

ACC

AC 233/TN. 4

10000/148/2313

ROADS

AUG. 1944

10000/148/2313

ROADS - CIVILIAN TRANSPORT

AUG. 1944 CONTROL CITY OF FLORENCE

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref: ACC/Tn/R/9

Date : 14 Aug. 44

SUBJECT: Movement of Potatoes from Lake Fucino Area.

TO : Agricultural Sub-Commission.

1. Reference to the meeting held on Friday 11 August, the following is an precisation of the position.

2. Seed potatoes (20,000 tons) to be distributed as follows:

a.	5,000	tons	Sicily
b.	1,000	"	Sardinia
c.	5,000	"	Puglio
d.	2,500	"	Campania
e.	6,500	"	Rome Area.

Potatoes available on and from 1st October. Move to be completed by middle of March 1945.

3. Possible means of movements.

Having regard to the fact that the potatoes must be in the ground by the middle of March in the last area referred to in (2) above, there is a period of 166 days in which to complete the movement.

This means that 120 tons have to be lifted per day for that period and as the road haul is bound to be a full day's haul, 80 x 3 tonners will be required.

Owing to the condition of the roads, only vehicles in first class condition will be of any use and the employment of any big civilian trucks (in 6 or 10 tonners with trailers) would appear to be out of the question.

4. Movement to the specified areas:

1(a.) Sicily (5,000 tons).-- The best method of conveying these potatoes to Sicily would appear to be by road to Anzio and thence by schooner. This is almost bound to call for storage space at Anzio, as it is very unlikely that the schooner traffic could load 120 tons per day.

The mileage from Anzio to Anzio is 110.3 miles (176.5 km.), which is just ~~about~~ the maximum for a one day haul, having regard to the ~~33~~ 33 miles of the roads. The time taken would be from the 1st Oct. - to 11th Nov. inclusive.

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The mileage from Avezzano to Anzio is 110.3 miles (176.5 km.), which is just ~~about~~ the maximum for a one day haul, having regard to the ~~33~~ 38 miles of the roads. The time taken would be from the 1st Oct. - to 11th Nov. inclusive.

1(b) Sardinia (1,000 tons).-- The best method here is again by road to Anzio and thence by schooner and a special bid would have to be made to ASEA for a vessel to carry out this commitment.

As it cannot be expected that a vessel can be ordered to the exact date, it would be necessary to ask for a vessel on or after 16 Nov. and stock pile the potatoes at Anzio.

The time taken would be from 12th Nov. - to 19th Nov. (inclusive).

1(e) Puglia (5,000 tons).-- Here the method would have to be by road to railhead at Ortona, a haul of 92 miles (146 km.) over very bad roads. Any vehicle over 3 tons would appear to be out of the question.

The time taken would be from the 20th Nov. - to 31st Dec. (inclusive).

1(d) Campania (2,500 tons).-- Here the method is by road to railhead (Rome) a haul of 71.5 miles (114.5 km.).

The time taken would be from 1st Jan. 45 to 21 Jan. (inclusive)

1(e) Rome Region (5,000 tons).-- Method is by road and it can be increased that lorries will only be able to make one haul per day.

Time taken 22 Jan. - to 4 March. (inclusive.)

5. From the aforementioned facts it will be seen that 80 x 3 tonners will be required in constant operation from the 1st of October 44 to the 4th of March 45. To ensure this, 100 vehicles must be available in order to allow for maintenance and breakdowns.

It is very doubtful if civilian vehicles can be made use of for the following reasons:-

a. For such a program, timetable operation is essential, and at the present time civilian transport is not trustworthy in this respect.

b. Many civilian trucks are old and lacking in essential speed and pulling power.

From this it is clear that the only efficient method would be to employ Allied military vehicles driven by Italian military personnel. Whether the situation will allow for this to be done depends upon the progress of operations and the priority afforded to the move of seed potatoes.

5. Seed potatoes (22,000 tons)

As there is the probability of the Army taking all the seed potatoes from this area it is not necessary to go into great details at the moment.

It is understood, however, that the Food Sub-Commission will press for 12,000 tons for Rome i.e. 120 tons for 100 days. If this amount is allocated it can be done by the civilian transport available in Rome because:

a. A few days delay at any time will not have any adverse effects.

b. A strict time table is not essential.

These three lorries will only be used for the
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As there is the probability of the Army taking all the ware potatoes from this area it is not necessary to go into great details at the moment.

It is understood, however, that the Food Sub-Commission will press for 12,000 tons for June i.e. 120 tons for 100 days. If this amount is allocated it can be done by the civilian transport available in Rome because:

- a. A few days delay at any time will not have any adverse effects.
- b. A strict time table is not essential.

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D.S. ADAMS
Colonel, UK.
Ta. Sub-Comm.

TRANSLATION OF THE MINISTER OF COMMUNICATIONS LETTER TO THEPREFECTS

SUBJECT: The National Agency Motor Transportation of Goods (E.N.A.C.)

TO : The Prefects and to the Compartmental Inspectors of Civilian Motorization and Transportation in Concession.

Following Circular No. 3942 of July 7, 1944 about some improvements made to the decree in publication concerning the constitution of the E.N.A.C. and the statute of this Agency sanctioned in the decree, I give you the following details:

1. Aim of the Agency is the organization, coordination and regulation of the transportation of goods in the liberated regions of Italy, through the utilization of all motor transport available, and the establishment of a coordinated system of motor transport services to substitute or integrate the railway system.

To this purpose all the transportation firms and all the owners of autotrans, trucks, motor-cars and road tractors with trailers destined for the transport of goods, as well as all persons who have them in their possession for any reason whatsoever vehicles of the above mentioned categories, are obliged to register with the Agency and to effect transport dispensed by it. In case the above mentioned firms or persons can not or will not comply with the obligations of the Statute, they will hand over to the Agency the vehicles in their possession.

The owners of the above mentioned vehicles or whoever has them in his possession for any reason will present, within fifteen days from the date of publication of the present decree, to the Compartmental Inspectors for Civilian Motorization and Transportation in Concession, which have jurisdiction for the territory, a request for registration with the E.N.A.C. on appropriate forms distributed for this purpose. (Art. 3 and 7.)

2. From the date which shall be determined by appropriate decree, it is forbidden, under pain of penal sanctions, to effect any direct transport of goods, even of one's own goods and with one's own vehicles, except in case of specified authorization released by this Ministry for particular exigencies and for services of a continuous character. Whoever intends to effect transport of goods, must make regular request thereof:

- a. To the General Inspectorate for Civilian Motorization if the matter entails transport affecting more than two Compartments of Motorization.
- b. To the Compartmental Inspectors of Civilian Motorization, if the matter entails transport affecting more than two Provinces of the same Compartment or two adjacent Compartments.
- c. To the appropriate Provincial Commission.

The above mentioned bodies will establish the order of precedence for transport to be effected and will request the E.N.A.C. offices - Provincial, Compartmental and General Directorates - for execution thereof.

3. Provincial Commissions are composed of:

A representative of the Comptinental Inspectorate for Civilian Motorisation and Transportation in Concession.

The Provincial Director of R.A.C.I. or one of his representatives.

A representative of the Provincial Alimentation Section.

These members are appointed by decision of the Board of Directors of the Agency, on proposal of the Prefects.

4. The Prefects should, therefore, immediately and without awaiting the publication of the decree, of which telegraphic communications will be given, and if possible even before its going into effect take care to:

a. Complete the organization required in the above mentioned circular by ordering immediate consultations with the Comptinental Inspectorates and with the most important transportation firms of the Province.

b. Inform private firms of the constitution of the E.N.A.C. as well as illustrate its importance to those who need transportation and its utility to transportation firms.

a. Propose the name of the members composing the Provincial Commissions.

For this purpose I send herewith enclosed the final text of the decree and of the Statute of E.N.A.C.

I rely upon the zeal and severity of Your Excellencies, since on the proper provincial organization and on the strict application of the regulations which are being published depends the successful solution of the important problem of transportation, which affects the whole working of the reconstruction we have undertaken and the serious food situation of the more important urban districts.

I expect to receive from Your Excellencies a detailed report on this subject.

THE MINISTER

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A representative of the Provincial Alimentation Section.

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THE MINISTER

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref: ACC/Tn/R/26

Tele: 378

Date: 30 August 1944

SUBJECT: Requisition Cars and MT Spares

TO : H.Q. A.A.I.

1. In reference to RAAC ORD/800/26 dated 23 August 44 and ORD 800/26 dated 28 August 1944.

2. At the present time A.C.C. is operating 700 civilians cars. As most of these vehicles were taken over in a bad state of repair, the spare parts requirements for this fleet are abnormally high and extremely difficult to obtain. A.C.C. is particularly short of fast moving spare parts such as tires, batteries, etc. There is no immediate relief in sight at the present time. If A.C.C. must earmark spares for the Army of the type mentioned in the enclosed communication, it will be impossible to keep A.C.C. vehicles on the road.

3. A.C.C. has frozen spare parts in Rome in order to keep these spares out of the black market. A.C.C. has no other sources from which to draw spares for this fleet of vehicles. At the present time the Army is requisitioning both vehicles and spare parts in Rome. If this practice is to continue, A.C.C. will be forced to call on the Army for additional passenger cars. On the other hand, if A.C.C. is permitted to keep the spare parts now frozen, it is believed that A.C.C. will be able to maintain its fleet of civilian cars.

D.S. ADAMS
Colonel, GE.
Director, Tn. Sub-Comma.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref: ACC/Tn/R/14

Date: 31 August 1944

Tele: 378

SUBJECT: Rome Road Transport.

TO : Vice President, Economic Section.

1. Despite strenuous efforts on the part of this Sub-Commission, the control of Road Transport in Rome leaves much to be desired. In the main this is due to the lack of cooperation on the part of our own Region IV and the Italian officials.

2. It is essential that the Prefect of Rome be instructed to issue an order forthwith that only the trip ticket issued by the Ufficio Transporti di Roma are valid and any truck not in possession of this trip ticket will be impounded. The Prefect has been approached on this matter, but has not taken any action.

3. The Regional Commissioner should be asked to instruct his officers that there will be no permits issued by individual officers, to carry wine by road. The movement of wine will be entirely controlled by the Consorzio Approvigionamento Prodotti Agricole Industriali.

4. Draft letters to the Prefect and the Regional Commissioner of Region IV are attached for your approval.

5. It may be that E.N.A.C., when formed, would clear away some of these difficulties, and the matter is so urgent that we cannot afford to wait for the Decree to be published.

D.S. ADAMS
Colonel, CE.
Tn. Sub-Comm.

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Subject: - Requisitioning - Civilian Transport.

Tac Headquarters,
Allied Armies in Italy
C.M.F.
5008/CAO

28 June, '44

- CC FIFTH ARMY
- EIGHTH ARMY (Main)
- EIGHTH ARMY (Rear)
- 2 Polish Corps Thre' 26 BLM (2)
- 5 Corps

I am directed to say that, in principle, the Armies as they advance should not requisition civilian transport. Civilian vehicles should be left for use and requisition, if necessary, by ACC.

Army units cannot maintain civilian Italian vehicles, because they do not possess the necessary supply of spare parts. ACC on the other hand, can hope to keep vehicles on the road for some time by maintaining them in civilian garages. Their use by ACC obviates the necessity for diverting military transport for civil supply work.

If in particular cases it is found to be operationally necessary to requisition transport, it should be handed over to ACC as soon as the immediate need has passed.

Maj. Gen. Robertson
Signed ? ? ? ?
Major General,
Chief Administrative Officer.

A. A. I.

DHP/EMB

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- Copies to: - CC, PBS
HQ ACC (2)
D/CAO Main HQ AAI
C. (SP)

28 June, '44

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 EIGHTH ARMY (Main)
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BBR/EMB

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Copies to: - CG, PBS
 HQ ACC (2)
 D/CAO Main HQ AAI
 G. (SD)
 Q
 ST
 Ord
 EMB

C O-P-Y

JHE/rc

ROAD RAIDS TRANSPORT.

1. Vehicles available at the present time.

Military Vchs handed over for Civil Supply.	Civilian Vchs.	Captured Enemy Vchs. operated by Civilians.
1,044	1,000 approx.	1,000

Average Carrying Capacity 3 Ton.

In addition A.A.I. have made available, on occasion, further vehicles by lending General Transport Companies, but these have only been on temporary attachments and could be withdrawn at anytime. The greatest number of military vehicles at any one time has been 1500.

Under Adv. Adm. Rebelon letter 35/21/03 dated 8th Feb. '44, we were allocated 1120 vehicles, from which it will be seen that we are still vehicles short.

2. Method of Deploying Vehicles made available by A.A.I.

(a) Of the 1,044 vehicles made available 160 have been manned by Italian Military Personnel in the following manner:-
120 x 3 Tonnage forming 1001 Gen. Tpt. Coy (Italian) with British cadre.

167 x 2 1/2 G.M.C.s forming 1024 & 1025 Q.M. Truck Coys with American Officers in charge.

Two detachments of 33 and 40 vehicles named by Italian Military Personnel and allocated to Regions 2 and IV respectively.

(b) The remaining 634 vehicles were allocated to Regions by two different methods.

(1) Regions in King's Italy.

The original scheme was to sell the vehicles to the Italian Government, who in turn would sell on the hire purchase system to firms of repute to operate. It was considered that this scheme would ease the difficulties of maintenance, theft etc., on the principle that what a man has paid for he looks after. This was put forward to A.F.H.Q., who were compelled to turn it down on the grounds that the sale of S.D. property was governed by so many conditions that it was not practicable. As an alternative the vehicles were hired to the firms of repute under an agreement which provided that they would operate the vehicles as requested by the Regional Commissioner or his Representative at the rates, agreed with the Italian Government, that they would maintain the vehicles to a standard laid down by A.C.C., that they would cover all operating costs and at the end of

In addition I.A.I. have made available, on possession, further vehicles by lending General Transport Companies, but these have only been on temporary attachments and could be withdrawn at anytime. The greatest number of military vehicles at any one time has been 1500.

Under Adv. 840, Echelon letter 36/21/53 dated 24th Feb. '44, we were allocated 1120 vehicles, from which it will be seen that we are still vehicles short.

2. Method of Deploying Vehicles made available by A.A.I.

(a) Of the 1,044 vehicles made available 360 have been manned by Italian Military Personnel in the following manner: -

120 x 3 Tonners forming 1001 Gen. Tpt. Coy (Italian) with British cadre.

167 x 2 1/2 G.M.C.s forming 1024 & 1025 Q.M. Truck Coys with American Officers in charge.

Two detachments of 31 and 40 vehicles manned by Italian Military Personnel and allocated to Regions I and IV respectively.

(b) The remaining 684 vehicles were allocated to Regions by two different methods.

(1) Regions in King's Italy.

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110 x 3 tonners were hired out in this manner to

two firms: -

S.I.C.A.	55 vehicles covering Potenza & Matera
Porrovia Sud-Est	" " Bari, Brindisi & Taranto

(11)

A.C.G. Regions.

Each Region set up its own Truck Pools, with Italian managers and staff supervised by Allied Officers. The standard haulage ration were charged, out of which all operating costs were met and the hire charge referred to in b (i).

These truck pools operate in:

Naples (with branches in Avellino and Benevento) with

197 vehicles - Region III

Foggia, Campobasso, Chieti, Aquila with 193 vehicles

- Region V.

Catanzaro with 26 vehicles - Region VII

40 vehicles have been allocated to Region VIII in order

to enable to form their truck pools.

3. Civilian Vehicles Available.

It will be appreciated that the paramount reason for allocating vehicles to firms and the setting up of trucks pools was ~~the~~ the intention of drawing all available civilian haulage vehicles into these pools without having to resort to requisitioning. When requisitioning is used, trucks are hidden away, vital spare parts are removed and either hidden or sold in the Black Market.

In certain instances this was successful, but it has been considerably hampered by tardiness on the part of the Italian Government. Many meetings were held with the Undersecretary of State for Railroads and Highways, Italian Ministry of Communications.

The Undersecretary stated that in 1941, the Government issued a decree by which Transport Consorzi were formed in each Province under the control of the Prefect and all vehicles and vehicle movement were controlled by their Consorzi, giving a unified control throughout the country.

It was considered that this plan could be used to advantage, as the pools already set up by A.C.G. with army vehicles could be incorporated into the scheme. Accordingly the Government were asked to issue a decree establishing these Consorzi, because without such a decree, the Prefects are powerless to act, even if they desire to.

The decree has not yet been published despite a lapse of more than two months and the latest report is that it will be published on Saturday next, 12th August.

4. Disposition of the 1,000 Civilian trucks and 1,000 captured vehicles.

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Information on these points is not accurate at the present time, because until the Consorzi are formed and central control established, such figures are liable to alteration.

Civilian Trucks: 500 Rome, 100 Naples, remaining 200 divided between the various Provinces, in 1,000, Brindisi, Taranto, Bari.

Catanzaro with 26 vehicles - Region VII
40 vehicles have been allocated to Region VIII in order
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Civilian Trucks: 500 Rome, 300 Naples, remaining 200 divided between the various Provinces, in Lecce, Brindisi, Taranto, Bari, Matera, Potenza, Reggio, etc.

Captured Vehicles: 600 Sicily, 200 in Sardinia, 200 on Mainland.

5. General survey of Road Haulage Transport.

In 1940, Italy was using 15,000 trucks of 3½ Ton. capacity or over. Two third of these trucks were in use North of the Pisa - Rimini line. This means that we are still 1,500 vehicles short to take care of the territory of that line and as the total of

3,500 vehicles available referred to included vehicles only borrowed from the Army, a request for a further 1,700 vehicles has been put forward.

What the requirements will be North of the Pisa - Rimini

line depend on: -

- (a) that trucks are left behind by on saved from the Germans
- (b) that vehicles are left in the country by the Allied Armies.

It is safe to assume, however, that the minimum requirements for Italy will be 15,000 vehicles of 3 1/2 Ton. capacity or over.

6. One vital point, which should have been included earlier in this summary, is that we have been informed by MATOUSA that no arrangements have been made to replace any of the 300 x 2 1/2 T. V.Cs allotted to ACC. They stated further that replacements were not available, but that they would review the situation in a further 30 days. These 30 days have ~~been~~ nearly passed, but if replacements are not forthcoming it means that the 300 will gradually go off the road and it must always be borne in mind that they were not new vehicles when handed over to A.C.C.

RESTRICTED

COPY

HEADQUARTERS SERVICE OF SUPPLY
NORTH AFRIC THEATER OF OPERATIONS UNITED
STATES ARMY
APO 750

451 (SSORD)

15 July 1944

SUBJECT: Vehicles Assigned to Allied Control Commission.

TO : Commanding General, Allied Control Commission, APO 512, U.S. Army.

1. Reference Allied Control Commission cable 7122 dated 5 July 1944.
2. General purpose vehicles assigned to Allied Control Commission in this Theater are released under provisions of paragraph 13, War Department Circular #220. Special projects of this type do not provide maintenance replacements for original allocation.
3. The present status of supply of the type of vehicles referred to in such that replacements can not be made at this time. It is suggested that this request be resubmitted in approximately thirty days, at which time the status of supply may permit some relief.

For the Commanding General:

/s/
/t/

VERNON W. RICE
VERNON W. RICE
Lt. Col. A.G.D.
Adjutant General

RESTRICTED

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our ref: ACC/TH/R/9

Date : 14 Aug. 44

SUBJECT: Movement of potatoes from Lake Fucino Area.

TO : Agricultural Sub-Commission.

1. Reference to the meeting held on Friday 11 August, the following is an abbreviation of the position.

2. Seed potatoes (20,000 tons) to be distributed as follows:

a.	5,000 tons	Sicily
b.	2,000 "	Sardinia
c.	5,000 "	"
d.	2,500 "	"
e.	6,500 "	Rome Area.

Potatoes available on and from 1st October. Move to be completed by middle of March 1945.

3. Possible means of movements.

Having regard to the fact that the potatoes must be in the ground by the middle of March in the last area referred to in (2) above, there is a period of 166 days in which to complete the movement.

This means that 120 tons have to be lifted per day for that period and as the road haul is found to be a full day's haul, 80 x 3 tonners will be required.

Owing to the condition of the roads, only vehicles in first class condition will be of any use and the employment of any big civilian trucks (in 6 or 10 tonners with trailers) would appear to be out of the question.

4. Movement to the specified areas:

1(a) Sicily (5,000 tons).-- The best method of conveying these potatoes to Sicily would appear to be by road to Anzio and thence by schooner. This is almost bound to call for storage space at Anzio, as it is very unlikely that the schooner traffic could load 120 tons in a day.

The mileage from Avezzano to Anzio is 110.3 miles (218.5 km.), which is just the maximum for a one day haul, having regard to the state of the roads.

The time taken would be from the 1st Oct. - to 11th Nov. inclusive.

SUBJECT: Movement of Potatoes from Lake Lucino Area.

TO : Agricultural Sub-Committee.

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A.	5,000	tons	Sicily
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C.	5,000	"	Anglo
D.	2,500	"	Germany
E.	6,500	"	Home Area.

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4. Movement to the specified areas:

1(a) Sicily (5,000 tons).-- The best method of conveying these potatoes to Sicily would appear to be by road to Anzio and thence, by schooner. This is almost bound to call for storage space at Anzio, as it is very unlikely that the schooner traffic could load 120 tons per day.

The mileage from Avezzano to Anzio is 110.3 miles (173.5 km.), which is just over the maximum for a one day haul, having regard to the state of the roads.

The time taken would be from the 1st Oct. - to 11th Nov. inclusive.

1(b) Sardinia (1,000 tons).-- The best method here is again by road to Anzio and thence by schooner and a special bid would have to be made to AFHQ for a vessel to carry out this commitment.

As it cannot be expected that a vessel can be ordered to the exact date, it would be necessary to ask for a vessel on or after 16 Nov. and stretch this the potatoes at Anzio.

The time taken would be from 12th Nov. - to 19th Nov. (inclusive).

1(a) Puglia (5,000 tons).-- Here the method would have to be by road to railroad at Otranto, a haul of 92 miles (146 km.) over very bad roads. Any vehicle over 3 tons would appear to be out of the question.
The time taken would be from the 20th Nov. - to 31st Dec. (inclusive).

1(a) Campania (2,500 tons).-- Here the method is by road to railroad (Rome) a haul of 71.5 miles (114.5 km.).
The time taken would be from Jan. 1, to 31 Jan. (inclusive)

1(c) Rome Region (5,000 tons).-- Method is by road and it can be presumed that lorries will only be able to make one haul per day.
Time taken 22 Jan. - to 4 March. (inclusive.)

5. From the aforementioned facts it will be seen that 80 x 3 tonners will be required in constant operation from the 1st of October to the 4th of March 45. To ensure this, 100 vehicles must be available in order to allow for maintenance and breakdowns.

It is very doubtful if civilian vehicles can be made use of for the following reasons:--

a. For such a program, timetable operation is essential, and at the present time civilian transport is not trustworthy in this respect.

b. Many civilian trucks are old and lacking in essential speed and pulling power.

From this it is clear that the only efficient method would be to employ Allied military vehicles driven by Italian military personnel. Whether the situation will allow for this to be done depends upon the progress of operations and the priority afforded to the move of seed potatoes.

5. Ware potatoes (22,000 tons)

As there is the probability of the Army taking all the ware potatoes from this area it is not necessary to go into great details at the moment.

It is understood, however, that the Food Sub-Commission will press for 12,000 tons for Rome i.e. 120 tons for 100 days. If this amount is allocated it can be done by the civilian transport available in Rome because:

- a. A few days delay at any time will not have any adverse effects.
- b. A strict time table is not essential.

5. From the aforementioned facts it will be seen that 80 x 3 tonners will be required in constant operation from the 1st of October to the 14th of March 45. To ensure this, 100 vehicles must be available in order to allow for maintenance and breakdowns.

It is very doubtful if civilian vehicles can be made use of for the following reasons:-

a. For such a program, timetable operation is essential, and at the present time civilian transport is not trustworthy in this respect.

b. Many civilian trucks are old and lacking in essential speed and pulling power.

From this it is clear that the only efficient method would be to employ Allied Military vehicles driven by Italian Military personnel. Whether the situation will allow for this to be done depends upon the progress of operations and the priority afforded to the move of seed potatoes.

5. Seed potatoes (22,000 tons)

As there is the probability of the Army taking all the seed potatoes from this area it is not necessary to go into great details at the moment.

It is understood, however, that the Food Sub-Committee will provide for 12,000 tons for Rums i.e. 120 tons for 100 days. If this amount is allocated it can be done by the civilian transport available in Rums because:

- A. A few days delay at any time will not have any adverse effects.
- B. A strict time table is not essential.

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D.S. ADAMS
Colonel, CB.
Tn. Sub-Comm.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub - Commission
APO 394

ASB/hp

Ref. ACC/5146/Commerce.

31 August 1944

SUBJECT: POL - Sicily

TO : Transportation Sub-Commission

1. Attached RTO 483.7 from Region I refers and I have taken a copy for further investigation by Pet.Sec.

2. Pending full facts, I may say that we have had complaints about Sicily allocations from Italian sources who alleged that all bus and even postal services had come to a standstill. On the other hand, the Region stated in their monthly report that the POL situation was generally satisfactory. Nothing was said to the contrary at the recent Regional Commissioner's Meeting.

3. Allocations are made almost entirely on bids submitted by Regional Supply Officers, and to a lesser extent by figures submitted (usually too late to be of any use) by the Italian Ministries concerned through a central Inter-Ministerial Petroleum Committee.

4. POL is imported as a Military supply and civilian supplies are made available to CIP from military stocks and are dependent on Military Priority. Recently there has been a 25% increase in territory which has to be supplied with civilian POL complied with very heavy demands by the Military. It was therefore found necessary to freeze allocations for Southern Italy at June levels except for Agriculture where special harvest considerations apply.

5. It follows that increased allocation to INT was only possible at the expense of other civilian Services.

6. Whilst I have not the full figures it frequently happens that the Bids or demands are so high, and apparently so wild, that they cannot be met as in the case of Sicily and frequently enormously increased demands are made without proper justification being given

whereas a simple explanation of the reason for the increase would assist a proper appreciation and sympathetic consideration (without available supplies).

7. One difficulty is that we have no reliable figures of the movements of vehicles fleets from Region to Region or between Provinces and it would greatly assist if you could send us routine copies of your monthly returns with an indication of future intentions especially addition to fleets.

8. At present large number of vehicles suddenly turn up at some unexpected point and cause a frantic signal for additional supplies which could have been avoided. This occurred only a few days ago over a large timber hauling programme in Calabria (for lemon crates for export from Sicily) which must have taken considerable organization and thought over several weeks yet the requirements of POL were overlooked until the service was actually working and had caused a general shortage of POL in the area.

9. When the bid did arrive it was several times what could have been used for the stated purposes and no less than three or four conflicting figures (varying by 100%) were finally produced in support. Meanwhile the service had to be kept going by a small subsequently proved more than adequate.

10. Finally Pet. Sec. are quite rightly loath and in fact have definite orders not to grant allocations of Petroleum in excess of actual proved requirements and have recently been criticised by Washington and London for alleged excessive allocations.

In spite of this it is common knowledge that there are continuous and large supplies of POL in the Black Market. It was learned unofficially that the bus services in Sicily, although thought possibly restricted, did not cease but continued to run on Black Market Supplies.

1 Encl. (as per para. 1)

W. P. EVANS
Colonel
Director
Commerce Subcommittee

322

JHR/re

ROAD HAULAGE TRANSPORT.

1. Vehicles available at the present time.

Military Vehs handed over for Civil Supply.	Civilian Vehs.	Captured Enemy Vehs. operated by Civilians.
1,044	1,000 approx.	1,000

Average Carrying Capacity 3 Ton.

In addition A.A.I. have made available, on occasion, further vehicles by lending General Transport Companies, but these have only been on temporary attachments and could be withdrawn at anytime. The greatest number of military vehicles at any one time has been 1500.

Under Adv. Adm. Echelon Letter 36/21/03 dated 8th Feb. '44, we were allocated 1120 vehicles, from which it will be seen that we are still vehicles short.

2. Method of Employing Vehicles made available by A.A.I.

(a) Of the 1,044 vehicles made available 360 have been manned by Italian Military Personnel in the following manner -

120 x 3 Tonners forming 1001 Gen. Tpt. Coy (Italian) with British cadre.

167 x 2 1/2 G.S.C.s forming 1024 & 1025 G.S. Truck Coys with American Officers in charge.

Two detachments of 33 and 40 vehicles manned by Italian Military Personnel and allocated to Regions 2 and IV respectively.

(b) The remaining 684 vehicles were allocated to Regions by two different methods.

(1) Regions in King's Italy.

The original scheme was to sell the vehicles to the Italian Government, who in turn would sell on the hire purchase system to firms of repute to operate. It was considered that this scheme would ease the difficulties of maintenance, theft etc., on the principle that what a man has paid for he looks after. This was put forward to A.V.H.Q., who were compelled to turn it down on the grounds that the sale of V.D. property was governed by so many conditions that it was not practicable.

As an alternative the vehicles were hired to the firms of repute under an agreement which provided that they would operate the vehicles as requested by the Regional Commissioner or his Representative at the rates, agreed with the Italian Government, that they would maintain the vehicles to a standard laid down by A.C.C., that

In addition A.A.I. have made available, on occasion, further vehicles by lending General Transport Companies, but these have only been on temporary attachments and could be withdrawn at anytime. The greatest number of military vehicles at any one time has been 1500.

Under Adv. Adm. Echelon Letter 26/21/53 dated 8th Feb. '44, we were allocated 1120 vehicles, from which it will be seen that we are still vehicles short.

2. Method of Deploying Vehicles made available by A.A.I.

- (a) Of the 1,044 vehicles made available 360 have been manned by Italian Military Personnel in the following manner: -
 120 x 3 Tonners forming 1001 Gen. Tpt. Coy (Italian) with British cadre.
 167 x 2 1/2 G.M.C.s forming 1024 & 1025 G.M. Truck Coys with American Officers in charge.
 Two detachments of 33 and 40 vehicles manned by Italian Military Personnel and allocated to Regions 2 and IV respectively.
- (b) The remaining 684 vehicles were allocated to Regions by two different methods.

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As an alternative the vehicles were hired to the firms of repute under an agreement which provided that they would operate the vehicles as requested by the Regional Commissioner or his Representative at the rates, agreed with the Italian Government, that they would maintain the vehicles to a standard laid down by A.G.C.; that they would pay all operating costs and at the end of each month pay into the Bank a sum of money equal to 2.02 lire per vehicle kilometer for every kilometer operated. A standard combined work ticket and delivery note makes the checking of this a comparatively easy matter.

110 x 3 tonners were hired out in this manner to

two firms: -

S.I.T.A.	55 vehicles covering Potenza & Matera
Ferrovie Sud-Est	55 " Bari, Brindisi & Taranto

(11) A.C.C. Regions.

Each Region set up its own Truck Pools, with Italian managers and staff supervised by Allied Officers. The standard haulage rates were charged, out of which all operating costs were met and the hire charge referred to in b (1).

These truck pools operate in: -
Naples (with branches in Avellino and Benevento) with 197 vehicles - Region XII
Foggia, Campobasso, Chieti, Aquila with 183 vehicles - Region V.

Catanzaro with 26 vehicles - Region VII
40 vehicles have been allocated to Region VIII in order to enable to form their truck pools.

3. Civilian Vehicles Available.

It will be appreciated that the paramount reason for allocating vehicles to firms and the setting up of truck pools was ~~with~~ the intention of drawing all available civilian haulage vehicles into these pools without having to resort to requisitioning. When requisitioning is used, trucks are hidden away, vital spare parts are removed and either hidden or sold in the Black Market.

In certain instances this was successful, but it has been considerably hampered by tardiness on the part of the Italian Government. Many meetings were held with the Undersecretary of State for Railroads and Highways, Italian Ministry of Communications.

The Undersecretary stated that in 1941, the Government issued a decree by which Transport Consorzi were formed in each Province under the control of the Prefect and all vehicles and vehicle movement were controlled by their Consorzio, giving a unified control throughout the country.

It was considered that this plan could be used to advantage, as the pools already set up by A.C.C. with army vehicles could be incorporated into the scheme. Accordingly the Government were asked to issue a decree establishing these Consorzi, because without such a decree, the Prefects are powerless to act, even if they desire to.

The decree has not yet been published despite a lapse of more than two months and the latest report is that it will be published on Saturday next, 12th August.

4. Disposition of the 1,000 Civilian trucks and 1,000 captured vehicles.

Information on these points is not accurate at the present time, because until the Consorzi are formed and central control established, such figures are liable to alteration.

Civilian Trucks: 300 Rome, 300 Naples, remaining 200 divided between the various Provinces, in Lecce, Brindisi, Taranto, Bari.

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Civilian Trucks: 500 Rome, 300 Naples, remaining 200 divided between the various Provinces, in Lecce, Brindisi, Taranto, Bari, Matera, Potenza, Reggio, etc.

Captured Vehicles: 600 Sicily, 200 in Sardinia, 200 on Mainland.

5. General survey of Road Haulage Transport.

In 1940, Italy was using 15,000 trucks of 34 Tons capacity or over. Two third of these trucks were in use North of the Pisa-Rimini line. This means that we are still 1,500 vehicles short to take care of the territory ^{SOUTH} of that line and as the total of

3,500 vehicles available referred to included vehicles only borrowed from the Army, a request for a further 1,700 vehicles has been put forward.

What the requirements will be North of the Pisa - Rimini line depend on: -

- (a) What trucks are left behind by on saved from the German
- (b) What vehicles are left in the country by the Allied Armies.

It is safe to assume, however, that the minimum requirements for Italy will be 15,000 vehicles of 3 1/2 Ton. capacity or over.

6. One vital point, which should have been included earlier in this summary, is that we have been informed by NATOUSA that no arrangements have been made to replace any of the 300 x 2 1/2 G.M.Cs allotted to ACC. They stated further that replacements were not available, but that they would review the situation in a further 30 days. These 30 days have ~~been~~ nearly passed, but if replacements are not forthcoming it seems that the 300 will gradually go off the road and it must always be borne in mind that they were not new vehicles when handed over to A.C.C.

9 August 1944

T I R E S

1. The number of vehicles in liberated Italy that is now immobilized because of lack of tires is 6,411. Of this number 3,283 are vehicles which are essential for the health and self-sustenance of the liberated regions.

To put these vehicles in operation requires the delivery and mounting of 11,054 casings and 11,695 tubes. This figure is reflected in the requisition which is now in the hands of the G.C.S. in Washington.

Our stock of usable tires in Italy amounts to 954 tires and 182 tubes, of which more than 30% are for motorcycles. This stock is now being distributed and within 6 days every tire now in Italy (and in servicable condition) will be on the road.

2. Plants for the manufacture, repair and retreading of casings and for the manufacture and repair of inner tubes are in process of rehabilitation. Of the total of fourteen plants within the area where operation is possible one (1) is operating at complete efficiency with a monthly production of about 900 tires; and one (1) is idle because of lack of machinery; two (2) are inoperative because of unavailability of power; four (4) have been bombed to an extent that repair will require several months and six (6) are in a condition to do minor repair work. These six are now idle due to lack of raw material. If all these plants were in operation the total output would represent about 20% of the total requirements now existent. (This figure based on monthly requirements.)

3. We have collected some 35,000 tires for repairs. Of this number five thousand have been inspected and those susceptible of repair work have been forwarded to repair plants. 4% of this number can be repaired. 96% are scrap.

(It should be noted that in this category the four percent represent tires that can be repaired; in ordinary times about half of this number would be classed as "rejected" and it serves as a commentary on the desperate need which exists that we are now effecting repairs on tires that tie up one machine for an entire day because of the lack of suitable repairable stocks.)

Thousands of casings have been damaged beyond repair by the Germans before their retreat. Their system of "bring two tires and get one" has exhausted the repairable tire reservoir that ordinarily exists. The repair work which they did for civilian vehicles was done with a view to putting the tire in service for several hundred miles only and we now have thousands of their repair jobs which are destroying tubes and which cannot be remoulded. Repairable casings are difficult to collect because inhabitants of the outlying districts cut them up for various personal, household and farming utilities.

4. Pending import of stocks for immediate need (prewar importation amounted to about 70,000 tires yearly) (1933-1934 and 1936 averages) repair and manufacture (within the scope of this country's ability) will be inadequate. The area now liberated represents the demand area, the supply area yet to be taken (Milan, Torino etc.) will undoubtedly be damaged beyond productivity for a six to eight months period.

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