

ACC

AC 229/TN.4

10000/148/2302

HIGHWAY

JUN. 1944-JUL. 1946

00/148/2308

HIGHWAY TRANSPORTATION TO MEET

JUN. 1944-JUL. 1945

CIVIL REQUIREMENTS

SECRET

good (2) 853
 Tar (1) 39/33

HOME AREA COMMAND FOR HQ ACC ADVANCED FOR FOOD SUB COMMISSION FOR LARIE RPT TO HQ
 EIGHTH ARMY FOR AMG FOR SPENCER
 AND FIVE ARMY FOR TOSAANI

67/14

SECRET

OPERATIONAL PRIORITY

CITE: 144

3124

JULY 14/1145

file
 wrap

SIENA DEPOT SHELLIED 13 JULY. NO PHYSICAL DAMAGE. TWO CIVILIAN LABOURERS SERIOUSLY
 INJURED. ADVISED SENDING FOOD CONVOYS TO ORVIETO DEPOT UNTIL FURTHER NOTICE DUE TO
 LABOUR SHORTAGE. OVER 600 TONS THERE NOW. WILL SEND EXACT FIGURES SHORTLY. CITE OUR
 140

Acc Dist

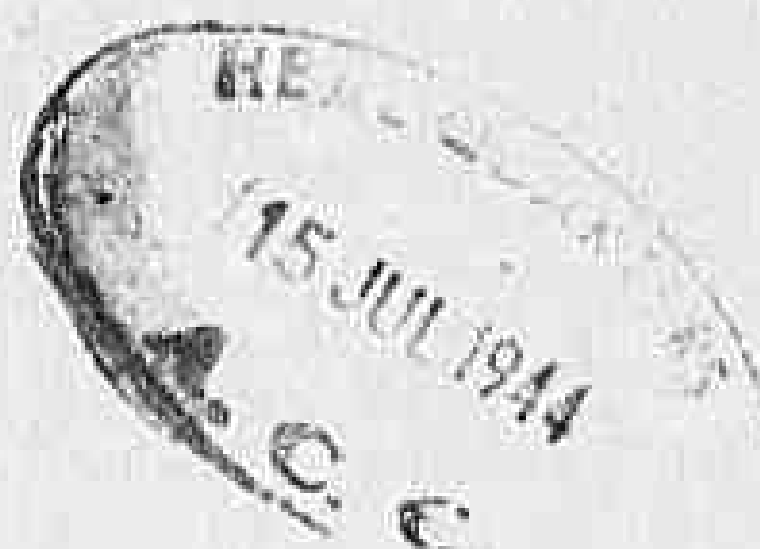
(Act) Econ Sect (3)

(Inf) AMG & Army

A/cc

FILE (2)

FLOAT



7173

SECRET

15 Jul

JULY 14/1627

ADVANCE HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

GMS/125

391 Jul 44
32

ES/44

SUBJECT: Use of Civilian Transport.
TO : Transportation Sub-Commission.

HQ AAF, 1036/1/01, 5 Jul 44, to Commanding General,
Rome Allied Command, reads as follows:

As you are probably aware, considerable British military transport is at present working in the ROME area under Allied Control Commission. The transport comprises:

- (a) 548 GT Coy
- (b) 120 3-ton vehicles of 1 British Infantry Division

The above transport is being used for the carriage and distribution of AAF foodstuffs.

There is an acute shortage of British military transport and the lengthening L of C is making increased demands on our transport reserve. Under the present operational plan it will be necessary to withdraw 548 GT Coy by 15 Jul 44, and the vehicles of 1 British Infantry Division are likely to be withdrawn at any moment on operational grounds directly this formation is ordered back into the line.

In order to assist AAF steps are being taken to raise FOUR civilian transport platoons equipped with British military vehicles, but these will not be available immediately. We should be glad to receive assurance that steps are being taken to make the fullest use of available civil transport in ROME since British Military assistance will of necessity have to be withdrawn as indicated above.

(Sgd) W. S. Ritchey
for Major General.
Chief Administrative Officer.

Please consult with Food Sub-Commission and advise your proposals for ensuring a satisfactory allocation of civilian and military transport to Regions and forward areas.

G. M. SHARP, Lt. Col., R.A.,
S.O.I. (CA) Economic Section.

cc: Food Sub-Comm.

C O P Y

R E S T R I C T E D

SUBJECT: Ambulances and Hospital Equipment.

HQ ALLIED ARMIES IN ITALY.

AAI/3066/12/A(0)

5 Jul 44.

FIFTH ARMY
EIGHTH ARMY.
5 Corps.
1 District.
2. District.
3 District.

PBS.

1. Owing to the lack of civil ambulances and hospital equipment ACC has experienced considerable difficulty in handling civilian casualties, both war injuries and epidemic diseases.
2. Military assistance is uncertain as it is governed by operations.
3. It has now been decided that :
 - (a) No captured Italian CIVILIAN ambulances or mobile hospital equipment shall be removed from the district of capture but will be immediately handed over to the formation AMG officer who will notify ACC of its location.
 - (b) MILITARY ambulances (GERMAN and ITALIAN) captured during the advance will be similarly handed over to the formation AMG Officer.
4. Details of vehicles handed over and their locations will be notified to this HQ.

Brigadier,
D.A.G.

7171

Copies to: "Q"
Q(AE)
Med
G-4
G-1
ACC

HEADQUARTERS,
ALLIED MILITARY GOVERNMENT,
REGION VIII.

39/30 *de*
awaf.
10th. July, 1944.

RVIII/35/10/7.

11 LUG. 1944

SUBJECT :- Civilian Road Haulage.

TO :- The Director, Transportation Sub Commission,
Headquarters, Allied Control Commission, ✓

1. Receipt of your Tn/125/25 dated 4th. July, 1944 forwarding 6 books of Road Haulage Work Tickets is acknowledged.
2. It is confirmed that Dodge 3 ton, W.D. No.5606912 has now reported to this H.Q. and has been taken on strength.

J. F. D. Halstead Capt.
J.F.D. HALSTEAD, 7170
Capt. R.A.S.C.,
Regional Transportation
Officer.

LC.

Subject:- transport.

11 July 44

To:-

HQ. A.C.C. Adv. (2) -

11 AUG. 1944

From:-

A.C.C. Liaison,
Main HQ. A.A.I.

Ref. ACCL/270.

1. A meeting has been convened at Main HQ. A.A.I. on Thursday 13 July 44 at 1100 hours at the office of D.Q.M.G.
2. The object of the meeting is to discuss the provision of transport for A.C.C. by the Army both at the present time and in the future.
3. "Q" have asked that both an American and British officer should attend from the Transportation Sub Commission and that an officer should also represent the Food Sub Commission.

Robert James

Major,
A.C.C. Liaison Officer.

Copy to:- "Q".

7169

13 Jul
2

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.C. Section
APO 394

Ref/56/04/CA.

11 July 1944.

SUBJECT: Transport.

TO : Communications Sub-Commission.

1. In reply to your letter CS/4/15/87 of 29 June 1944, this matter has been under consideration with the Economic Section since your last request was received and it is not considered a suitable moment to approach AAI for vehicles although your difficulties are fully appreciated.

2. It is regretted that it is not possible to allocate vehicles from those at the disposal of ACC for your requirements at present. It is considered that supplies have first priority at the moment but that if the needs of the Italian Government cannot be met by local requisition, the position should be reviewed and a further request submitted in a month's time.

Norman E. Fiske
NORMAN E. FISKE,
Colonel,
Deputy Executive
Commissioner.

✓ Copy to: Econ. Section (For Transportation
S.C. ref your letter Tn/39/230
of 21 June 44)

7168

12 Jul 44

ADVANCE HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

ALV/1ab

12 Jul 44.

ES/44

SUBJECT: Proposed Plan of Action for the Implementation of Civilian
Transport Control in Rome Region.

MEMO TO: Col. D. S. Adams.

1. It should be noted that Rome Region Transportation Section has available for the dispatching and movement control of trucks, the STA and FIAT garages.
2. It is suggested that priority be given in licensing and the issuance of permits to truck owners.
3. Immediate action should be taken in arranging for the employment of such additional Italian personnel as is needed for the organization of the Ufficio Trasporti di Roma, for which a Director has now been appointed by Col. Poletti, a Mr. Tyanfani.
4. The licensing bureau of the Ministry of Communications which is now active in the licensing of Rome Region vehicles (under supervision of Rome Region Transport officers) should be set up in the FIAT garage (which has ample office space for this purpose) and licensing of vehicles should only be done with the physical appearance at the garage of the vehicle itself.
5. All issue of gasoline to civilian trucks should be centralized in the STA and FIAT garages. Presently, rations are being allocated by the Economic and Supply Officer, Rome Region, on a very arbitrary basis and without the controlling of the number of vehicles to which the gasoline is allocated. This practice should cease.
6. Truckers who are now under contract to Rome Region Transportation Section should be the first vehicles to be serviced with permits and the first to be controlled by work tickets. In order not to immobilize the contractors (which is the only assured civilian transport) each contractor should be issued permits and started on the work ticket system on successive days.
7. It is suggested that IN and OUT doors be established in the FIAT garage and assembly line service be given in the licensing, issuance of permits, gasoline and work tickets. Determination should be made subsequently by the Ufficio Trasporti as to whether the truckers will thenceforth be dispatched and receive gasoline from the STA or the FIAT garage.

- 2 -

8. All civilian trucks over one-ton in the Rome Region should be controlled by work tickets. A decree should be issued by the Regional Commissioner that all load carrying vehicles from Zero tons up must be registered in the Ufficio Trasporti. It is not considered desirable to do more than issue a permit to vehicles that have a load carrying capacity of less than one-ton. In other words, work tickets will not be required, but an official certificate will be issued stating that the work ticket is not required and notation will be made on the permit form indicating in what service the vehicle is allowed to function.

9. Exceptions in the required use of work tickets will also be made for vehicles so constructed that they are useable only for specific purposes, for example, telegraph line repair trucks. Unless milk trucks enter into this category and are so constructed that only milk bottles can be carried, they will also be required to receive a daily work ticket.

10. The Carabinieri will be advised by official order of the Regional Commissioner to stop all vehicles and check for either work tickets or a certificate to the effect that these are not required. It should be established by law that vehicles operating without work tickets or the aforementioned certificates will be either confiscated or the owners subjected to fines ranging up to 50,000 Lire. While a determination is being made through Military Government courts the vehicle will be in any event, under confiscation and the Ufficio Trasporti should have a reserve pool of drivers to keep such vehicles rolling. Road blocks are suggested on all roads leaving Rome in order to implement the above.

11. As soon as the staff of the Ufficio Trasporti is ready to function an order should go out from the Regional Commissioner to the effect that all heavy trucks (and it is suggested those over 4-ton) will be required on either of two stipulated days, to report to the Ufficio Trasporti at the FIAT garage for registration, issuance of final permits, licenses, work tickets and gasoline. The work tickets that are issued should become effective the third day from the date that this operation commences. Subsequently, an order should go out that all vehicles from two to four tons must be registered, etc., within specified dates and the work tickets would be likewise effective the date following the final date of this operation. In like manner all other trucks would be called in.

12. If Region IV is not incorporated in Rome Region shortly, Region IV will have to issue orders that all civilian vehicles coming into Rome City from Region IV area will require either special permits or work tickets to be issued by the SCAG or Provincial Supply Officer, or Transportation Officer, according to whom the Regional Commissioner shall determine has the responsibility in each province. It is evident that if this is not done road blocks established by Rome Region will in short order confiscate Region IV's vehicles. It is suggested that if the Region IV provinces are sufficiently organized insofar as Italian governmental structures are concerned, the Prefects be given the duties mentioned above and be empowered by law to force all civilian truck operators to report for dispatching to a provincial truck pool. The AGC Supply or Transportation Officer would then make the determination as to priority of movements and control the issuance of gasoline.

- 3 -

13. The Ufficio Trasporti, Roma, must organize a strong accounting department which should take over the functions of collecting all amounts due for haulage done by truckers being dispatched by them on the work ticket system. This will avoid truckers making overcharges and the accounting department will deduct from the returns the cost of the gasoline issued to them from STA and FIAT garage pumps and also for repairs and labor entailed in same which is provided by the Ufficio Trasporti.

14. In order to make the Ufficio Trasporti an operating concern with sufficient capital to carry out its responsibilities and functions, it will be necessary for said Ufficio Trasporti to charge to the truckers registered by them and operating under work tickets, a Lira amount for each Quintal Kilometre that the truckers move. This will also be deducted from the rates for transport collected by the Ufficio from the consignee. As soon as contact can be established with the Ministry of Communications they will be requested to supply us with their opinion of what the amount should be. (It is contemplated in the decree setting up the Ente Nazionale de Trasporti that such a sum would be charged).

7105

URGENT

HEADQUARTERS
ITALIAN REFUGEE BRANCH
ADV. HQ. ALLIED CONTROL COMMISSION
APO 394

12 July 1944.

IRB/3

SUBJECT : Application for Transport.

TO : Transportation Sub-Commission. (ATT. Lt.Col.Carnes). ✓

1. I have received a request from AMG 8th Army for the urgent removal of our Refugee Camp at Roccasecca, forward to Tarni.

2. Please may transport be made available for:

1 Allied Officer
4 Italian Officers
2 Sorellas

31 Italian O.Rs. — 2 x 3 Tons

53 Tons of tentage, camp equipment and stores. — 18 x 3 Tons

3. The convoy will be escorted by an Officer of this Headquarters.

Advised
Contact Col. Jones
direct.

ChbP.
15/7/44.

F.M. BRISTER
LT. COL.
COMMANDING.

7164

~~IN SC~~
SECRET

HEADQUARTERS
INTERNEES AND DISPLACED PERSONS SUB-COMMISSION
ALLIED CONTROL COMMISSION
APO 394

CFF/wb

6 July 1944

IDP/483/55-1

SUBJECT : Transport for Refugees to U.S.A.

TO : Transportation Sub-Commission
HQ A.C.C. Adv.1. Confirming conversation between Lt. Col. Carnes
and Maj. Brown.2. Transport to lift 300 refugees and baggage from
Rome Central Station to Aversa Camp is required on or about
11th July 1944.3. It is necessary for all the refugees to be in
Aversa by 13th July at the latest for embarkation to U.S.A.4. May arrangements please be made for the lift of
the party, complete, in one to three days.

For the Director:

[Signature]
C. F. POTTERGILL
Lt. Colonel
Deputy Director

File
*Transported by British Coy on way
to Campo Basso*
ggc

7163

ADVANCE HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

File
WCP
GMS/1ab
3 9/24
13 Jul 44.

22/8

SUBJECT: Extracts Sitrep Report Region VIII, 6 Jul 44.

TO : Agriculture Sub-Commission Transportation Sub-Comm.—
Food Sub-Commission Mr. H. Wadleigh
Industry & Commerce Sub-Comm.

Herewith extracts from 6 July letter from Col. Kirkwood, Regional Commissioner Region VIII, which require consideration and action by various Sub-commissions of the Economic Section.

Industry & Commerce Mercury mines in SIENA Province which have been inspected show that there is considerable mercury available for shipment. It is recommended that this be shipped as early as practicable in order that it may not be lost. French troops took a considerable quantity of this, although I am at a loss to understand what they can do with it at this time. Two of the mercury mines are undamaged - others require electric power.

Agrie. In GROSSETO there is quite a quantity of last years oats and approximately 4,000 tons of last years wheat available. Inquiry has been made as to what price has to be paid for last year's wheat. Request that this be followed up and let us receive an early reply.

Food The food situation so far, has not been very pressing because we find that larger cities either have food stocks or can obtain grain from this years harvest. Milling is being interfered with by the destruction of the electric supply. As soon as the port of PIOMBINO is in full operation we will need our trucks for civil supply to move the harvest and to acquire our stocks for FLORENCE, PISA and other large cities.

Transportation Providing us with the additional 40 trucks for civil supply, which have already been allotted by G-4 but not delivered, is a matter of first importance in order that this Region may be able to meet its requirements as we advance. We have had to use most of the trucks already allotted to us to move agricultural supplies and materials necessary for conducting the harvest in GROSSETO.

Food The most urgent personnel matter for this Region is the furnishing of supply officers for Provincial supply. We were told that three officers, Capt. STARK, Capt. LESTER and Lieut. DELMURICO, had been allotted for this duty. We have received orders for none of them and none of them have reported. The

Maj. WASSER

- 2 -

Food

Maj. Washer

advance is so rapid that it will not be possible to efficiently combine the supply duties of two provinces in the early stages. We are, therefore, having a separate supply officer for each province with the possible exception of APUANIA. If the three officers mentioned are assigned our supply officer problem will be solved.

Food

I have no experienced supply officer available for FLORENCE, so the forwarding of the three supply officers mentioned is very urgent.

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

G. M. Sharp

G. M. SHARP, Lt.Col., R.A.,
S.O.I. (CA) Economic Section.

7161

NOTES ON TALK to Maj. GILES (Regional Transport Office AMG 3
on 1st May 1944 by Lt. Col. G. de C. Findlay)

1. Subject. Organisation of Transport services in Reg. 3 particularly
Regional Order No 38 d. 13th April 1944.

" " 39 d. 21st April "
" " 42 d. 30th " "(since received)

*File
39
23*

2. Scope. Regional Transport is directly under Regional Commissioner (it is
NOT under TCU (Eng)).
The Regional Transport Office deals with Road, Sea, and rail
Transport.

Also Air Transport if employed (so far only 1 cwt of special
need).

Sea Transport includes return empty loads to UK or US; the
channel through which these are arranged is ESO & Port Commandant
who are the agencies for sea transport, which does NOT go through
ACC.

3. Staff. Director of Transportation Maj. Giles plus 2 clerks.

Rail & Sea. One Officer and one clerk.

POL control " " " two dispatchers.

Road Transportation 3 Officers & 7 Enlisted men

(Of these 2 of & 5 km are on loan for maintenance).

4. Rail Transportation. All rail movements are cleared under weekly bid
system through ACC to Q Movements (Brig. Fellows).

5. Road Transportation.

There are 4 categories to consider;

- a. Civil Vehicles through Consorzio Auto Transporti, a fascist
creation to which all road haulage coys pay tax.

- b. This Consorzio is responsible to Dir. Tn AMG 3 for
proper use of all vehicles which are licensed and hold an AMG
permit. All licenses issued are reported to them.

Each haulage company is responsible for keeping records of
transport on their books or in use by them, including date of
journeys and goods carried. These are open to inspection.

(Maj. Giles says that in practice it is very difficult to keep
any real check and control on this and that the record keeping
is so confused to be of little value an attempt is being made
to improve it but it is a question of trying to get new ideas
adopted by people whose interest often lies in continued
confusion).

- b. 180 US Military Trucks 2 1/2 ton. Later any requisitioned vehicle
will be added to these.

Under Reg. Order 38 d. 13th April a Public Utility Office was
set up to handle these with an Italian Director.

Prior to issue of this instruction the financial side was
fully reviewed by Finance division.

Rent is charged for these trucks at 200 lire per day, this
is really 'depreciation' and the intention is later for these
vehicles to be sold to the Italian government at a price
which has been fixed by higher authority and less the accrued
depreciation @ 200 lire per day.

- c. Regional & 1098 and T.E. vehicles which do NOT come under
Dir of Tn. - He occasionally gets 2 or 3 trucks when he
is short.

- d. Requisitioned Trucks.

There are at present none of these. Prefect has been ordered
to requisition trucks if necessary & hand over to Municipality.

*Copy Prof
for your information
Giles 10/4
Giles*

7100

(Transportation. Notes contd. _____

p.2.

d. Requisitioned Trucks.

There are at present none of these. The Prefect has been ordered to requisition trucks if necessary & hand over to Municipality for use by them.

If more than required by them the surplus will be handed over to the Consorzio Auto Trasporti.

e. Numbers.

ACC have laid down that the scale of trucks employed should be adjusted to a number that will mean each truck doing an average of 40-60 3000 km per month. On the other hand AFHQ have laid down that 300 litres of petrol will be the maximum issue of petrol to any truck per month; this only allows of approx 600 km per month, and when transport is in such short supply obviously does not allow of full use of vehicles.

This seems to require clearing up; if Reg. 3 have sufficient vehicles to meet all requirements at 600 km per month per truck then by running at 3000 km per month they should be able to release 3 out of every five for use elsewhere making allowance for extra maintenance.

f. Permits & Licences.

- a. Licences are issued by Prefect and reported to Consorzio Auto Trasporti. These licences are valid throughout Italy.

All such vehicles reported can be ordered to carry load by Consorzio if they are satisfied they can do that in addition to service for which approved, and Consorzio Auto Trasporti has had powers to do so conferred on it by AMG 3.

- b. Permits are issued through the Provincial Offices AMG(ACC) and are also available throughout Italy.

(This seems to me a very grave error, and one that plays directly into the hands of long distance blackmarketers.

The permit, and perhaps even the License, should be valid only in Province of issue and Permits to circulate between provinces issued only with approval of Region when within the Region or by arrangement of the neighbouring region if crossing into that region.)

g. Prices & Rates. 3 Regional order 42 lays down scale of charges.

It has also been published in 'Risorgimento'.

(My comments on these scales have been made separately)

- h. Maintenance. Pending sale of trucks to Italian Government these trucks are required to be maintained up to US Army standard and arrangements have been made for them to be inspected by Army Inspector

i. FINANCE. Dir. of Fin. has opened two bank ac counts

- (i) For Ufficio which is credited with amounts due to them for Hire and carriage of goods.

- (ii) AMG 3 a/c To this is credited the Daily hire charges received from Ufficio and also the cost of repairs provided by AMG debited.

Eventually when the total cost of vehicle has been received from Italian Government, the balance of this account will fall to be handed over to the Italian government.

(Comment. It is thus seen that provided the Italian government implements the purchase the actual rent per day charged is material, it is said to be based on a depreciation over 3 to 5 years.

Challinor L. Carr

ACP/rab

File
39/22

HEADQUARTERS REGION 4
Allied Military Government
APO 394

TO : Director, Transportation Division, Region 4
FROM : Trans. Officer with Region 4
SUBJECT: Road Transport, Region 4
REF : R4/RS/T18
DATE : 20 April 1944

1. Reference is to paragraph 3 of my report to Director Internal Yn. Sub-Com. AGO under reference R4/RS/T14 dated 7 April 1944, copy of which was sent you.
2. The information as to road vehicles with Region 4 referred to therein dealt with vehicles apparently in current use only.
3. Particulars of all road vehicles which are apparently being held at various points and which are not being fully used in the essential and immediate service of stockpiling for the forward armies would be appreciated, in order that my April report may be up to date, and the full capacity of the Region for road hauling completely recorded.
4. It will be appreciated that it is also extremely difficult to plan transport moves without full knowledge of transport facilities available.

A. C. PING
Capt.
Transportation
Sub-Commission

7158

J.H.

Econ Sec 509
39/21
Le... fortulini
(for info)

ACC ROME REGION RPTD ACC FOOD S.C.

ACC MAIN FOR CHAFMAN SGD STONE
7269

0817085

RESTRICTED
ROUTINE

FOLLOWING PRODUCE AVAILABLE NAPLES AREA FOR ROME DAILY UNTIL FURTHER
NOTICE: 1500 QUINTALS POTATOES, 1000 QUINTALS APRICOTS, 500 QUINTALS
PLUMS. BUYERS TO CONTACT ASSOGIAZION GENERALE DEL COMMERCIANTE VIA
GUCELINO SAN FELICE 33 NAPLES. PRICE POTATOES 10.50. FRUIT AVERAGE
8.00 PER ZILO. ORGANIZED CONVOYS ONLY

ACC ADV DIST.
ACTION--ROME REGION
INFO--FOOD S.C.
ECON SEC 3
FILE
FLOAT 2

7157

HEADQUARTERS
A.M.G. REGION V
G. A. P.

Ref. R5/518/128

21 June 1944

CIVIL SUPPLY SCHEDULE FOR PROVINCES OF FORWARD AREA.

TO: Region and Province Supply Officers.
(Copies to IC of each province)

Herewith I have prepared estimates of tonnage of supplies to feed the civil population of our new territory, based on the assumption that all urban communities of 5000 people or over will have to be fed for a period of one month to six weeks until harvests have been collected and new estimates prepared for winter stock-piles.

The proportion of the population estimated to require feeding is between 50 and 60 per cent. The communities are agricultural ones.

REMARK: The food allowance is 160 grams of flour and about 40 grams total for sugar, salt, olive oil, dried vegetables and tinned meat, a total of 200 grams per person per day, 6 kilograms per month, 6 tons per month for each 1000 persons.

There is no change for the old provinces of Campobasso and Foggia.

The following table presents the supply estimates for the newly recovered provinces as listed: (N = 1000; T = ton)

Provinces	Total Pop.	Communities	Pop. in urban communities	No. of tons per month	Remarks
Aquila ²	365 M	17 M		1050 T	Reinforced: Ortona. Stock-piles will be set up for points north of railroad, shipment daily for all forward provinces--260 tons to Ortona (150 tons for move out to Pescara T-H and DP's in provinces of Chieti, Pescara, Teramo and Aquila, T-H at Porto d'Iscoli for Ascoli; T-H at Loroato for Pescara, Ancona and Pescara 71,880.
Chieti	392 M	113 M		710 T	
Pescara	227 M	152 M		915 T	
Teramo	261 M	140 M		840 T	
Ascoli-Piceno	304 M	165 M		1000 T	
Ancona	290 M	155 M		930 T	
Ancora	372 M	200 M		1200 T	
Pesaro-Urbino	312 M	170 M		1020 M	

Attached is chart showing scheme of supply distribution.

1 Daily allowance per person: Sugar, 8 grams; salt, 6 grams; olive oil, 10

Herewith I have prepared estimates of tonnage of supplies to feed the civil population of our new territory, based on the assumption that all urban communities of 5000 people or over will have to be fed for a period of one month to six weeks until harvests have been collected and new estimates prepared for winter stock-piles.

The proportion of the population estimated to require feeding is between 50 and 60 per cent. The communities are agricultural ones.

NOTE: The food allowance is 160 grams of lean meat about 40 grams total for sugar, salt, olive oil, dried vegetables and tinned meat, a total of 200 grams per person per day, 6 kilograms per month, 6 tons per month for each 1000 persons.

There is no change for the old provinces of Campobasso and Pescara.

The following table presents the supply estimates for the newly recovered provinces as listed: (40 = 1000; T = ton)

Provinces	Total Pop.	Communities	Pop. in urban, No. of tons per month	Reserves
Aquila ²	385 M	174 M	1050 T	Reinforced: Ortone. Stock-piles will be set up for points north of railroad, shipment daily for all forward provinces--260 tons to Ortone (150 tons for movement to Pescara T-H and 110 in provinces of Chieti, Pescara, Teramo and Aquila, T-H at Ponte d'Ascoli for Ascoli; T-H at Loreto for Pescara, Ancona and Pescara.
Chieti	392 M	116 M	710 T	
Pescara	227 M	152 M	915 T	
Teramo	261 M	140 M	840 T	
Ascoli-Piceno	304 M	165 M	1000 T	
Macerata	290 M	155 M	950 T	
Ancona	372 M	200 M	1200 T	
Pesaro-Urbino	312 M	170 M	1020 M	
				7156.

Attached is chart showing scheme of supply distribution.

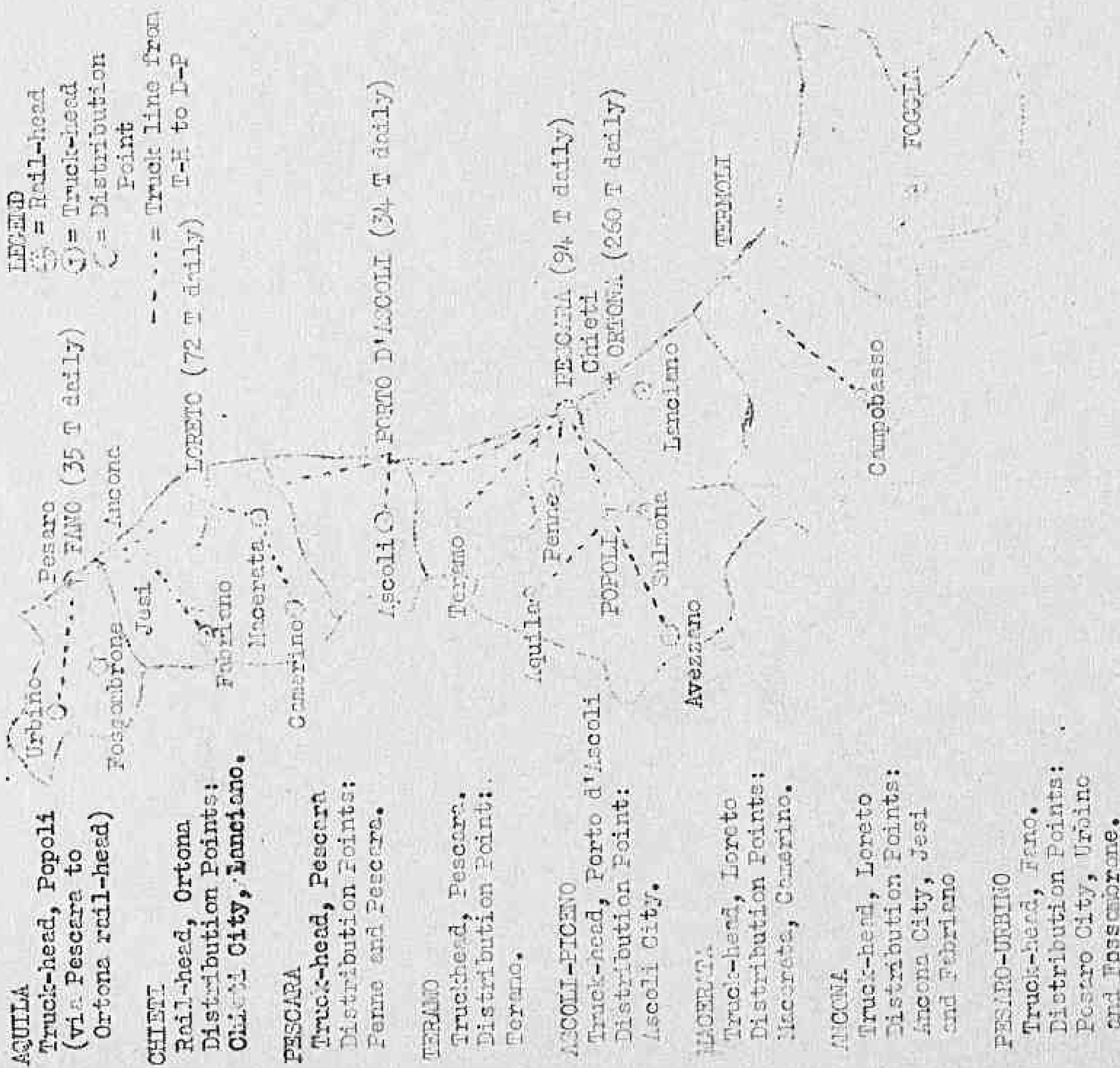
1 Daily allowance per person: Sugar, 8 grams; salt, 6 grams; olive oil, 10 grams; dried vegetables, 13 grams; canned meat, 13 grams (4 grams on the basis of total population, one third of which will require meat.)

2 Aquila will continue on present distribution plan for railroad at Viterbo to distribution points Terni and Viterbo until the new system is put into effect.

F. L. WHITLEY,
Colonel, U. S. G.,
Regional Commissioner.

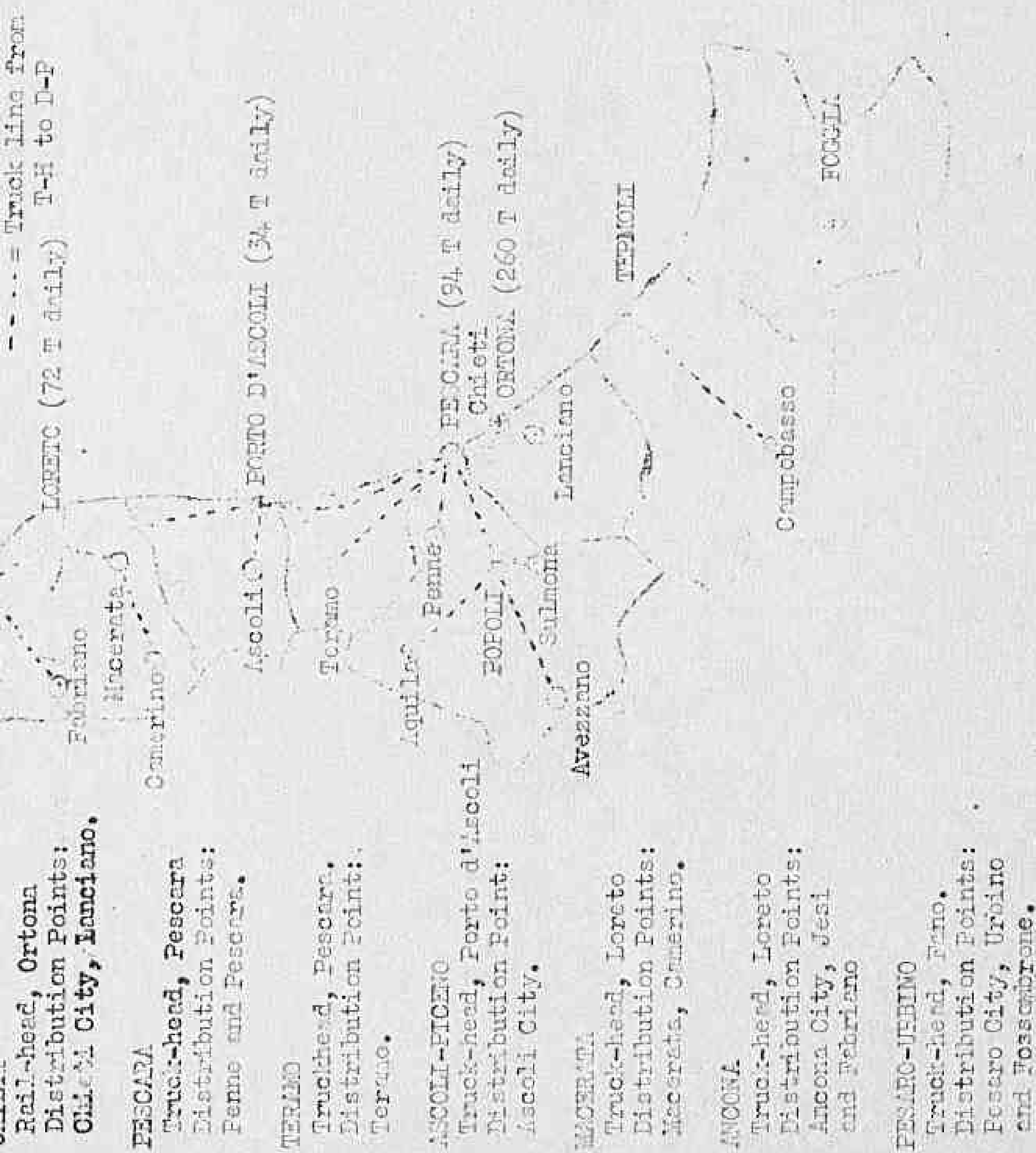
SCHEME OF SUPPLY DISTRIBUTION
TENTATIVE CHART - CIVILIAN SUPPLY FOR EIGHT FORWARD PROVINCES REGION V

RAIL AND TRUCK-HEADS



Rail-head at Ortona to receive 260 tons of supplies daily.

Approximate Tonnage Table	To Local Distribution
Forward to	



Rail-head at Ortona to receive 260 tons of supplies daily.

Rail or Truck Head	Tonnage Daily	Approximate Tonnage Table	
		Forward to Truck-heads	To Local Distribution Points
Ortona	260 T	235 T	25 T
Pescara	235 T	141 T	94 T
Porto d'Ascoli	141 T	107 T	34 T
Loreto	107 T	35 T	72 T
Fano	35 T	---	35 T

ADVANCED HQ
ALLIED CONTROL COMMISSION
R.C. & M.G. Section
APO 994

26 June 1944.

Ref/Adv/92/CA

SUBJECT:- Civilian Truck Companies in Rome Region.

TO:- R.C. Region IV and VIII, SOAOs 5th and 8th Armies.

1. It has been decided that the contracting for the services of civilian truck companies that are established within Rome Region (Governorato di Roma) is to be the responsibility of the Regional Commissioner, Rome Region, who will pool all contracts.
2. An Italian dispatching and controlling agency under the direction of the Transport officers of Rome Region will arrange to make the hauls for Regions IV and VIII and AMGs' 5th and 8th Army as they are needed.
3. Regions IV and VIII and AMGs' 5th and 8th Army will place their bids with the Transportation Sub Commission, ACC Advanced HQ Rome.

sgt MS Lash.
M.S. LASH.
Brigadier.
Executive Commissioner.

Copy to:- R.C. Rome Region.
R.C. Region DI
Economic Section (2) ✓

7155

SUBJECT: Import Requirements.

SECRET.

AMG Rear Eighth Army.

04/41

2 Jul 41.

HQ Allied Control Commission,
Executive Commissioner's Branch.

Copy to Economic Section, HQ ACC Rome
(Attn. Food Sub-Commission)
RC AMG Region IV, Rome
RC AMG Region VIII, Orvieto.
Q Rear Eighth Army.

I refer to recent discussions with your HQ on the supply of advanced areas under arm of Eighth Army and forward some details of estimated requirements by provinces.

1. The tentative nature of these estimates is clear. No one can tell how much flour will be required until we are in full occupation. Our figures for this item have therefore been framed on the assumption that it may be necessary to import flour to ration more than the entire NON-AGRICULTURAL POPULATION (allowing for those, particularly in FLORENCE, who are wine and not wheat growers.)

2. Emphasis is also laid on the importance of providing "MISCELLANEOUS SUPPLIES". Unless these items (particularly sugar, salt, soap and milk) and also the standard 200 grams bread ration are rapidly introduced in the forward areas, there is a danger of the cry being raised that some of our recently acquired provinces were better fed by the enemy than by the Allies.

3. The following details outline the requirements of the supply situation as seen at this HQ:

- (i) Our 60 t.p.d. at present bid for CIVITA CASTELLANA Rtd (opening 7 Jul 44) will cover initial requirements of ROME and TERNI, and provide a small margin for build-up or distribution further N. (e.g. PERUGIA).
- (ii) ACC depot at ORVIETO requires immediate 180 t.p.d. on Eighth Army account alone. Of this 100 t.p.d. should be flour, and it should continue for a minimum of ten days or longer until the ROME-TERNI run is in full operation. This will provide for the initial needs of PERUGIA, AREZZO and FLORENCE.
- (iii) As soon as FIORENZUOLA is open, this HQ requires 120 t.p.d. of FLOUR plus 90 t.p.d. (i.e. 210 t.p.d. in all) miscellaneous supplies delivered at SIENA for the provinces of PERUGIA, AREZZO and FLORENCE.

(iv) By the last week in July, food requirements for TERNI-ROME at the CIVITA CASTELLANA - GALLISTE group of Rds will have fallen to 20 t.p.d. of miscellaneous

Copy to Economic Section, HQ ACC Rome
(Attn. Food Sub-Commission)
RO ALG Region IV, Rome
RO ALG Region VIII, Orvieto.
Q Rear Eighth Army.

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2. Emphasis is also laid on the importance of providing "MISCELLANEOUS SUPPLIES". Unless these items (particularly sugar, salt, soap and milk) and also the standard 200 grams bread ration are rapidly introduced in the forward areas, there is a danger of the cry being raised that some of our recently acquired provinces were better fed by the enemy than by the Allies.
3. The following details outline the requirements of the supply situation as seen at this HQ:
 - (i) Our 60 t.p.d. at present bid for CIVITA CASTELLANA Rhd (opening 7 Jul 44) will cover main requirements of REVER and TERNI, and provide a small margin for build-up or distribution further N. (e.g. PERUGIA).
 - (ii) ACC depot at ORVIETO requires immediate 180 t.p.d. on Eighth Army account alone. Of this 100 t.p.d. should be flour, and it should continue for a minimum of ten days or longer until the SICILIA-SIENA run is in full operation. This will provide for the initial needs of PERUGIA, AREZZO and FLORENCE.
 - (iii) As soon as FLORENCE is open, this HQ requires 120 t.p.d. of FLOUR plus 90 t.p.d. (i.e. 210 t.p.d. in all) miscellaneous supplies delivered at SIENA for the provinces of PERUGIA, AREZZO and FLORENCE.
 - (iv) By the last week in July, food requirements for TERNI-PIETI at the CIVITA CASTELLANA - CHIETI group of Rhds will have fallen to 20 t.p.d. of miscellaneous supplies. PERUGIA and AREZZO should also be self-sufficient in grain by the same date, and will therefore require only some 25 t.p.d. and 15 t.p.d. respectively from the now forward Rhds (CHIETI - ASSISI) which should by then be open.

Approved
Group Captain,
Officer Commanding,
Rear Eighth Army.

SECRET

Schedule to CA/41 of 2 Jul 44

	RIETI	TERMI	PERUGIA	AREZZO	FLORENCE	TOTAL
Total Pop.	217,000	205,000	550,000	326,000	883,000	2,136,000
Non-Agric Pop.	53,000	94,000	170,000	112,000	530,000	1,009,000
Est Pop Needing Flour(a)	60,000	110,000	150,000	150,000	700,000	1,020,000
Tons per day Sups Required (b)						
Flour (3.6 kg)(c)	9	13(c)	-	18	64	124
Scap (100 gr)	.7	.7	1.8	1.1	2.9	7.2
Salt (300 gr)	2.1	2.1	5.5	3.3	8.9	21.9
Sugar (250 gr)	1.9	1.7	4.6	2.7	7.4	18.3
Milk Ford (35 gr)(c)	.4	.4	.9	.5	1.5	3.7
Oil (200 gr)	1.4	1.4	3.7	2.2	5.9	14.6
D Veg (100 gr)	.7	.7	1.8	1.1	2.9	7.2
M & V (400 gr)	2.8	2.8	7.1	4.4	11.9	29
Total	19	22.8	25.4	33.3	125.4	225.9

NOTES: (a) In important wine producing provinces such as FLORENCE, it is unwise to assume that all the agricultural population will be self-sufficient in grain throughout the year.

(b) In estimating requirements emphasis is given to the fact that all figures are in METRIC TONS PER D.Y.

(c) Daily issue for 5% of population.

(d) Plus 10% for heavy workers.

(e) It is estimated that a total of 250 tons flour will be required to tide TERMI Province over until the new harvest, when it is anticipated that this province will be self-supporting. This estimate is dependent upon the results of a survey now in process of being made in PERUGIA Province.

SUMMARY OF REQUIREMENTS

Tons per day required at: ORVIETO (c) CIVITA CASTELLANA (b) SIENA (a) CHIUSI/ASSISI (c)

2100

Non-Agric Pop. 21,000 53,000 94,000 170,000 112,000 520,000 2,136,000

Net Pop Needing Flour(a) 60,000 110,000 150,000 150,000 700,000 1,020,000

Tons per day
Flour Required (b)

Flour (3.6 kg)(c)	9	13(c)	-	18	34	124
Soap (100 gr)	.7	.7	1.8	1.1	2.9	7.2
Salt (300 gr)	2.1	2.1	5.5	3.3	8.9	21.9
Sugar (250 gr)	1.9	1.7	4.6	2.7	7.4	18.3
Milk prod (35 gr)(c)	.4	.4	.9	.5	1.5	3.7
Oil (200 gr)	1.4	1.4	3.7	2.2	5.9	14.6
D Veg (100 gr)	.7	.7	1.6	1.1	2.9	7.2
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Total	19	22.8	25.4	33.3	125.4	225.9

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SUMMARY OF REQUIREMENTS

Tons per day required at:	ORVIETO (a)	CIVITA CASTELLANA (b)	SIENA (c)	CHIUSI/ASSISI (c)
Flour	102	22	102	-
Miscellaneous Supplies	82	20	82	40

Immediately from 10 Jul 44

As soon as
PICCOLINO
is open
Rhd comes
forward

NOTES: (a) For AREZZO, FIRENZE and PERUGIA. Required at ORVIETO for minimum period of 10 days until SIENA open.

(b) For TERNI & RIETI. Supplies asked for 60 tpd to give build-up for PERUGIA.

(c) For PERUGIA & AREZZO when railway comes forward to CHIUSI/ASSISI. Requirements ex SIENA will then be reduced by 55 tpd.

ACP/rg

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

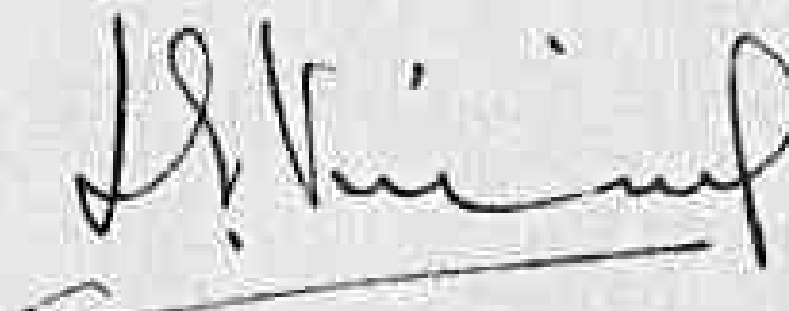
File
39/17

Our reference : ACC Tn/47/
Date : 4 July '44.

TO : LT-Colonel Carnes,
Transportation Sub-Commission,
ACC. Adv. HQ.

SUBJECT : Monthly Report.

1. Will you please let me have by return details of any particular items relative to Rome for inclusion in Monthly Report, due at HQ. by 10th of the month.
2. General Survey of Regional work has been provided by Staff at this H.Q.



L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

7153

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
ROME REGION
APO 394

REGIONAL ORDER)

NUMBER 4)

REGISTRATION OF MOTOR VEHICLES AND RELEASE OF PERMITS OF
CIRCULATION IN THE COLONE OF ROME

Acting under instruction of the Regional Commissioner, Rome
Region Col Charles POLETTI the Compartmental Inspectorate of
Civil Motorization and Transport of Rome, from Friday 30 inst.
will provide for the registration of motor vehicles, and for the
release of temporary circulation permits, from 8,30 a.m. to 12,00
a.m. in the under-mentioned offices:

Via Martini (Automobile Club)
for trucks, motocarri, motofurgoni and
autobuses

Via Tomacelli 137

for cars and motorcycles

Piazzale Flaminio (Rome-Viterbo station)

for cars and motorcycles

Viale Lega Lombarda 73 (City's tram depot)

for trucks, motocarri, motofurgoni and
autobuses

Piazzale Ostiense (Rome-Lido Station)

for trucks, motocarri, motofurgoni and
autobuses

The registration of motor vehicles, which is obligatory even
for those not in running condition, has been extended to July
10th 1944. Failure to register particulars of motor vehicles as
required will be punished by law.

Only motor vehicles authorized to circulate are allowed to
tow vehicles which are out of order.

All motor vehicles must be presented to the above mentioned
offices.

For those not in running condition, the owner must state the
exact reason on the registration form.

All those desiring circulation permits must consign to the
justifiable reason

Transportation SC.

File

30 6/11 1944

June 28 1944

39/16.

21031

Acting under instruction of the Regional Commissioner, Rome Region Col Charles POLETTI the Compartimental Inspectorate of Civil motorization and Transport of Rome, from Friday 30 inst. will provide for the registration of motor vehicles, and for the release of temporary circulation permits, from 8,30 a.m. to 12,00 a.m. in the under-mentioned offices:

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Only motor vehicles authorised to circulate are allowed to tow vehicles which are out of order.

All motor vehicles must be presented to the above mentioned offices.

For those not in running condition, the owner must state the exact reason on the registration form.

All those desiring circulation permits must consign to the above-mentioned Offices documents proving a justifiable reason for the request of permit.

By rule the vehicle must be the property of the applicant.

Commencing July 10th regular permits will be issued. These permits will be for the period ending December 31 1944.

DISTRIBUTION:

All. Compartimentale Reg. AMG

Hq A.C.C.

Pub. Reg. Board, A.C.C.

Rome, Italy

Mayor of Rome

Città del Comune

CHARLES POLETTI
Colonel
REGIONAL COMMISSIONER

QUARTIERE GENERALE
GOVERNO MILITARE ALLEATO
REGIONE DI ROMA
APO 394

ORDINE REGIONALE)

28 Giugno 1944

NUMERO : 4)

REGISTRAZIONE DEGLI AUTOVEICOLI E RILASCIO
DEI PERMESSI DI CIRCOLAZIONE NEL COMUNE DI ROMA.

Per disposizione del Commissario Regionale della Regione di Roma, Colonnello Charles POTTEI, l'Ispettorato Compattinentele della Motorizzazione Civile e dei Trasporti di Roma, a partire da venerdì 30 c.m. provvederà al ritiro delle denunce degli autoveicoli ed al rilascio dei permessi temporanei di circolazione dalle ore 8,30 alle ore 12,00 nei seguenti Uffici:

Via Martini (Casa dell'Automobile)
per gli autocarri, 4 motocarri, i motofur-
goni e gli autobus

Via Tomacelli 137
per le autovetture e i motocicli

Piazzale Flaminio (Stazione Ferroviaria Roma-Viterbo)
per le autovetture e i motocicli

Viale Lega Lombarda 73 (Deposito A.T.A.G.)
per gli autocarri i motocarri i motofurgoni
e gli autobus

Piazzale Ostiense (Ferrovia Roma-Lido)
per gli autocarri, i motocarri, i motofur-
goni e gli autobus.

Il termine per la denuncia, che è obbligatoria per tutti i proprietari di autoveicoli anche se inefficienti, è prorogata al 10 Luglio p.v. La omissione della denuncia sarà punita a norma di legge.

Il rimorchio di autoveicoli inefficienti, è consentito solo a mezzo di autoveicoli autorizzati a circolare.

Tutti gli autoveicoli devono essere presentati in detti Uffici.

Per quelli inefficienti, i proprietari dovranno precisarne le cause sul foglio di denuncia.

Chi aspira al permesso di circolazione deve consegnare agli Uffici predetti i documenti comprovanti il titolo giustificativo

Per disposizione del Commissario Regionale della Regione di Roma, Colonnello Charles POLETTI, l'Ispettorato Compartimentale della Motorizzazione Civile e dei Trasporti di Roma, a partire da venerdì 30 c.m. provvederà al ritiro delle denunce degli autoveicoli ed al rilascio dei permessi temporanei di circolazione dalle ore 8,30 alle ore 12,00 nei seguenti Uffici:

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Il termine per la denuncia, che è obbligatoria per tutti i proprietari di autoveicoli anche se inefficienti, è prorogato al 10 luglio p.v. La omissione della denuncia sarà punita a norma di legge.

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Chi aspira al permesso di circolazione deve consegnare agli Uffici predetti i documenti comprovanti il titolo giustificativo della richiesta del permesso. Di norma l'autoveicolo deve essere di proprietà del richiedente.

A cominciare dal 10 luglio saranno rilasciati i permessi regolari. Tali permessi saranno validi fino al 31 Dicembre 1944.

DISTRIBUZIONE:

Div. Quart. Gen. Reg. Roma AMG
Quart. Gen., A.C.C.
Public Relations, A.C.C.
Sindaco di Roma
Giunta Comunale

CHARLES POLETTI
Colonnello
COMMISSARIO REGIONALE

- 9 LUG 1944

SUBJECT: Transportation Programme (Western L of C)

SECRET.

AMG Rear Eighth Army.

04/213

7 Jul 44.

Executive Commissioner's Branch,
HQ Allied Control Commission.
Economic Section, HQ AOC.
Warehouse 676
Food Sub-Commission, HQ AOC
Internal Tn Sub-Commission, HQ AOC

Copy to: AMG HQ Fifth Army Field
AMG HQ Fifth Army CAS (Rome)
AMG HQ Region IV (Rome)
ACC Rome Area Commander
PC Frosinone Province, Fiumigi
PC Aquila Province
PC Rieti Province
PC Terni Province
PC Perugia Province
Q Rear Eighth Army
HQ Rear Eighth Army
AMG Main Eighth Army
AMG HQ Region III
1001 GT Coy.

1. At reverse is this HQ Tn Programme No. 15 for period 17 - 23 Jul 44.
2. Bid for intake as programmed into CIVITA CASTELLANA has been accepted at Q Eighth Army tonnage conference.
3. Intake at CIVITA CASTELLANA Rhd is primarily intended for supplies to RIETI, TERNI and PERUGIA Provinces.
4. Reply of AMG Region IV is acknowledged to para 4 of this HQ letter 04/213 of 30 Jun 44. It is noted that Region IV undertakes to clear sups received at Rhd CIVITA CASTELLANA for Provinces transferred to Regional control after the bids for these supplies have been entered by this HQ.

*Group Captain,
Officer Commanding*

*TJSC 687
Copy sent to Main HQ.*

2103

WARCABUSE 0/0

Food Sub-Commission, HQ ACC

Internal TN Sub-Commission, HQ ACC

Copy to: AMG HQ Fifth Army Field

AMG HQ Fifth Army GMS (Rome)

AMG HQ Region IV (Rome)

ACC Rome Area Commander

PC Prosinone Province, Fiumigi

PC Aquila Province

PC Rieti Province

PC Terni Province

PC Perugia Province

Q Rear Eighth Army

Nov Rear Eighth Army

AMG Main Eighth Army

AMG HQ Region III

1001 GT Coy.

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4. Reply of AMG Region IV is acknowledged to para 4 of this HQ letter 04/213 of 30 Jun 44. It is noted that Region IV undertakes to clear surplus received at Rtd CIVITA CASTELLANA for Provinces transferred to Regional control after the bids for these supplies have been entered by this HQ. 7150

Handwritten signature

Group Captain,
Officer Commanding,
AMG Eighth Army.

Copies to 04/50

92

105

47

148

120

52

slate.

APPENDIX "A" TO OA/213 OF 6 JUL 44.

AMC EIGHTH ARMY

Transportation Programme No. 15

Period 17 - 23 Jul 44.

Commodities	Metric tons to be delivered by rail	Remarks
Flour	140	TO Rhd CIVITA CASTELLANA for TERNI, RIETI and PERUGIA PROVINCES ex Allocation 108.
Sugar	35	
Salt	45	
Soap	20	
Milk, powdered	15	
M & V	50	
D. Vog.	10	
Total tons per day	315	
Average tons per day	45	

alt. Tonnage *Make 2 vehicles 15 wt (contain)*
 AM 9-5 A ring - *or one 3 Tonnage or less vehicle*
available to Food Sub-Corn at Pombino & advance
the headquarters -

Ton empty from Naples?

Wage Control -

Commodities	Metric tons to be delivered by rail	Remarks
Flour	140	TO RHD CIVITA CASTELLANA FOR TERNI, RIETI and PERUGIA PROVINCES ex Allocation 108.
Sugar	35	
Salt	45	
Soap	20	
Milk, powdered	15	
M & V	50	
D. Vog.	10	
Total tons per day	315	

Average tons per day 45
 AM 8-5 Army -
 available to Food Sub-Corps at Prandino & admiral officer.
 contain Make 2 vehicles 15 wt (contain) or one 3 Ton Army or car vehicle
 these headquarters -

Tm empty from Naples?
 Major Content -
 Giles - Work tickets

May to be sure to send by car advance copy of report
 establish with knowledge of car transport -

9 JUL 1944

Coal Section, A.F.H.Q.
c/o Main H.Q., A.A.I.
C.M.F.

7 July 1944

Ref : Coal/26

Subject : Coal Requirements.

To : Coal Division,
Transportation Sub-Commission, Adv HQ ACC. ✓

Following the conference on coal subject held at this HQ today, it is confirmed that you will as soon as possible furnish this Section with the following information:-

- (a) Estimates of November requirements in accordance with this HQ letter AAI/25I/LCAO of 21 June '44.
- (b) Your estimates of forward requirements for the nearer months of July, August, September and October.

Particularly it is requested that as close an idea as possible may be given of the likely requirements for those months of the areas already liberated north of Rome and those expected to be liberated. You will recollect that your information will be the basis of future decisions on the port of Leghorn.

P.R. Evans

LtCol.
Coal Section.

7149

ADVANCE HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission (Adv)
APO 394

TO: Lt. Col. L.E. VINING, Director, Transportation Sub/Commission.

MONTHLY REPORT ON ROAD TRANSPORT IN THE ROME AREA

1. The following report on Road Transport in the Rome Area is submitted for the monthly report:

(a) Tonnages moved by civilian and military vehicles:

- 1 - 300 tons of Food per day for about two weeks from Seseo to Rome by P.B.S. vehicles.
- 2 - 700 tons Food total from Caranola to Rome by Civilian vehicles and 1024-25 Q Coy (Italian).
- 3 - 300 tons Food per day for three weeks from ship to Anzio dump by P.B.S. and 1024-25 Q Coy (Italian).
- 4 - 300 tons Food per day for three weeks from Anzio dump to Rome by Civilian and 1024-25 Q Coy and one platoon 543 G.T. Coy.
- 5 - 80 tons Food per day for 4 days from Rome to Orvieto by 1024-25 Q Coy.
- 6 - 160 tons Food per day for 7 days from Anzio to Orvieto by British Q Coy.
- 7 - 200 tons Food per day for 7 days from Civitavecchia to Orvieto by British Q Coy.
- 8 - 100 tons Food per day for Three days from rail siding Rome to warehouse Rome for 3 days by Civilian Transport.
- 9 - 300 tons of coal per day for three weeks from Littoria and Gaeta by civilian transport, one platoon 543 G.T. Coy and 1024-25 Coy.
- 10 - 200 tons per day miscellaneous (moving GRR, rations, repair operations, local deliveries) for three weeks using civilian and military transport.

(b) The civilian and military transport was difficult to direct and control for two reasons: 21 48

- 1 - It was necessary to put civilian trucks into operation before proper registration could be accomplished.
- 2 - Four pools of transport were formed in Rome. (Region IV, Rome Allied Area Command, Rome Area Economics and Supply and

(a) Tonnages moved by civilian and military vehicles:

- 1 - 300 tons of Food per day for about two weeks from Seaso to Rome by P.B.S. vehicles.
- 2 - 700 tons Food total from Caranola to Rome by Civilian vehicles and 1024-25 Q Coy (Italian).
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(b) The civilian and military transport was difficult to direct and control for two reasons:

- 1 - It was necessary to put civilian trucks into operation before proper registration could be accomplished.
- 2 - Four pools of transport were formed in Rome. (Region IV, Rome Allied Area Command, Rome Area Economics and Supply and Rome Area Transportation Officer)

(c) The Italian Civilian Trucks Contrattoria took immediate advantage of the confusion which resulted and it is conservative to estimate that one half of the civilian transport which should have been available started black market operations.

(d) The following corrective measures have been taken and the civilian tonnage has increased fifty per cent in the past four days.

- 1 - All civilian transport has been placed under the Rome Area Transportation Officer.
- 2 - Trucks are being re-registered.
- 3 - Petrol permits are being checked.
- 4 - Trucks in Black Market operations are being confiscated.

(e) It is believed that it will take at least another month to straighten out the transport difficulties in Rome. The civilian organization which is set up to operate this transport is just being organized and has not started to function. Vehicle registration is just starting. Much of Rome's civilian transport is not organized and is employed in Black Market operations.

(f) At the present time the Rome Area Transportation Officer has only 500 tons of Civilian Transport which he can use. He has an additional 500 tons under contract which is inoperative due to lack of parts or which has gone on Black Markets operations. Although all civilian transport has been ordered to operate under the Rome Area Transportation Officer, this order has not been fully complied with to date.

(g) At the present time the Rome Area Transportation Officer does not have sufficient civilian transport to meet requirements and the 1024-25Q Coy is needed here. It is believed this Coy will be required here for two more weeks.

(h) At the present time the 1024-25 Q Coy and the military vehicles issued to Region IV are only 50% operative. Vehicles turned into Army Ordnance Companies were salvaged by the Ordnance units and replacement vehicles were not issued. At the present time 5th Army Ordnance units have about 75 A.C.C. vehicles which they took from Region IV and AMG Fifth Army. Steps are being taken to recover vehicles which have not been salvaged but are retained by Fifth Army Ordnance Units and salvage slips are being collected and will be forwarded to P.E.S. with a demand for replacement vehicles. Many of these vehicles were stripped of parts and the parts used to repair Fifth Army vehicles.

Subj
JAMES J. CARNES
Lt. Col., Inf.

7147

TO : Capt Levy

SUBJECT : Report on Truck movements for July 5, 1944

TN/39/11
copy on
39-1/3

<u>NUMBER OF TRUCKS</u>	<u>TONS</u>	<u>COMMODITY</u>	<u>LOADING POINT</u>
78	288.1	COAL	COLLEFERRO
20	125.7	OIL	NAPLES
3	11.0	COAL	SRE ROME
2	30.5	PAPER	NAPLES
1	3.5	CIVILIANS	NAPLES
TOTAL	<u>103"</u>	<u>458.8</u>	

AVAILABLE TRUCKS

- A 18 SOCIETA INDUSTRIALI COMMERCIALI TRASPORTI
 - C 64 BONAMICO
 - D 12 SOCIETA ROMA
 - E 52 GONDRAND
 - G 29 MORELLI
 - H 7 SOLTI
 - J 10 ORA
 - L 8 COMPAGNIA ITALIANA IMBARCHI
- ~~~~~
- 202 TOTAL
- ~~~~~

ADVANCE HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission(Roads)
APO 394

file

Tn/39/10

7 July 1944

SUBJECT: Road Haulage Work Tickets

TO : HQ. AMG Region VIII (Att: Capt. Halstead)

1. At the present time the supply of 'Road Haulage Work Tickets' has been exhausted.
2. Efforts are being now made to print forms which will meet our needs covering a six months period.
3. Will you please inform this office of your approximate needs covering this period.

JAMES J. CARNES
Lt. Col., Inf.
Adv. HQ. A.C.C.

Ref: RVIII/T/8 3 July

7145

347

Insc

RAC FOR HQ, ACC ROME ADV FOR PUB SAFETY S.C., RPT TO HQ ACC FOR
EX COMM INFO, INFO TRANSPORTATION S.C.

39/1

AMG 5 ARMY SOD HUM
6473

RESTRICTED
OP PRIORITY

022050B

YOUR 181 ADVISING 100 CCRR AVAILABLE NAPLES TO MEET EXISTING SERIOUS
SHORTAGE IN REGION 8. REGRET NO TRANSPORT AVAILABLE HERE CONTACT
TRANSPORTATION S.C. ENDEAVOUR ARRANGE THEIR DISPATCH URGENTLY.
ALTERNATIVELY CANNOT YOU SEND FORWARD 100 CCRR FROM ROME TO BE REPLACED
BY 100 FROM NAPLES. CITE OUR 116.

ACC ADV DIST.
ACTION--PUB SAFETY
INFO--C.A. BR 2
TN S.C.
ADM SEC
FILE 2
FLOAT 2

7144

ADVANCE HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION

GMS/iab

39/6

4 Jul 44.

Memorandum for Transportation File.

SUBJECT: Region IV, Civilian Transport, R4/ENG/59 & 203,
23 Jun, addressed to:

Comandatore Leone Italiani
Consiglieri Delegato, S.A.I.T.A.R.
Via della Conciliazione, 3 - Roma.

This refers to arrangements made between Region IV
and S.A.I.T.A.R. for the operation of the S.A.I.T.A.R.
vehicles on behalf of Region IV.

S.A.I.T.A.R. is responsible for repair and main-
tenance. Region IV pays 6 Lire per ton per kilometer road
distance. Payment is made weekly. Region IV supplies petrol,
oils, grease and naptha.

G.M. Sharp Lt Col

G.M. SHARP, Lt.Col., R.A.,
S.O.I.(CA), Economic Section.

cc: Transportation Sub-Comm.

7140

S-E-C-R-E-T

ADVANCE HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

GMS/lab

39/5

3 Jul 44

ES/35

SUBJECT: Anzio.

TO : Food Sub-Commission,
Transportation Sub-Commission.

1. HQ AAI 1038/Q1, 1 Jul 44 states that the Port of Anzio will be closed shortly to the receipt of all traffic including civilian supplies and that this should be taken into account when submitting bids for the maintenance period 23 July to 1 Aug, due HQ AAI 1400 hrs, 8 Jul 44.

2. It thus appears that the Port of Anzio will be closed at some date between now and 22 of July.

G. M. Sharp Lt Col

G.M. SHARP, Lt.Col., R.A.,
S.O.I. (CA), Economic Section.

S-E-C-R-E-T

7142

Transfomble
291

Econsec

FILPOT, HBS, FOSIT, NOLE NAPLES, HQ 214 GP RAY, 3 BASS AREA RAY, XII AFED, AMIAN
HQ ACC, 55 AREA, 57 AREA, 94 SRS APPA, MURWIT, 64 GEN, MOV REGGIO, ACC RUTIC 3

CONFIDENTIAL

39/4

DETERMS

03468

30-6

RD M48015 BRIEVENO CLOSED FROM 012300 HRS TO 120700 HRS. BAILEY BRIDGE BEING
DISMANTLED. NO DIVERSION AVAILABLE.

DISTRIBUTION:

(Act) HQ Comdt	- 1
(Inf) CAB	- 2
Econ Sec	- 1
Info BS	- 1
Adj	- 1
File	- 2
Plcat	- 2

Lu

29/3 246
 NAPLES FOR ACC FOOD SUBCOMMISSION NAPLES FOR AMG REGION THREE FOR SMITH
 ROME FOR ACC FOR MYATT ROME OR AMG REGION FOUR INFO MOV ROCCASECCA

AMG REAR EIGHTH ARMY
 R/1063

REFERENCE OUR R/1055 OF 27 JUNE. AMG REGION 4 ASSURE US THAT CLEARANCE SITUATION
 AT ROCCASECCA NOW REMEDIED. PLEASE RESUME SHIPMENTS ACCORDING TO PROGRAMME. THIS
 DOES NOT INCLUDE VALRANO TO WHICH NO SUPPLIES SHOULD BE SENT UNTIL FURTHER NOTICE

DISTRIBUTION:

(Act) Food sub com - 1
 (Inf) Econ Sec - 2
 File - 2
 float - 2

7140

COPY

39/2

FROM: MATIN A.M.G. EIGHTH ARMY

TO : FATIMA FOR LUSH

RPTD: Fifth Army For A.M.G.

No. H.334

SECRET (.) SUPPLY POSITION IS JUNE FOR FORWARD AREAS AS FOLLOWS (.)
500 TONS BEING PUT ON VERTO BY ARMY A.M.G. TRANSPORT FROM ANZIO (.)
NO FURTHER SUPPLIES AVAILABLE FROM THERE UNTIL 25TH EARLIEST (.) UNDER-
STAND NOTHING AVAILABLE FROM CIVITAVECCHIA (.) NO TRANSPORT YET
AVAILABLE FROM A.C.C. TO BUILD STOCKPILES AT ANY OF ASSIGNED POINTS (.)
DISTRIBUTING NO SUPPLIES NORTH OF NARNI THEREFORE AVAILABILITY IN SIGHT
POSSIBLE BY 500 TONS TO FEED EVERYTHING NORTH NARNI INCLUDING PERUGIA
AND FLORENCE (.) UNDERSTAND FIFTH ARMY FACED SAME PROBLEM (.) WHAT PLANS
ARE A.C.C. MAKING MEET THIS POSSIBLY SERIOUS POSITION

7139

EJE/et

39/1

HEADQUARTERS REGION IV
Allied Control Commission
APO 394

TO : Internal Transportation Sub - Commission, A.C.C
Main HQ Naples.

FROM : Regional Commissioner Reg. IV

Imperative arrange emergency bid for move of 1500 tons
from CARINOLA DUMP to EIGHTH ARMY Supply railhead at 120 T/day
Stop Impossible to move by road Stop Acceptable after 26 June Stop
This Region will load discharge wagons Stop Notify CARINOLA
and Region IV Truck Detachment GAETA Arrangements Stop

Sent via CAS Message Center.

15 June 1944


Colonel

Regional Engineer, Reg. IV ACC

Distribution:

- I - Economics & Supply
- I - OIC Truck Detachment
- I - Transportation Officer
- I - Regional Commissioner
- I - Spare

Col Edwards

Telephone 470151 - adv Philpot.

8 army near - a.m.g. ^{exactly} Col Spencer any time

Tonight or early tomorrow

7138

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CEM/re

Tn/39/235

7 July 1944.

SUBJECT: Move of equipment Catania - Naples.

TO : Communications Sub-Commission. HQ. ACC. Rear.

Reference your CS/4/11/6 dated 4 July 1944.

1. It is regretted that this Sub-Commission has no knowledge of movement or direct control over vehicles allotted to Regions. Consequently it is impossible to provide space in any known vehicle for this journey.

2. It is suggested that your contact Catania and Region VII through their respective Regional Transport officers for the movement of this equipment. In this way it is assumed that Catania might be able to move to the mainland, and Region VII onwards to Naples.

C. E. Vin
L.E. VINING
Lieut. Colonel,
Director,
Transportation Sub-Commission.

7137

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

4th July, 1944

In reply
refer to: CS/4/11/6

Subject : Move of Equipment Catania - Naples.

To : Transportation Sub-Commission.

1. It is necessary to transfer some electrical equipment from Catania to Naples in order to provide telegraph channels Naples - Rome.
2. The equipment is delicate electrical apparatus that should if possible be moved by motor transport from door to door. Total weight is one ton.
3. Would you please say whether it is possible for you to provide space in a vehicle for this journey. It could take place in stages, although this is undesirable.

J. L. Henderson

J. L. HENDERSON
Colonel
Director, Communications Sub-Commission

JLH/epc



File
39
7136

5 July 44
96

Subject - Decree for civilian cars

CONFIDENTIAL

TN/39/235

IBS Report I Security

ACC MAIN FOR VINING
7050

4 JULY 44

CONFIDENTIAL
PRIORITY
IN SUBCOMMISSION

DECREE COVERING ALL CIVILIAN VEHICLES NOT AWAITED WILL SEND YOU COPY IMMEDIATELY
RECEIVED TO PAID TO IB FOR A. BROWN ONE TICKET FOR OLIVER & BROWN ACC MAIN FOR
VINING SIGNED STEVE BROWN COLONEL BROWN AWAY FOR FEW DAYS TO

File
39

CONFIDENTIAL

N. PIERBONO, CWO, USA
Assistant Adjutant

LE VINING
7135 LT COL

HEADQUARTERS

ALLIED CONTROL COMMISSION

Transportation Sub-Commission

APO 394

CEM/re

Tn/39/234

30 June 1944.

SUBJECT: Road Haulage Vehicles - Brindisi.

TO : A.C.C Main H.Q. Economic Section.

1. Attached please find copy of correspondence and translation thereof between the Prefect of Brindisi and A.C.C. Brindisi and the Italian Government, which was sent to Industry & Commerce Sub-Commission for information, and which they have passed to us.

2. It is evident that the Regional Commissioner, Region II, has decided to release some vehicles from either Bari or Taranto to meet the alleged needs of Brindisi Province, because no additional vehicles have, as yet, been made available to Region II.

3. The five trucks referred to will be operated by Ferrovia Sud-Est, but it is not correct to state that they will be "in charge of their use". Ferrovia Sud-Est receive instructions from the Provincial Commissioner, through his Transport Officer, as to the duties their trucks have to perform.

4. The Prefect of Brindisi obviously expects free transport. Indeed, he states that free transport has been provided in the past, but it is assumed that the usual charge will ultimately be made for past services. He makes no mention of who should bear the cost of petrol, cost of maintenance, depreciation of vehicles, etc. Is he under the impression that all there should be supplied by the Allies free of charge? Furthermore, his reference to the black market appears inexplicable. The exact reverse would seem to be the case, in that, if Allied Transport is provided at all, whether free or otherwise civilian vehicles would be left free to engage in black market transaction.

5. Para : 3 of the Prefect's letter, if it is true, is the most damning statement against the Italian Road Haulage Scheme that has even been committed to paper, and requires no

713/4

2127
translation thereof between the Prefect of Brindisi and A.C.C. Brindisi and the Italian Government, which was sent to Industry & Commerce Sub-Commission for information, and which they have passed to us.

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5. Para : 3 of the Prefect's letter, if it is true, is the most damning statement against the Italian Road Haulage Scheme that has even been committed to paper, and requires no amplification by us.

6. Without more information, it is difficult to draw comparisons between the rates apparently charged by civilian contractors in Brindisi and those drawn up by us in conjunction with the Italian Government. It is not understood why a distance of from 1 to 5 kilometres should be quoted as, over such a distance, motor transport is uneconomical.

7. Any economic system which endeavours to ignore or evade transportation costs is false from the start.

8. If the Prefect's statement in Para 3 is true, then it is patent that no additional road haulage vehicles are necessary in the Province of Brindisi, and that the five trucks referred to should be withdrawn immediately and allocated where there is a genuine need.

C. E. Vinning

for
L. E. VINNING
Lieut. Colonel,
Director,
Transportation Sub-Commission.

Incl.: 2

CN ~~1m/39/233~~
HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY & COMMERCE SUBCOMMISSION
AFO 394

27 June 1944

Ref. ACC/5146/2/IC

SUBJECT: Transportation for Provincial Supplies

TO : Transportation Sub-Commission ✓

1. Attached is a copy of correspondence and translation thereof between the Prefect of Brindisi and ACC Brindisi and the Italian Government.

2. It was passed to us for information by the Italians at Salerno but appears to concern your activities rather than ours.

John R. O'Dell
W. P. EVANS
Colonel,
Director, Industry and
Commerce Subcommittee.

Copy to:
Food S/C (with translation only)

27137/39

5146/2 Eln
R. PREFETTURA DI BRINDISI

N. 1419 Gab.

Brindisi, 7 giugno 1944

OGGETTO: Automezzi per servizio di trasporti a pagamento.

AL COMMISSARIO PROVINCIALE DELLA
COMMISSIONE ALLEATA DI CONTROLLO
BRINDISI

e p.c. AL MINISTERO DELL'INDUSTRIA, DEL COMMERCIO
E DEL LAVORO VIETRI SUL MARE

AL MINISTERO DELL'AGRICOLTURA
AL MINISTERO DELL'INTERNO

SALERNO

Peri codesto Sig. Commissario si è compiaciuto di comunicarmi che sono giunti in Brindisi 5 dei 15 autocarri promessi dalle Autorità Alleate per i servizi di interesse pubblico della Provincia ed ha soggiunto:

- 1)- che i detti autocarri sono affidati alla Società Ferrovie Sud-Est che ne gestisce l'uso;
- 2) - che il loro uso, sia pure per i servizi d'interesse pubblico, non è gratuito ma deve essere compensato in base a tariffe determinate dalle Autorità Alleate delle quali si è compiaciuto di rilasciarmi copia.

Sono costretto di osservare :

- 1) che gli automezzi furono da me richiesti alle Autorità Alleate per potere fare risparmiare ai cittadini il costo dei trasporti delle merci razionate che sono essenziali per la loro alimentazione così da potere in tal modo infrenare in certa guisa il rialzo dei prezzi e contenere per quanto possibile l'andamento inquilatore del mercato nero. Tutti gli automezzi che sono stati concessi dalle Autorità Alleate finora lo furono a titolo gratuito e molto questo sistema ha servito finora, in armonia con le stesse direttive delle Autorità, a combattere il mercato nero.
- 2) Che per le esigenze di servizio trasporti a pagamento la Provincia ha sufficiente disponibilità di automezzi privati ed ha anche un ben attrezzato Consorzio Autotrasporti che potrebbe fronteggiare tutti i bisogni di eccezione (con autocarri medi).
- 3) che neppure v'è incentivo a preferire i detti automezzi per convenienza di tariffe perche queste sono più elevate di quelle che sono in vigore per i servizi continuativi che sono proprio i servizi ai quali questi automezzi dovrebbero essere applicati. In base al decreto Ministeriale 27.5.942 che ha dettato le tariffe per l'applicazione del R.D. L. 22 maggio 1942 n.772 il costo dei trasporti in servizio continuativo fatto da autocarri medi (quali sono questi offerti da codesto Commissario) è per il primo percorso da uno a cinque chilometri e per quintale in divisibile di L. 2.10: il che con la quadruplicazione proposta dal Ministero dell'Industria il regio n. 1361/C/LX/n in data 1 maggio u.s.

- 2 -

potrebbe il costo definitivo del trasporto per tale percorso a L. 8.40, mentre nella tariffa che codesto Commissario mi ha presentato tale costo è di L. 12.15 con maggiorazione di circa il 50%.

Che in queste condizioni siano da preferire per i trasporti a pagamento gli autocarri locali ai prezzi prescritti dalle Autorità Italiane mi sembra che non sia da revocare in dubbio.

Per quanto poi concerne i bisogni relativi all'ammasso del grano devo fare presente che essi non reclamano l'impiego di automezzi per ciò che ha tratto al trasporto del grano delle aie dei produttori ai magazzini di ammasso, perchè tale trasporto, essendo a carico dei produttori, viene effettuato, in questa Provincia almeno, prevalentemente con mezzi ipopotrinati, mentre per ciò che riguarda il trasporto dei magazzini di ammasso ai mulini questo, che è a carico dei molitori, può ben essere fatto con gli automezzi privati disponibili nella Provincia.

Io debbo insistere, Signor Commissario, per ragione del mio dovere perchè gli automezzi offerti dalla Commissione Alleata di Controllo per i servizi di interesse generale della provincia siano concessi in uso continuativo gratuito, come finora si è fatto per quelli che sono stati saltuariamente richiesti e consentiti, perchè, ripeto, se il trasporto dovesse pesare, e con costo così elevato, come quello che si chiede, sul prezzo delle merci, non solo si aggraverebbero le difficoltà di vita della popolazione, ma si supererebbero anche i dettami della politica di contrazione dei prezzi e di lotta contro il mercato nero che viene perseguita dal nostro Governo e che è anche energicamente voluta dalle Autorità Alleate, come bene le è noto.

E' superfluo infine che aggiunga, poichè Ella bene è al corrente, che il locale Consorzio Agrario è poi per conto suo attrezzato in modo da poter provvedere congruamente a tutti i bisogni del suo servizio e a costi modesti.

IL PREFETTO

Firma illegibile

7136

COPY

N. 1419 Gab. R. PREFETTURA DI BRINDISI Brindisi, 7 giugno 1944

OGGETTO: Automezzi per servizio di trasporti a pagamento.

AL COMMISSARIO PROVINCIALE DELLA
COMMISSIONE ALLEATA DI CONTROLLO
BRINDISI

e p.c. AL MINISTERO DELL'INDUSTRIA, DEL
COMMERCIO E DEL LAVORO
VITRI SUL MARE

AL MINISTERO DELL'AGRICOLTURA
AL MINISTERO DELL'INTERNO
SALERNO

Ieri codesto Sig. Commissario si è compiaciuto di comunicarmi che sono giunti in Brindisi 5 dei 15 autocarri promessi dalle Autorità Alleate per i servizi di interesse pubblico della Provincia ed ha soggiunto:

- 1)- che i detti autocarri sono affidati alla Società Ferrovie Sud-Est che ne gestisce l'uso;
- 2)- che il loro uso, sia pure per i servizi d'interesse pubblico, non è gratuito ma deve essere compensato in base a tariffe determinate dalle Autorità Alleate delle quali si è compiaciuto di rilasciarmi copia.

Sono costretto di osservare :

- 1) che gli automezzi furono da me richiesti alle Autorità Alleate per potere fare risparmiare ai cittadini il costo dei trasporti delle merci razionate che sono essenziali per la loro alimentazione così da potere in tal modo infrenare in certa guisa il rialzo dei prezzi e contenere per quanto è possibile l'andamento inflagratore del mercato nero. Tutti gli automezzi che sono stati concessi dalle Autorità Alleate finora lo furono a titolo gratuito e molto questo sistema ha servito finora, in armonia con le stesse direttive delle Autorità, a combattere il mercato nero.
- 2) Che per l'esigenza di un servizio trasporti a pagamento la provincia ha sufficienti disponibilità di automezzi privati ed ha anche un bene attrezzato Consorzio Autotrasporti che potrebbe fronteggiare tutti i bisogni di eccezione (con autocarri medi).
- 3) Che neppure v'è incentivo a preferire detti automezzi per convenienza di tariffe perché queste sono più elevate di quelle che sono in vigore per i servizi continuativi che sono proprio i servizi ai quali questi automezzi dovrebbero essere ap-

21331

plicati. In base al decreto Ministeriale 27. 42 che ha dettato le tariffe per l'applicazione del R.D.L. 22 Maggio 1942 n. 772 il costo dei trasporti in servizio continuativo fatto da autocarri medi (quali sono questi offerti da codesto Commissario) è per il percorso da uno a cinque chilometri e per quintale indivisibile di L. 2,40: il che con la quadruplicazione proposta dal Ministero dell'Industria il foglio n. 1361/C/IX/h in data Maggio u.s. porterebbe il costo definitivo del trasporto per tale percorso a L. 8,40 mentre nella tariffa che codesto Commissario mi ha presentato tale costo è di L. 12,15 con maggiorazione di circa il 50%.

Che in queste condizioni siano da preferire per i trasporti a pagamento gli autocarri locali ai prezzi prescritti dalle Autorità Italiane mi sembra che non sia da revocare in dubbio.

Per quanto poi concerne i bisogni relativi all'ammasso del grano devo fare presente che essi non reclamano l'impiego di automezzi per ciò che ha tratto al trasporto del grano dalle sie dei produttori ai magazzini di amasso, perchè tale trasporto, essendo a carico dei produttori, viene effettuato, in questa Provincia almeno, prevalentemente con mezzi ippotrainati, mentre per ciò che riguarda il trasporto dai magazzini di amasso ai mulini questo, che è a carico dei molitori, può ben essere fatto con gli automezzi privati disponibili nella Provincia.

Io debbo insistere, Signor Commissionario, per ragione del mio dovere perchè gli automezzi offerti dalla Commissione Alleata di Controllo per i servizi d'interesse generale della Provincia siano concessi in uso continuativo gratuito, come finora si è fatto per quelli che sono stati saltuariamente richiesti e consentiti, perchè, ripeto, se il trasporto dovesse pesare, e con il costo così elevato, come quello che si chiede, sul prezzo delle merci, non solo si aggraverebbero le difficoltà di vita della popolazione, ma si superebbero anche i dettami della politica di contrazione dei prezzi e di lotta contro il mercato nero che viene perseguita dal nostro Governo e che è anche energicamente voluta dalle Autorità Alleate, come ben le è noto.

È superfluo infine che aggiunga, poichè ella bene è al corrente, che il locale Consorzio Agrario è poi per conto suo attrezzato in modo da poter provvedere congruamente a tutti i bisogni del suo servizio ed a costi modesti

7128

IL PREFETTO
Firma illegibile.

R. PREFETTURA OF BRINDISI

7 June 1944

Subject : motor-vehicles for transportation
services with payment.-

TO COMMISSARIO PROVINCIALE OF THE
ALLIED CONTROL COMMISSION
BRINDISI

TO DEPARTMENT OF THE INDUSTRY,
COMMERCE & LABOR
VIENTI SUL MARE

TO DEPARTMENT OF THE AGRICULTURE
TO DEPARTMENT OF THE INTERNO
SALENO

7127

Yesterday the commissioner has informed me of the arrival in Brindisi of 5 of the 15 trucks promised by the Allied Authorities for public services of the Province and has referred also :

- 1) - that these trucks are committed to the Railroad Society South-east, that will be in charge of their use.
- 2) - that their use, even for services of public interest, will not be free, but charged on a rate established by the Allied Authorities, of which I have a copy.-
I have to point out :
That the motor-vehicles have been requested by me to the Allied Authorities, in order to let the citizens save the transportation cost of rationed goods, necessary for their feeding and stop in a certain sense the raise on price and the black market - All the motor-vehicles have been granted free until now by the Allied Authorities and it has helped a lot to fight the black market.-
- 3 X) - that for the needs of transportation by payment, the province has plenty private motor-vehicles and also a Transportation Consorzio with medium trucks.-
- 4 X) - that there is no convenience, due to the cost of transportation.- In fact while the price list of the Department of Industry figures Lire 8.40 from 1 to 5 kilometers, the one that the Commissioner has given me states Lire 12.15, with about 50% raise.-

In these conditions local trucks are preferred for the lower price fixed by the Italian Authorities.-

TO DEPARTMENT OF THE INDUSTRY,
COMMERCE & LABOR

VISTRI SUL MARE

7197

TO DEPARTMENT OF THE AGRICULTURE
TO DEPARTMENT OF THE INTERNO
SALERNO

Yesterday the commissioner has informed me of the arrival in Brindisi of 5 of the 15 trucks promised by the Allied Authorities for public services of the Province and has referred also :

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4) - that there is no convenience, due to the cost of transportation.- In fact while the price list of the Department of Industry figures Lire 8.40 from 1 to 5 kilometers, the one that the Commissioner has given me states Lire 12.15, with about 50% raise.-

In these conditions local trucks are preferred for the lower price fixed by the Italian Authorities.-

For the needs of transportation of wheat part of it done by horse and wagon, the other by private motor-vehicles available in the Province.-

I have to insist, Commissioner, for my duty that motor-vehicles granted by A.C.C. for services of general interest of the Province, will be free as done until ~~now~~ ^{to} now, other wise added the cost of goods, difficulties of life for the population will be worse and their will be increase of black-market.-

It is unnecessary to add that the local Consorzio Agrario is in condition to provide all the needs of service and at normal price.-

2136