

ACC

AC237/TN.4

10000/141/2315

ROAD
JUN.-JUL.

10000/148/2315

ROAD SECTION - INFORMATION
JUN. - JUL. 1944

HEADQUARTERS
ALLIED CONTROL COMMISSION
TRANSPORTATION SUB - COMMISSION

Subject : Road Haulage Scheme - Region II
To : The Director, Transportation Sub - Commission, A.C.C.
From : Major J.H. Bordass.

J.H.B./1.

1. A conference was held with the Regional Commissioner and he has issued orders that Provincial Commissioners will appoint Provincial Transport Officers.

2. These Provincial Transport Officers will work in close contact with the Motor Transport Officers supplied by the Transportation Sub - Commission.

3. Personnel.

Having regard to paras. (1) and (2) above, the set up in Region II is as follows.

<u>PROVINCE.</u>	<u>MOTOR TRANSPORT OFFICER.</u>	<u>PROVINCIAL TRANSPORT OFFICER.</u>
Bari	Lt. Clark.	Lt. O'Leary.
Brindisi	Lt. Clark.	Lt. Zimmerman.
Matera	Capt. Roberts.	Lt. Verdirame.
Potenza	Capt. Roberts.	Lt. Sacken.
Lecce	Mr. Denman (W.O.).	Capt. Dawson.
Taranto	Mr. Denman (W.O.).	Lt. Molfetto.

4.

P.O.L.

Contact was made with Major Williams (A.D.S.T (Pet) Dist-two) and on my first visit it was ascertained that the P.O.L. arrangements were far from satisfactory. HQ No. 2 District C.M.F. letter ST/4261/2. dated 15 May (Appendix "A" to this report) does not cover the vehicles hired to S.I.T.A. and FERROVIE SUD-EST. I explained to Major Williams that these firms should draw through C.I.P. and he was in entire agreement, but the difficulty was that at the moment C.I.P. have not stocks of British oils. He stated that he would make arrangements to cover this matter and on my second visit this had been done.

The procedure for obtaining P.O.L. for these vehicles is as follows and comes into force as for the month of June. The Provincial Supply Officer will forward his monthly application to the Pet. Section A.A.I. for petrol and oil (by types) and it will be the responsibility of the Pet. Section to see that C.I.P. have the necessary supplies at the correct places.

Major Williams pointed out that it was essential that C.I.P. should be made to organise their business so that they had the correct quantities at the required points. A point in question is, that my second visit to Major Williams was on Thursday, 18th May and he wished to contact C.I.P. in connection with my visit. It was, however, a holiday and there

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5. Maintenance.
Contact was made with Major Donald (D.D.M.E. Dist -two) and arrangements have been made to supply him with the W.D. numbers of the vehicles operated by S.I.T.A. and Ferrovie Sud-Est and where they are stationed. He will notify the various R.E.M.E. depots that they are to accept these vehicles for heavy maintenance. The set up is as follows.

<u>HEADQUARTERS</u>	<u>PROVINCE</u>	<u>VEHICLES</u>
Bari	will use 607 L of C Workshops.	
Taranto	" " 315 Port Workshops.	
Brindisi	" " 15 Port Workshops.	
Potenza	" " 652 Service Station.	
Lecce	will use 315 Port Workshops or 15 Port Workshops,	

whichever proves to be the most convenient.

It is of interest to note that the 652 Service Station R.E.M.E. at Potenza use S.I.T.A. equipment and personnel for their heavy repairs.

...../2.

- 2 -

6.

Present Situation.

(a) POTENZA. Capt. Roberts has got matters well in hand and the situation has improved considerably. Maintenance is being carried out in a satisfactory manner, but it has not been practicable to garage all the vehicles in Potenza at the moment. This, however, will be accomplished in the coming of the next few weeks.

The Regional Commissioner has ordered that 10 trucks will be transferred from Potenza to Matera, which will make the allocation as follows :-

Potenza 30 x 3 Tonners.Matera 25 x 3 Tonners.

(b) MATERA. Situation satisfactory and is very much easier to control owing to it being Regional Headquarters.

(c) BARI. 40 trucks located here. Lt. Clark has got the maintenance well in hand and has expressed his satisfaction as to the way Ferrovie Sud-Est are working.

(d) BRINDISI. There are no vehicles here at the moment, but I visited the Provincial Commissioner with Dr. Zoldester, the Sud-Est District Manager. A good site has been chosen for workshops and parking of vehicles, but this site is already occupied. Lt. Zimmerman, however, was confident that he could get it released and he is keeping close contact with Dr. Zoldester. Brindisi will be the last Province to draw vehicles and they will draw 15.

(e) LECCE. 15 vehicles have been allocated and they will be drawn after Taranto. Dr. Zoldester is the Sud-Est Manager for this Province as well as Brindisi, but here Sud-Est have an excellent workshop and garage. The only difficulty is that the Italian Air Force use the garage for the parking only of approximately 38 vehicles. It is only used as an overnight park and the Provincial Commissioner is taking the matter up with the Italian General, and it is hoped that it can be cleared amicably.

(f) TARANTO. This is the next Province to draw vehicles. They are allotted 25 and the first 12 will be drawn on Monday 22 May. The site here is not too good at the moment, but it has considerable possibilities and Mr. Denman is working on it with all possible speed.

7.

General.

The whole organisation is beginning to take shape and the maintenance situation is well in hand. I propose to visit all the Provinces again, before I leave the Region, but I am sure that a few weeks will see the organisation working well. As regards pulling all civilian haulage vehicles into the pools, this will be done at the earliest possible moment and in fact it has been done to a great extent in Matera and Bari. In my opinion, however, this cannot be done with 100 percent efficiency until we have our own organisation functioning correctly.

256

J.H. BORDASS.
Major, R.A.S.C.

0462

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356

JHB/WEC.

J.H. Bordass
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Major, R.A.S.C.,
Transportation Sub-Commission.

SUBJECT: - R.O.L. Issues to Civilian and Allied Military
 Vehicles used for A.C.C. purposes.

S.T. 22 Area
 S.T. 3 Base Sub Area
 S.T. 50 Sub Area
 S.T. 71 Sub Area

HQ. No 2 District
 C.M.S.
 ST/4261/2
 15th May 44.

A. A.C.C. Establishments Memorandum No 12 dated 21 April 1944 has been issued to ACC officials and should simplify the question of issues of POL to A.C.C. civilian type vehicles.

Relevant extracts of memo No 12 are given below:-

" (1) Every civilian type motor vehicle used for official purposes by A.C.C. will as from 1st May 1944.

- (a) be properly requisitioned;
- (b) be registered with HQ. ACC and by the Region in which it operates;
- (c) display on the windshield an approved certificate of registration (para. 2);
- (d) bear the authorised marking of ACC and an identification number.

(2) The identification marks referred to in para 1 (c) above will consist of the green and white rectangle of ACC on both sides and on the rear of each vehicle, with the registration number immediately below it. The registration number will be that shown on the Certificate of Registration. Size of rectangle to be 6" x 9" with letters and numerals within the rectangle to be 2" high. Numerals of registration number to be 3" high. All redundant marks will be obliterated, except official WD numbers. All markings will be so placed as to be plainly visible.

(3) ACC identification marks and certificates of registration will NOT be assigned to any civilian type vehicle to which ACC has no proper title or which is not required for official use.

(4) ACC civilian type vehicles will not be licensed in accordance with Italian law, nor carry the motor vehicle circulating permits issued by the civil authorities.

(5) Civilian type vehicles to which ACC has no proper title or right of use will not be used for official purposes or provided with petroleum products, tires, or service under any circumstances.

(6) No markings other than those described above and official WD numbers will appear on the vehicle. Under no circumstances will the letters ACC or AMG appear, other than the ACC within the green and white rectangle.

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(7) No petroleum products of any kind will be provided from military sources to a civilian type vehicle, which does not bear ACC identification marks and a current certificate of registration."

B. Other types of vehicles have also caused difficulty, and the following definitions should assist:-

(1) Italian Military Vehicles. Vehicles owned by the Italian Navy, Army or Air Force, and driven either by Italian military personnel or drivers paid by the Italian Armed forces. Vehicles to be regarded as military whether employed on Italian Military or Allied Military or

Italian Civil Tasks. POL to be obtained through CIP on Italian Military allotment unless forming permanent part of Allied Order of Battle, when POL is obtained from W.D. Sources.

(2) Allied Military Vehicles. Vehicles owned and operated by Allied Forces including civilian vehicles requisitioned and operated by the Allied Forces and driven by Allied Military drivers of drivers employed directly by Allied Forces. POL to be obtained from ordinary WD sources. This covers inter alia Italianised G.T. Coys, requisitioned vehicles of ACC (see (A) above), US and WD vehicles driven by civilians

(3) Civil Vehicles? Vehicles for whose employment a payment is made to civilian operator. In certain instances this description covers Italian Army vehicles, sublet to civilian operators. POL to be obtained through CIP against coupons.

C. No issues from WD sources paras (A) and (B) above will be made except on production of work ticket or equivalent document.

/PAL

Colonel

D.D.S.T.

Copies to: - File 4281/1
4287
4251

354

John
SUBJECT: Road Distances

From Sec (Tn 501)
U-5221
Headquarters,
Allied Armies in Italy
Nov 1/203.

TO : Distribution below.

12 Jul 44.

Reference Nov 1/203 of 8 Jul 44.

Delete details of Route 3 - ROME to FANO and substitute the following: -

ROME to FANO - ROUTE 3.

ROME	FERRI	CIVITA CASTELLANA	VERVI	INTRA	SPOLETO	FOLIGNO	NOCERA	FOSSOMERONE	FANO
CIVITA CASTELLANA 32									
TERNI 54	22								
TERNI 61	29	7							
SPOLETO 77	45	23	16						
FOLIGNO 94	62	40	33						
NOCERA 105	73	51	44	28	11				
FOSSOMERONE 158	120	104	97	51	64	53			
FANO 174	142	120	113	97	80	69	16		

John Walker
Brigadier,
DAG (Gpx)
3.3.3

Distribution: - as per Nov 1/203 dated 8 Jul 44.

ROUTE to FANO -- ROUTE 3.

ROUTE	TERMI	CIVITA CASTELLANA	PERUSSA	TRIVOLI	SPOLITO	FOLIGNO	NOCIERA	FROSSOMBRONE	FANO
		32							
	54	22							
	61	29	7						
	77	45	23	16					
	94	62	40	33	17				
	105	73	51	44	28	11			
	158	126	104	97	51	64	53		
	174	142	120	113	97	80	69	16	

John F. Kennedy
 Brigadier,
 DCMC (33X) 3

Distribution: - As per Nov 1/203 dated 8 Jul 44.



15 Jul
 1944

Col. Vining.

HEADQUARTERS

ALLIED CONTROL COMMISSION

Transportation Sub-Commission

APO 394

CWAP/re

Tn/TP

5 July 1944.

SUBJECT: Civilian Tyre Repairers in Naples Province.

TO : Economic Section, (Attn.: Col. D.S. ADAMS).

As instructed, I visited three Civilian Tyre Repairers in Naples today, and my report is as follows: -

1. DALLA VECCHIA.

(a) This man owns two machines, which can only do vulcanising and repair work of a minor nature, such as repairing blowouts, etc. He has no moulds, and can do no re-treading, but can repair tyres of any sizes. He is already doing work for a Major Fletcher, Assistant Executive Officer, AMGOT, Region III, and displayed a notice signed by that Officer, stating that this workshop is not to be requisitioned, since such would seriously affect work for AMGOT.

(b) Dalla Vecchia employs seven or eight workmen, and can turn out from sixty to seventy tyres for week. This number is, however, restricted by lack of material which he supplies himself, at present, from old stock and from any source, including Rome, from which he can obtain same. Maj. Fletcher does not supply any materials for the jobs he has done.

(c) About six weeks ago, Dalla Vecchia put in to Major Wood, Industry and Commerce Sub-Commission, HQ. ACC., a request for materials in detail, based upon the turning out of one hundred tyres per week, of which figure his machines would be capable, provided adequate materials were supplied. Maj. Wood assured him that materials would be forthcoming, but so far there has been no development.

(d) Dalla Vecchia's machines were damaged by the Germans, but he has been able to repair them, and they are now in full working order. Little maintenance is necessary, and his workmen are able to carry this out without any difficulty. He does not consider that any major replacements or repair work to his machines, of which he would not be capable, are likely to occur at any time.

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2. DE GREGORIO.

(a) This man owns one large and two small machines. Their capabilities are exactly the same as those of Dalla Vecchia. De Gregorio is not, at present, working for any Allied institution and has, indeed, applied to do so. At the moment, he is merely doing private work, which is very small, his average output per week being only about fifteen tyres. He employs five workmen and, given the work, could turn out fifty tyres per week on his existing machines, which are in full working order. One of those machines, however, was recently purchased by him to replace his best one, which was requisitioned and taken away about a month ago by a British Officer. (Requisitioning slip and name and Unit of Officer attached).

0470

His replacement is a vastly inferior machine and, if the original could be returned, his output could be doubled, i.e. one hundred tyres per week.

(b) Material at present at his disposal is of a very bad quality (the rubber can easily be pulled to pieces by hand) and he would need to be supplied with good quality material by us.

3. DIENER.

This man has only one machine and has already more work from the Royal Navy than can cope with. I understand from Major Giles that he was approached the Naval Authorities on this point.

4. I interviewed Major Giles, who informed me that full details of the three workshops enumerated above had been collected and submitted by him, as was also the case with the fourth workshop at Garigliano, which I therefore did not visit.

Chappelle, Capt.

C.W.A. PEPPER, Capt.

Copy To: Requisition Division, HQ. AEC.

Lead Vining Sec 4/7/44

237/7

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CWP/re

Tn/125/21

3 July 1944.

TO : LT. Col. L.E. Vining, Transportation Sub-Commission,
HQ. ACC.

Sir,

1. At approximately 1200 hours this morning, I received a visit from an Italian Sergeant-Major and his driver. The Sergeant-Major had been placed in charge of a Convoy of ten lorries despatched here from Rome on the orders of Lt. Col. J. J. Carnes for the purpose of taking back new and C-1 tyres.

2. The Italian Sergeant - Major's report is attached, together with an English translation.

3. On receipt of this report, I informed the Italian Sergeant-Major that I would do my best to find him the escort for the return journey for which he was asking.

4. I thereupon called upon Col. Miller (G-4) during the afternoon, since I had heard that one of his Officers was taking three trucks to Rome tomorrow.

5. Col. Miller made enquiries, and arranged that our lorries should be escorted by some British Officers, who were also going.

6. On my return to the Transportation Sub-Commission Office, I telephoned our Region III Garage where, the Italian Sergeant-Major had told me, the trucks were waiting. I intended to give full instructions for tomorrow.

7. I was informed that the Italian Sergeant-Major, on his return to Region III Garage from this Office after making out his report, had discovered that the five trucks had loaded up with tyres and left for Rome at approximately 1430 hrs, without instructions to do so. He himself immediately got off in his own truck -- the sixth -- in an effort to overhaul them.

8. The arrangements made with Col. Miller have therefore had to be cancelled.

9. As it would appear that the Sergeant-Major complaint in a very serious one, it is respectfully requested that representation be made with a view to securing a reliable escort for future convoys.

*Chad Heffer, Capt.
RASC.*

It is suggested that, in view of the fact that the convoy was proceeding from Rome to Naples, and return, escort should be provided from Rome.

MM 4/7

Copy sent to C. B. C. [unclear] 34 [unclear] (11 [unclear])

Napoli, 3 Luglio 1944.

Il sottoscritto, Serg.te magg.re LOMAGISTRO COSIMO fu Lorenzo appartenente alla 1024 Compagnia Autieri 210 Divisione di stanza in Roma (S. Paolo).

Il comandante la 1024 Comp. Autieri Cap. (non rammento il cognome) mi ha comandato di presentarmi a Piazza Ragusa in Roma per ricevere ordini con dieci macchine del tipo G.M.C. (tre assi). Giunti a quest'ultima località, il capo colonna si è presentato al Comando Alleato ove era un Americano, interprete, il quale ha detto: - Aspetti che arriva la scorta, dopo circa trenta minuti lo stesso interprete Americano ha ordinato di partire per Napoli anche senza scorta e presentarsi dal Capt. Moretti, in Via Brindisi 61, Regione tre garagi.

Partito da Roma alle ore 8,45, giunto a Podere 833 Via Appia a circa 15 Km. dalla capitale veniva fermato da un agente di Polizia Americana, il quale con arroganza apriva il cofano della macchina asportando il filo che, attacca la calotta della distribuzione alla bubina - immobilizzando l'autovaro per alcune ore, dopo di ciò si trovava un pezzo di filo elettrico facendo sì che l'automezzo potesse funzionare perfettamente; arrivato a Littoria lo scrivente si è presentato al Comando Alleato per far presente ciò che era avvenuto, non vi era nessuno, ha atteso per circa mezz'ora non ha visto giungere nessuno ed ha proseguito per Roma.

In quel frattempo dell'inconvenienza le altre macchine proseguivano due delle quali sono rimaste indietro oppure hanno cambiato strada. Qui attualmente ce ne siamo sei, ne attendiamo altre quattro, non so se sono giunte o no.

Da Via Brindisi ci manco dalle ore 8,30

/Firmato/ Seg.te maggiore
LOMAGISTRO COSIMO

Naples, 3rd of July 44

T The Staff Sergeant LOMAGISTRO COSIMO, attached to the 1024th Drivers Company, 210th Division, settled in Rome (S. Paolo) brings to your notice the following:

The Captain Commanding the 1024th Company ordered me to go to Piazza Ragusa (Rome) and receive orders, with 10 trucks G.M.G. 6 x 6. I went to the Allied Command, where an American soldier told me that it was necessary to wait for an escort, but after about 30 minutes the same soldier ordered me to start for Naples, without escort, and to go to Captain Moretti, 61 Via Brindisi, Region 3 garage.

At Farm 833 (Pontine Marsh markings along highway 7) about 15 Kms from Rome, an American M.P. stopped my truck, opened the motor hood and took the coil wire connecting the distribution with the coil, so that the truck was unable to run.

We repaired the damage by using covered wire. At Littoria I went to the Allied Command, but no one was there; after waiting half an hour, I drove on to Naples.

The other trucks drove on to Naples, while I was at Littoria, but only six arrived at Naples at 0830 hrs this morning, when I left 61 Via Brindisi.

Staff Sergeant
LOMAGISTRO COSIMO.

ACP/gfb

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Reference : ACC Ta/237/6

Date : 24 June '44

TO : Vice President,
Economic Section,
H.Q., ACC.

SUBJECT : Road Haulage in Sicily.

1. Attached is a considered document dealing with the road haulage position in Sicily, and containing recommendations of steps to be taken to put the business on a satisfactory footing.
2. It is suggested the scheme should be put before the Regional Commissioner, Region I for his approval, and then action be taken to introduce the proposed organization as outlined in the memorandum.
3. Our Road Representative in Sicily, Lt. I Calvanese would be fully capable of ensuring the satisfactory introduction of the plan and its subsequent development.
4. If you desire that I proceed direct on the lines suggested, I will take the necessary action.



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

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

JHB/re

Tn/76/35

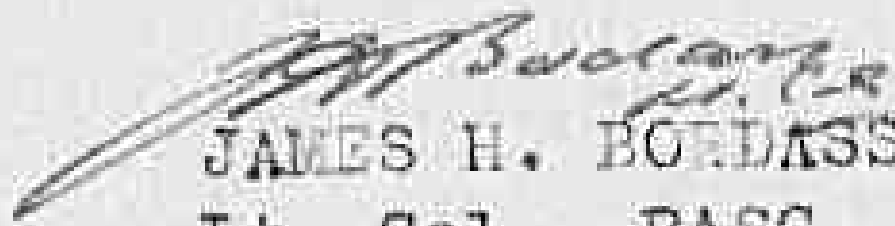
22 June 1944.

SUBJECT: Sicily.

MEMO TO: Director, Transportation Sub-Commission A.C.C.

1. Attached please find memorandum on the Road Transport situation in Sicily and which is the result of discussion with Lt. Calvanese.

2. Memorandum is in triplicate for disposal as you may deem necessary.


JAMES H. BORDASS
Lt. Col., RASC.

Incl.:

JHB/re

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

21 June 1944.

SUBJECT: Road Haulage, Sicily.

MEMO TO: The Director, Transportation Sub-Commission.

A. General survey of the position in Sicily.

At the present time the Istituto Nazionale Trasporti (I.N.T.) are operating on behalf of A.C.C. 685 load carrying vehicles and A.C.C. goods are carried free. These 685 vehicles are made up of captured German and Italian trucks and some requisitioned trucks. The haulage rates in force are on a quintal Km. basis and therefore are not in accordance with the rates agreed with the Italian Government. As from the 1st July the standard rates (per vehicle Km.) will be put into force and all carriage of goods will be paid for.

In addition to these 685 vehicles, there are in Sicily 2,271 civilian load carrying vehicles in operation over which the only control is that of permits and petrol coupons, neither of which appear to be very difficult to obtain and as regards the latter, "Black Market" petrol is available. Appendix 'A' shows how these trucks are divided up among the Provinces.

B. Recommendations.

These are divided into two parts: -

- I. The Establishment of a Juridical Status for I.N.T. in that:
- (a) The authority and control of I.N.T. management, operations and financing be the responsibility of the Ferrovie Dello Stato under the Director of the Ferrovie.
 - (b) The administration of the Ferrovie and that of the Istituto Nazionale Trasporti be kept entirely separate.
 - (c) The Direttore Generale of I.N.T. with full authority.

A. General survey of the position in Sicily.

At the present time the Istituto Nazionale Trasporti (I.N.T.) are operating on behalf of A.C.C. 685 load carrying vehicles and A.C.C. goods are carried free. These 685 vehicles are made up of captured German and Italian trucks and some requisitioned trucks. The haulage rates in force are on a quintal Km. basis and therefore are not in accordance with the rates agreed with the Italian Government. As from the 1st July the standard rates (per vehicle Km.) will be put into force and all carriage of goods will be paid for.

In addition to these 685 vehicles, there are in Sicily 2,271 civilian load carrying vehicles in operation over which the only control is that of permits and petrol coupons, neither of which appear to be very difficult to obtain and as regards the latter, "Black Market" petrol is available. Appendix 'A' shows how these trucks are divided up among the Provinces.

B. Recommendations.

These are divided into two parts: -

I. The Establishment of a Juridical Status for I.N.T. in that:

- (a) The authority and control of I.N.T. management, operations and financing be the responsibility of the Ferrovie Dello Stato under the Director of the Ferrovie.
- (b) The administration of the Ferrovie and that of the Istituto Nazionale Trasporti be kept entirely separate.
- (c) The Direttore Generale of I.N.T. with full authority and responsibility to manage and operate I.N.T. be responsible to the Director of the Ferrovie for instructions.
- (d) The title to the whole of I.N.T. remains with A.C.C. until such times as final instructions for the disposition of this equipment are received.
- (e) A.C.C. retain control over I.N.T. and the right to terminate this arrangement as to any or all of the said vehicles without prior notice.

II. The Control of the Civilian Owned Haulage Vehicles.

(a) Once the Decree has been issued by the Italian Government for the formation of the Ente Nazionale Autotrasporti, it is understood that it will be possible to issue, through the Ministero Delle Comunicazioni, specific instructions relating to particular Regions.

(b) The set up in Sicily should be: -

(i) A Regional Board or Consorzio constituted of the following or their representatives:

The High Commissioner
Director of Railways
Director of I.N.T.
Director Compartimentale Motorizzazione
Director Consorzio Agrario
Representative of Civilian Haulers

(ii) Provincial Boards or Consorzi constituted of the following or their representatives:

Prefect
Representative of Ministero Delle Comunicazioni
Director of Provincial Consorzio Agrario
Representative of Civilian Haulers
Provincial Manager I.N.T.

(iii) In addition to the primary object of these Boards, which should be to ensure that all load carrying vehicles are registered into the provincial "pools" and that those owners, who fail to register their vehicles suffer the penalty of confiscation, their main functions should be to see that the correct haulage rates are charged, decide the priority of goods to be carried and determine the documents to be used in the accounting and to be carried on the vehicles.

(c) A.C.C. will at all times exercise supervisory and advisory powers over these Boards.

ms
JAMES H. BORDASS
Lt. Col., RASC. 313

Appendix 'A'

No OF TRUCKS

PROVINCE.	A.C.C. I.N.T.	REGISTERED CIVILIAN VEHICLES		
		20 Q11.	20 - 35 Q11	OVER 35 Q11.
Palermo	244	666	85	41
Caltanissetta	46	41	5	23
Catania	71	441	86	46
Messina	150	207	29	27
Trapani	50	164	18	5
Enna	29	22	16	5
Siracusa	40	89	19	12
Ragusa	20	28	19	18
Agrigento	35	150	4	5
TOTAL	685	1808	281	182

The average carrying capacity of the A.C.C. - I.N.T. trucks is 30 q11.

HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
APO 394, U.S. Army

T 51-32

7 June 44

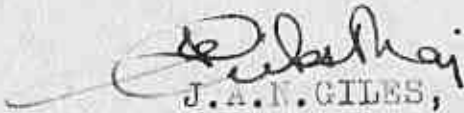
SUBJECT: German Tyres

TO : Transportation Sub-Commission

I suggest that Vincenzo Schiavo be ordered to handover tyres referred to in attached correspondence to Prov. Commissioner Salerno, as all Enemy property is ipso facto the property of A.A.I.

As I am unable to correspond with Italian ministries, would you please inform them to that effect.

JG/td.


J.A.N. GILES,
Major.,
Regional Tptn. Officer

Copy to: Adjutant's File.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our Ref :

Date : 10 Jun 44

TO : Lt-Col Cernes,
Road Section,
H.Q. A.C.C.

1. It has come to my notice that Lt-Col Findlay of Region IV was offered the services of Lt-Col Bordass. Lt-Col Findlay got in touch with Col Edwards also of Region IV who agreed to accept the services of Lt-Col Bordass.

2. Lt-Col Findlay next visited your office and in your absence interviewed Lt-Col Purdy regarding Lt-Col Bordass being transferred to Region IV.

3. All this without my knowledge or consultation.

4. Region IV have the following officers assigned to them as Transport Officers :-

Capt McCarthy

Rome Party

To be merged in
Region IV

Lieut A. Scott

Lt-Col C.W. Birchett

Lieut P.A. Gillespie

Major C.E. Sowers

Lieut McCollough

Capt Santini

Capt O.S. Jessup

1st Lieut Cacchiore

1st Lieut M. Verbure

I have already written them as to the disposal of their Transport Staff.

5. If Region IV require strengthening in this connection they should apply to me, giving full justification for their request.

6. If I am convinced that Region IV requires an additional officer, I am prepared to consider the transfer of Lt-Col Purdy, who has only very recently joined this Headquarters and therefore his services are available without dislocation of this Head Office set up.

Road Section,
H.C. A.C.S.

1. It has come to my notice that Lt-Col Findlay of Region IV was offered the services of Lt-Col Boddess. Lt-Col Findlay got in touch with Col Edwards also of Region IV who agreed to accept the services of Lt-Col Boddess.
2. Lt-Col Findlay next visited your office and in your absence interviewed Lt-Col Purdy regarding Lt-Col Boddess being transferred to Region IV.
3. All this without my knowledge or consultation.
4. Region IV have the following officers assigned to them as Transport Officers :-

Capt McCarthy	<u>Rome Party</u>	To be merged in Region IV
Lient A. Scott	Lt-Col C.A. Birchall	
Lient P.A. Gillespie	Major S.B. Dowers	
Lient McCallough	Capt Santini	
	Capt O.C. Jessup	
	1st Lient Cacciatore	
	1st Lient M. Verbure	

I have already written them as to the disposal of their Transport Staff.

5. If Region IV require strengthening in this connection they should apply to me, giving full justification for their request.
6. If I am convinced that Region IV requires an additional officer, I am prepared to consider the transfer of Lt-Col Purdy, who has only very recently joined this Headquarters and therefore his services can be made available without dislocation of this Head Office set up, whereas, Lt-Col Boddess has been with the Sub-Commission H.C. 376 in charge of the Road Section (until recently) since October 1943 and has been responsible for producing the Directive on Road Transport Organisation and is fully aware of all details of the present set up, and his services are much too valuable to me at this Headquarters for him to be assigned to a Region.
7. It is of paramount importance the heavy demands for road vehicles, and the receipt of many from British sources, a Senior British Officer be available for dealing with problems relating thereto.
8. In all the circumstances I cannot agree to his services being

(2)

transferred away from the Transportation Sub-Commission Headquarters.

9. No officer of the Rail, Water, or coal section of the Transportation Sub-Commission is moved without my orders and obviously the same principle must apply to the Road section of the Sub-Commission.

10. When you are away from this Headquarters there is only Lt-Col Bordass left to carry on the work - as Lt-Col Purdy is new and only temporarily attached and cannot be expected to deal with Road section matters until he has had sufficient time to gain the necessary experience of the present organization and the details connected with it.

11. If any orders have been passed for the transfer of Lt-Col Bordass to Region IV or elsewhere will you kindly take steps to have these orders cancelled, as I do not agree with or approve of them.



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

Copy to :- Economic Section - Personnel Branch for information.

temporarily attached and sufficient time to gain the necessary experience matters until he has had sufficient time to gain the necessary experience of the present organization and the details connected with it.

11. If any orders have been passed for the transfer of Lt-Col Nordeas to Region IV or elsewhere will you kindly take steps to have these orders cancelled, as I do not agree with or approve of them.

L.V.

L.V. VINING,
Lieut-Colonel,
Director, Transportation Commission, ACC.

Copy to :- Economic Section - Personnel Branch for information.

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