Mechanical Road Haulage Vehicle.

CONTROLLING ORGANISATION _____

Permission is hereby granted for the following vehicle (s) to be on the road for the period _____

Name and Address of Owner.	Province	Registration No. of vehicle.	Type of Vehicle.	Carrying Capacity of vehicle.

This permit is granted on the sole condition that the vehicle (s) is/are used as directed by the (Name of inserted here) and a breach of that condition automatically cancels this permit, in addition to which the

Signed: "Regional Officer designated

ALLIED CONTROL COMMISSION - ALLIED MILITARY GOVERNMENT

Authorisation for Use of Mechanical Road Haulage Vehicle.

Permit No.....

CONTROLLING ORGANISATION _____

d for the following vehicle (s) to be on the road for the period _____

Province	Registration No. of vehicle.	Type of Vehicle.	Carrying Capacity of vehicle.	Where vehicle is garaged.

the sole condition that the vehicle (s) is/are used as directed by the (Name of Controlling Organisation
h of that condition automatically cancels this permit, in addition to which the vehicle (s) will be requisi-

Signed; "Regional Officer designated to sign on behalf of ACC/AMB."

ALLIED CONTROL COMMISSION - ALLIED MILITARY GOVERNMENT.
Road Transport Haulage Work Ticket and Delivery Note.

Serial
6279

Registered No. of Vehicle.....	Carrying Capacity.....	Name of Owner.....	Name of Driver.....

62

Name & Address of Hirer	Province	Details of Load		Origin	Destination	Name & Address of Consignor
		Description	Weight (in tons)			

This is to certify that the abovementioned goods have been received.

Time of arrival of truck.....

Signed.....

Time of Departure of truck.....

"Name of Transport Co.

Signature.....
(Consigned)

Date.....

Serial No.....

6275

the above mentioned

.....
k.....
.....

"Name of Transport Organisation".

ROAD HAULAGE TRANSPORT VEHICLE RETURN.

PROVINCE OF.....

Week Ending.....

Carrying Capacity

	Under 1 Ton	1 Ton	2 Tons	3 Tons	4 Tons	5 Tons	10 Tons	15
A TOTAL NUMBER OF VEHICLES.								
B ON ESSENTIAL PROVINCIAL SERVICES								
C NUMBER OF VEHICLES UNDER REPAIR								
D AWAITING SPARES								
E AWAITING TYRES								
F IN POOL								

Signed.....

Provincial Road Haulage Transport

REGION.....

ROAD HAULAGE TRANSPORT VEHICLE RETURN.

Week Ending.....

Carrying Capacity

	Under 1 Ton	1 Ton	2 Tons	3 Tons	4 Tons	5 Tons	10 Tons	15 Tons	20 Tons
ES.									
LOVED									
L SERVICES									
R REPAIR									
ROAD									
ROAD									
ILABLE									

Signed.....

Provincial Road Haulage Transport Control Officer.

REGION.....

(a)

HEADQUARTERS
ALLIED CONTROL COMMISSION
SS. ON ROUTING TO APO 394

ES/MH/sem

ES/46 1/24/44
11 121 12

MEMORANDUM TO DIRECTOR

19 February 1944

SUBJECT: Schooner Traffic

TO: HQs. Regions I, II, III, IV, V, VI.

1. On the reverse is a copy of Mov. AFHQ Adv. Working Instruction No. 28, Control of Schooners, of 31 Jan 44.
 2. All bids for civil transport by rail or coastwise shipping (including Sicily and Sardinia) will be submitted direct to:
Internal Transportation Sub-Commission
C/o Movements and Transportation
AFHQ Advanced Administrative Echelon
CMF.
- This includes all bids for schooner traffic under Instr. No. 28.

Copies to:-

Secretary General.
Deputy Chief Commissioner.
Executive Commissioner
Shipping Sub-Commission.
All Sub-commissions Economic Section.
Administrative Section.

/s/ NORMAN E. FISKE
Colonel, Cavalry
Deputy Executive Commissioner

1/24/44
11 121 12

6278

COFY

RECEIVED

MOVEMENTS AFHQ ADV ADM ECHELON WORKING INSTRUCTION No 28

1971 JANUARY 31

CONTROL OF SCHOONERSMov 5/5/1
31 Jan 44

A Schooner Control Dept has been set up to allocate schooners against tonnage bids. The Dept will operate from DSO Italy under MEDEO.

The following procedure has been agreed :-

- (a) All tonnage bids will be submitted to Movements Adv Adm Ech AFHQ who will advise all concerned of schooners allocated.
- (b) Schooners will be operated from a Pool and will not be allocated to individual Services or Depts unless exceptional circumstances prevail.
- (c) When necessary A.A.E., A.F.H.Q., will decide priority.
- (d) D.S.T.O. Italy has ruled that petrol will not be loaded in schooners, unless suitably fitted and passed as such by the local M.W.T.R. Surveyor.
- (e) Steps are being taken to bring all outstanding schooners into the Pool and Movements No 1 District are requested to advise names of any schooners operating from Sicily under services or Depts.
- (f) In order to get the utmost service from schooners and reduce unnecessary delay waiting for cargo it is requested that all concerned give full co-operation.

Agreed

/s/ RZA. Trevor
Capt. R. N.
D.S.T.O. Italy.

/s/ G. Ackerley, Lt. Col.
for Brigadier
D.Q.M.G. (Movements)

Distribution.
All concerned.

0844