

0872

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

ACC

AC291/TN4

10000/148/2322

IN

111-17

0878

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

10000/148/2322

INVESTIGATION OF ROAD
MAY-MAY 1944 FACILITIES

The Ministry of Communications, by order of the June 3d 1944 has settled that the raising to be done to tariffs for transportations for prisons, must be approved by the A.C.C. Transportations Sub-Commission, because this service ~~whse~~ concerns whole the liberated territory.

The Ministry has settled also that the raisings be examined by the General Inspector of the Civilian Motorization and Transportations in Concession, settled N° 27, Via Crispi Naples, only for what the technical part is concerned.

The contractors have been invited to settle the new contract by the 21th, 22d, 23d, 24th of this June.

646

Il Ministero delle Comunicazioni, con nota

3 Giugno 1944, n.1916/m/IV/I ha espresso il parere che le maggiorazioni da apportare alla tariffa dei trasporti carcerari siano approvate previamente dalla sottocommissione dei trasporti della Commissione Alleata di Controllo, trattandosi di servizio che, pur non essendo pubblico, interessa tutte le province del territorio liberato.

A parte ciò, il detto Ministero ha suggerito comunque che le maggiorazioni siano ~~essenziali~~ esaminate dal punto di vista tecnico dall'Ispettorato Generale della Motorizzazione civile e dei trasporti in concessione, il quale ha sede in Napoli, via Crispi n.27.

Aggiungo che le imprese sono state invitate per concordare le nuove condizioni per i giorni 21, 22, 23 e 24 del corrente mese di Giugno 1944.--

=.=.=.=.=.

TRANSPORTATION FOR THE PRISONS

=====

As everybody knows, the transportations cost, above all because tires, spare pieces etc ; are continually raising, is very dear and may not estimate exactly.

However, we can, at least approximately, estimate the expenses to be incurred helping uselves, as base of comperation, 1°) of the prices settled, during the year 1943-44, in contract scheme concerning transportations for Salerno, Potenza and Matera provinces prisons (the contract, because of the tactical operations and the costs raising, was not closed, the contractor, firm Piscitelli, refusing to come to regular notanal deed) II°) of the contract concerning transportations in the Avellino province, stipulated by the General Director of the Naples Prisons, Mr. Bonomi, with firm Giraldi Achille and dated April 6th 1944.

1) The contract-scheme with the firm Piscitelli estimated the costs as it is following :

a) For the transportations to be operated in inhabited places, not considering distances and vehicles

a) L. 3,16 a body

b) L. 5,28 a quintal of robbed goods

B) For the transportations to be operated out the inhabited places:

a) L. 0,99 a body per Km.

b) L. 1,50 a quintal of robbed goods per Km.

The cost of the benzine settled by the contract was L. 5,42 a l.

II°) Costs estimate by contract April 6th 1944 for the Avellino Province:

A) Transportation to be operated in inhabited places :

a) L. 15 a body

b) L. 22 a quintal off robbed goods

B) Transportations to be operated out inhabited places :

a) L. 4,50 a body per Km.

b) L. 7,00 a quintal per Km. of robbed goods

The cost of the benzine settled by th contract was £.10,862

For the both contracts we foresaw an eventual improvement of the prices, in case the benzine cost was raised or lowered; but only the half of the settled prices would be improved, because the other

- 2 -

half was the aliquot part of the general expenses.

III) If we consider the base-prices of the benzine in both contracts, we can see that its cost represents L. 1,58 (50% of £. 3,16) in the first item of the first contract, and £. 3,16 in the same item of the second contract $5,42:10,86 = 1,58 : x$, $x = 3,16$.

Analogously for the other items.

Contract with
Firm Piscitelli

$$A. b) \frac{5,28}{2} = 2,64$$

$$B.a) \frac{0,99}{2} = 0,495$$

$$B.6 \frac{1,50}{2} = 0,75$$

Contract with Firm
Giraldi

$$5,42:10,86 = 2,64 : x$$

$$x = 5,29$$

$$5,42:10,86 = 0,495 : x$$

$$x = 0,991$$

$$6,42:10,86 = 0,75 : x$$

$$x = 1,50$$

It is the benzine cost in the prices settled by Piscitelli was £. 2,64 - 0,495 - 0,75 and in the prices of the second contract £. 5,29+0,991-1,50.

Therefore, we can estimate the cost of the general expenses estimated in the second contract (Firm Giraldi).

$$A.a) £. 15 - 3,16 = £. 11,84$$

$$b) " 22 - 5,90 = 16,72$$

$$B.a) " 4,50 - 0,991 = 3,509$$

$$b) " 7 - 1,50 = £. 5,50$$

V) Now, it is easy to settle the prices for the contracts to be stipulated for the period 1st of July 1944 - 30th of June 1945.

Benzine : Its new cost is at present, in Salerno, £. 13,50

The items would be improved as it is following :

A) Transportation within the inhabited places :

$$a) £. 3,94 (5,48 : 13,50 = 1,58 : x ; x = 3,94)$$

$$b) " 6,57 (5,42 : 13,50 = 2,64 : x ; x = 6,57)$$

B) Transportations to be operated out in inhabited places :

$$a) £. 1,232 (5,42 : 13,50 = 0,495 : x ; x = 1,232)$$

$$b) " 1,86 (5,42 : 13,50 = 0,75 : x ; x = 1,86)$$

For the general expenses we can settle the same aliquot part which in the contract dated 6 of April 1944, stipulated with Firm Girardi, it is £. 11,84, £. 16,72, £. 3,509, £. 5,50 respectively for the different items.

- 3 -

The following prices would result :

A) Transportation within inhabited places indipendently from distances and vehicles employed :

- a) £. 3,94 + 11,84 = £. 15,78 a person
- b) £. 6,57 + 16,72 = £. 23,29 a quintal of robbed goods.

B) Transportations out the inhabited places

- a) £. 1,232 + 3,509 = £. 4,471 a person per Km.
- b) £. 1,86 + 5,50 = £. 7,36 a quintal of robbed goods per km.

In this prices the benzine cost represents the 21%, 26,28%, 25,44%, 25,27%.

Therefore, the aliquot part to be improved is, at average, 1/4 of the prices.

0 8 7 9

TRASPORTI CARCERARI

Come è noto, vertiginosa è l'ascesa subita dai prezzi di trasporto, specialmente per quanto riflette il costo addirittura iperbolico delle gomme, dei pezzi di ricambio, ecc.

E però proprio per queste ultime spese, mancano elementi precisi, che possano servire di riferimento per fissare i nuovi prezzi di appalto.

A risolvere l'urgente problema dell'adeguamento dei prezzi, sembra tuttavia possano soccorrere da un lato quelli fissati per lo anno 1943-1944 in uno schema di contratto per i trasporti carcerari delle provincie di Salerno, Potenza e Matera (il contratto, in seguito agli eventi bellici e al rialzo dei prezzi, non venne poi perfezionato dato il rifiuto della impresa, ditta Piscitelli, di addiventare al regolamento rogito notarile), dall'altro lato i prezzi applicati dal Direttore Generale delle Carceri di Napoli, Comm. Bonomi, nel contratto stipulato il 6-IV-1944 con la ditta Giraldi Achille per i trasporti nella provincia di Avellino.-

I°)-Lo schema di contratto con la ditta Piscitelli prevedeva i seguenti prezzi: (art.7):

A)- Per i trasporti nell'interno dell'abitato, senza considerazione di distanza o di mezzi di trasporto:

a) L.3,16 per individuo

0 8 8 0

Come è noto, vertiginosa è l'ascesa subita dai prezzi di trasporto, specialmente per quanto riflette il costo addirittura iperbolico delle gomme, dei pezzi di ricambio, ecc.

È però proprio per queste ultime spese, mancano elementi precisi, che possano servire di riferimento per fissare i nuovi prezzi di appalto.

A risolvere l'urgente problema dell'adeguamento dei prezzi, sembra tuttavia possano soccorrere da un lato quelli fissati per lo anno 1943-1944 in uno schema di contratto per i trasporti carcerari delle provincie di Salerno, Potenza e Matera (il contratto, in seguito agli eventi bellici e al rialzo dei prezzi, non venne poi perfezionato dato il rifiuto della impresa, ditta Piscitelli, di addivvenire al regolamento rogito notariale), dall'altro lato i prezzi applicati dal Direttore Generale delle Carceri di Napoli, Comm. Bonomi, nel contratto stipulato il 6-IV-1944 con la ditta Giraldi Achille per i trasporti nella provincia di Avellino.--

I*)-Lo schema di contratto con la ditta Piscitelli prevedeva i seguenti prezzi: (art.7):

A)- Per i trasporti nell'interno dell'abitato, senza considerazione di

distanza o di mezzi di trasporto:

a) L. 3,16 per individuo

b) L. 5,28 per ogni quintale di corpo di reato.

B)- Per i trasporti fuori dell'abitato:

a) L. 0,99 per individuo e per ogni Km.

b) " L. 50 per ogni quintale di corpo di reato e per Km.

641

Giova dire che a termini del contratto, e ai fini delle revisioni, il prezzo base della benzina era fissato in L.5,42 il litro.

II. Di contro a tali prezzi, stanno quelli fissati nel contratto 6-4-1944 per la provincia di Avellino:

A) - Trasporti nell'interno dell'abitato, senza considerazione di distanza o di mezzi di trasporto:

a) L.15 per individuo

b) " 22 per ogni quintale di corpo di reato.

B) - Trasporti fuori dell'abitato:

a) L.4,50 per individuo e per Km.

b) " 7,00 per ogni quintale di corpo di reato e per Km.

- Da notare che il prezzo base della benzina venne quì fissato in L.10,86.

- Da notare ancora é infine che, sia nell'uno che nell'altro contratto, la revisione prevista unitamente in ordine all'eventuale aumento o diminuzione del prezzo della benzina, era limitato solo alla metà dell'intero prezzo unitario per ogni singola voce, l'altra metà essendo rappresentata dall'aliquota delle spese generali.

III. Ora, tenendo conto della diversità del prezzo base della benzina nei due contratti, (L.5,42 e L.10,86), é facile rilevare che, dove essa inciderebbe, per quanto riflette la prima voce (lett.a) sul prezzo unitario del trasporto per L.1,58 (3,16) incide invece sul secondo per L.3,16. Ciò per quanto riflette la prima voce, lett.a.

Infatti: 5,42 : 10,86:: 1,58 : x

per la provincia di ...
A) - Trasporti nell'interno dell'abitato, senza considerazione di distanza o dei mezzi di trasporto:

- a) L.15 per individuo
- b) " 22 per ogni quintale di corpo di reato.

B) - Trasporti fuori dell'abitato:

- a) L.4,50 per individuo e per Km.
 - b) " 7,00 per ogni quintale di corpo di reato e per Km.
- Da notare che il prezzo base della benzina venne così fissato in

L.10,86.

- Da notare ancora è infine che, sia nell'uno che nell'altro contratto, la revisione prevista unitamente in ordine all'eventuale aumento o diminuzione del prezzo della benzina, era limitato solo alla metà dell'intero prezzo unitario per ogni singola voce, l'altra metà essendo rappresentata dall'aliquota delle spese generali.

III* Ora, tenendo conto della diversità del prezzo base della benzina nei due contratti, (L.5,42 e L.10,86), è facile rilevare che, dove essa inciderebbe, per quanto riflette la prima voce (lett.a) sul prezzo unitario del trasporto per L.1,58 (3,16) incide invece sul secondo per L.3,16. Ciò per quanto riflette la prima voce, lett.a.

Infatti: 5,42 : 10,86 :: 1,58 : x

$$x \approx 3,16.$$

Analogamente, per le altre voci:

620

Contratto Piscitelli

$$\text{lett. a-b } \frac{5,28}{2} = 2,64$$

$$\text{B-2-} \frac{0,99}{2} = 0,495$$

$$\text{B-6-} \frac{1,50}{2} = 0,75$$

Contratto Giraldi

$$5,42:10,86 :: 2,64 : x$$

$$x \approx 5,29.)$$

$$5,42:10,86 :: 0,495 : x$$

$$x \approx 0,991.$$

$$5,42:10,86 :: 0,75 : x$$

$$x = 1,50-$$

Si ha cioè che la benzina, la quale incidere sui prezzi del contratto Piscitelli per L.2,64-0,495-0,75, incide sui prezzi fissati nel contratto Giraldi per L.5,29-0,991-1,50.

Di qui si può stabilire il costo della spesa generali, quale fu calcolato in quest'ultimo contratto 6-4-1944 (impresa Giraldi)-

$$\text{A- a)- } L.15-3,16 = . L.11,84-$$

$$\text{b)- } " 22-5,29 = " 16,72-$$

$$\text{B- a)- } " 4,50-0,991 = " 3,509-$$

$$\text{b)- } " 7 -1,50 = " 5,50-$$

V° Sembra dopo ciò agevole fissare i prezzi dei nuovi contratti da stipulare per il periodo 1° Luglio 1944-30 Giugno 1945-

Per la benzina: occorre tener presente il nuovo aumento subito da questa, il cui prezzo al distributore in Salerno é attualmente di

$$L.13,50-$$

Essa dovrebbe quindi incidere sulle singole voci nella seguente mi-

$$B-a-\frac{0,99}{2} = 0,495$$

$$5,42:10,86 :: 0,495 : x$$

$$x \hat{=} 0,991.$$

$$B-6-\frac{1,50}{2}=0,75$$

$$5,42:10,86 :: 0,75 : x$$

$$x = 1,50-$$

Si ha cioè che la benzina, la quale incidere sui prezzi del contratto Piscitelli per L.2,64-0,495-0,75, incide sui prezzi fissati nel contratto Giraldi per L.5,29-0,991-1,50.

Di qui si può stabilire il costo della spesa generali, quale fu calcolato in quest'ultimo contratto 6-4-1944 (impresa Giraldi)-

$$A-a)- L.15-3,16 = . L.11,84-$$

$$b)- " 22-5,29 = " 16,72-$$

$$B-a)- "4,50-0,991 = " 3,509-$$

$$b)- "7 -1,50 = " 5,50-$$

vo Sembra dopo ciò agevole fissare i prezzi dei nuovi contratti da stipulare per il periodo 1° Luglio 1944-30 Giugno 1945-

Per la benzina: occorre tener presente il nuovo aumento subito da questa, il cui prezzo al distributore in Salerno é attualmente di L.13,50-

Essa dovrebbe quindi incidere sulle singole voci nella seguente mi-

sura:

639

A-Trasporti nell'interno dell'abitato:

$$a)-\text{Per } L.3,94 \text{ (} 5,42:13,50 :: 1,58 : x \text{) } x = 3,94-$$

$$b)- " " 6,57 \text{ (} 5,42:13,50 :: 2,64 : x \text{) } x = 6,57-$$

B- Trasporti fuori dell'abitato:

Subject :- Progress Report

To : A.O.C.,

Highway Div.

Copy to CE, 3 District

4E/70/1A
IN/70/45

CONTRACTOR	DETAILS OF WORK	MAP REF.
DE LIEBRO LEOPOLDO	Reconstruction of Embankments and clearance of drains completed. Masonry on Drain walls nearing completion. 450 yds kerbing completed Work commenced on alteration to bridge parapet.	<u>AUTOSTRADA</u> 313439 - 357408 330421 342415 394392
MAREORELLI	Paving progressing satisfactorily	ROUTE 18 275465 293449
TUCCI	Paving and repairing surface completed.	Area 393385
PIRONE CARMINO	Tar spraying - work progressing satisfactorily	Scalfati Pompei
GERRITO GENNARS	Paving - work progressing satisfactorily.	NOCERA By-pass 512384-518384 - half width completed.
MALA TESTA	Patching tar spraying - work progressing well.	-
A.A.S.S.	Potholing between NOCERA & SALERNO condition of road considerably improved.	-
D'AMMORA	Engaged on potholing and patching CAMARILLE to VILTRI employing three gangs of Cantonieri	-
D'ONOFRIO	About half mile of road to do before completion of work from CANCELLO rd. junc. to S.MARCO Rd. Three weeks work. Progress satisfactory.	CANCELLO APIENZA RD. 355660 - 377669

CONTRACTOR	DETAILS OF WORK	MAP REF.
DE JIMIRO LEOPOLDO	Reconstruction of Embankments and clearance of drains completed. Masonry on Drain walls nearing completion. 450 yds kerbing completed Work commenced on alteration to bridge parapet.	<u>AUTOSTRADA</u> 313439 - 357408 330421 342415 394392
MARTORELLI	Paving progressing satisfactorily	ROUTE 18 275465
FUCCI	Paving and repairing surface completed.	293449
PIRONE CARMINO	Tar spraying - work progressing satisfactorily	Area 393385
GERRITO GENNARS	Paving - work progressing satisfactorily.	Scafati Pompei
MAIA TESTA	Patching tar spraying - work progressing well.	NOCERA By-pass 512384-516384 - half width completed.
A.A.S.S.	Potholing between NOCERA & SALERNO condition of road considerably improved.	-
D'AMORA	Engaged on potholing and patching CAMARILLE to VITTRI employing three gangs of Cantonieri	-
D'ONOFRIO	About half mile of road to do before completion of work from CANCELLO rd. junc. to S.MARCO Rd. Three weeks work. Progress satisfactory.	CANCELLO ARIENZA RD. 355560 - 377669

637

Field
8 Jun 44
AW/RS

Handwritten: Haul
for CRE 14 GHQ Troops

Handwritten: 1 file
clm

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

Our reference : ACC Tn/91/138.

Date : 16 May '44.

TO : Chief Staff Officer,
Economic Section, HQ ACC.

SUBJECT : Extracts from letter from Marshall Badoglio to the Chief Commissioner.
Your RS/44 of 11 May 44.

Letter reference Roads.

1. Above letter para 5.

720 motor vehicles have recently been issued to Regions and AMG 5 & 8 Armies and 400 additional vehicles will be made available.

This will relieve the acute motor transport shortage in the Provinces for food distribution etc.

2. Reference para 6.

The Agriculture Sub-Commission is endeavouring to requisition 31 motor vehicles, one car for each Province - and requisitioning of cars is also being undertaken by the Transportation Sub-Commission.

Every effort will be made to furnish necessary tyres for requisitioned vehicles.

The present policy of G-4 AFHQ does not permit the issue, by ACC, of tyres for civilian vehicles. It is however possible that this policy may be changed. At present there are insufficient tyres to meet all essential civilian services.

3. Reference para 7.

An appreciable amount of Italian transport is out of commission due to lack of spare parts, such as tyres, batteries and electrical equipment etc.

In order to meet the demand for tyres for Italian vehicles, ACC has requested authority for supplies of materials for a tyre re-treading plant at Bari, in Region II.

Region III is also endeavouring to open a similar plant in Naples.

A large number of new tyres are required but the re-tread of tyres will very definitely help the present situation.

Requisitioning old civilian cars in the country is limited to cars which are not dependable on parts being forthcoming, as such necessary parts, as mentioned in para 3, are not as yet available, and manufacturing facilities do not exist at present in occupied areas, although certain machine shops are used for the adaption of spare parts from Allied Force sources, for fitting of vehicles for which the required spare parts are otherwise unobtainable.

- 2 -

4. Reference para 10.
 Certain civilian vehicles must be permitted to circulate but in cases where it is found that cars which have been granted permits to circulate are required for military needs, or for more important functions than that for which the permit was issued the permits are cancelled and the cars are requisitioned. It is not practicable to requisition all cars which are in circulation by civilians.
5. Railroad.
Reference para 8 - Transport of Lignite.
 (a) Castelluccio is situated on the narrow gauge line Lagonegro - Spezzano Albanese but rail haulage is impossible owing to bridge destruction 16 km. from Lagonegro.
 (b) Presuming road transport is available to haul the lignite 40 km. from the mines at Castelluccio to I.S.R. main railroad terminal Lagonegro little difficulty would be experienced in securing wagons for loading and transport.
6. Reference letter "Transportation by railroad and ordinary traffic".
Para 1.
 The entire control and supervision of the operation of the Italian State Railways is undertaken by the D.G.M.R.S. who is not for the present prepared to increase passenger or freight train service, due to a shortage of coal, locomotives, rolling stock and spare parts, but it is prepared to treat each application for increases in train service on its merits and it must be clearly shown in making out a justification for additional trains that it is absolutely essential to the needs of the country.
7. Reference para 3. - "Railroad cars for the transportation of salt and other monopoly goods".
 With regard to the transportation of salt from Margherita, near Barletta. There are weekly consignments up to 34 wagons per week from Barletta to the Sud-Est and Foggia Province and the question of importing salt by schooner from Sicily where salt is plentiful to Castellamare or Naples is under investigation. 1000 tons has been arranged for transport by sea from Margherita to Castellamare.
 The other monopoly goods consists of tobacco from Benevento, Cava and Isece and has been transported since the beginning of this year. The reason why tobacco leaf is moved between the above three mentioned places, is that different brands are grown at each place and for the purposes of blending, the leaf is transported.
8. Reference para 4. - "Railroad cars and motor vehicles for the services of the Military Commissariat".
 If Military Commissariat refers to supplies for the Italian Military authorities this is arranged for with Movements by the M.M.I.A.
 Reference paras 8 & 9. These have already been dealt with in paras 5 & 7 of this letter.

625 VINING.
 Lieut-Colonel.

Director, Transportation Sub-Commission, ACC.

Naples, 7 May, 1944
2PG8/1635

Subject: Tires Necessary to Continue Highway service.
To: In Sub-Comm. ACC; Economical Section
The Minister of Communications
The Ministry of Industry and Commerce

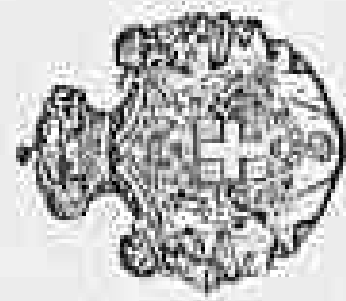
- ✓ 1. The Provincial Prefects in liberated territory, the Compartmental Inspectors for Civilian Motorization and of transportation lines in concession and other Statel Agencies, together stress the urgent necessity for tires to continue public highway service.
- ✓ 2. Services have already been reduced considerably due to lack of ~~transport~~ vehicles and sufficient oil and fuel. Any additional elimination of lines would bring new difficulties and would compel the suspension of postal service for centers where only motor transport is available.
- ✓ 3. The following have been compiled bearing in mind the need for economy:
 - ✓ a) Tires needed for vehicles now in operation (app. A)
 - ✓ b) Tires needed monthly to insure regular service, (appendix B).
- ✓ 4. The Italian Government is willing to pay for the tires any price ACC desires to stipulate, adding that Agencies having lines on concession, are willing to change on their own vehicles any necessary parts to adopt available tires, providing this does not require radical transformation of the wheels.
5. As has been stated previously, this administration intends to reduce to a minimum the supplies coming from overseas utilizing to the utmost all existing resources in this country. It must be borne in mind; however, that these resources have been reduced considerably and cannot be depended upon for the maintenance of such service.

~~This Undersecretary considers the rebuilding of the necessary-----~~

6. This Undersecretary considers the rebuilding of the necessary machinery for the repairing of tires as of primary importance, providing, however, that certain essential material would come from abroad since they are completely lacking here **624**

Hoping to further develop a complete program in this respect, I would be grateful in the meantime, if the Sub-Comm. would deem possible furnishing, either ~~as follows~~ all or in part, the tires shown in the appendixes.

L.G.M. 239



Ministero delle Comunicazioni

ISPETTORATO GENERALE DELLA MOTORIZZAZIONE CIVILE
E DEI TRASPORTI IN CONCESSIONE

Rep. 2° - Uff. 2°

Sez.

Prot. N. 288/1635 Allegati 2

Napoli, li 17/10/194

M.

Risposta al p.° del

Sez. Sez. N°

OGGETTO: Pabbisogno pneumatici per assicurare i pubblici servizi automobilistici.

- ALLA COMMISSIONE ALLIATA DI CONTROLLO

- Sezione Economica = NAPOLI =
- Sezione Trasporti Interni = NAPOLI =

e per conoscenza:

- AL MINISTERO DELLE COMUNICAZIONI = SALERNO =
- Gabinetto -
- AL MINISTERO INDUSTRIA, LAVORO E
COMMERCIO - Gabinetto - = VITERI SUL MARE =

1°) - I Prefetti delle Province in territorio liberato, gli Ispettorati Compartimentali della Motorizzazione Civile e dei Trasporti in Concessione e molti altri Enti Statali periferici fanno concordemente presente la necessità urgente di provvedere al rifornimento dei pneumatici per assicurare la continuità dei servizi pubblici automobilistici.

2°) - I servizi stessi sono già stati ridotti di numero e di intensità sia per mancanza di autoveicoli che per scarsa disponibilità di carburanti e lubrificanti.

Ogni ulteriore limitazione per soppressione di linee arrecherà nuovi disagi ed imporrebbe una sospensione del servizio postale.

Rep. 2° - Uff. 2°

Sec.

Decreto

Prot. D. 28/1635

Allegati 2

Risposto al p. del

Sec. No.

OGGETTO: Fabbisogno pneumatici per assicurare i pubblici
servizi automobilistici.

- ALLA COMMISSIONE ADUNATA DI CONTROLLO

- Sezione Economica = NAPOLI =
- Sezione Trasporti Interni = NAPOLI =

e per conoscenza:

- AL MINISTERO DELLE COMUNICAZIONI = SALERNO =
- Gabinetto -

- AL MINISTERO INDUSTRIA, LAVORO E
COMMERCIO - Gabinetto - = VITERBI SUL MARE =

1°) - I Prefetti delle Province in territorio liberato, Gli
Ispettorati Compartimentali della Motorizzazione Civile e dei Tra-
sporti in Concessione e molti altri Enti Statali periferici fanno
concordemente presente la necessità urgente di provvedere al rifo-
rimento dei pneumatici per assicurare la continuità dei servizi
pubblici automobilistici.

2°) - I servizi stessi sono già stati ridotti di numero e di
intensità sia per mancanza di autoveicoli che per scarsa disponibi-
lità di carburanti e lubrificanti.

Ogni ulteriore limitazione per soppressione di linee arrechereb-
be nuovi disagi ed imporrebbe una sospensione del servizio postal-
e per quei centri abitati, che in atto possono fruire dei pochi mezzi
di trasporto in funzione.

IV.

63

3°) - Sulla base dei criteri di economia suindicati sono stati

compilati:

a) - il fabbisogno dei pneumatici per la rimessa in efficienza degli autoveicoli in servizio (allegato A);
b) - il fabbisogno dei pneumatici da fornire mensilmente per assicurare la continuità dei servizi (allegato B).

4°) - Il Governo Italiano chiede che il riformimento sia fatto a pagamento alle condizioni ed al prezzo che codesta Commissione Alleata di Controllo vorrà compiacersi indicare, aggiungendo che le Ditte e Società concessionarie sarebbero disposte ad effettuare ai propri autoveicoli i necessari adattamenti per poter prontamente impiegare i tipi di pneumatici disponibili, semprechè si tratti di lavori che non richiedano sostanziali trasformazioni.

5°) - Come si è avuto occasione di confermare in altra sede, questa Amministrazione intende ridurre al minimo il volume dei rifornimenti da importare d'oltremare ^{nostro} attuando la più intensiva utilizzazione delle risorse esistenti nel Paese. In questo campo però la ritorsione, come è noto, sono ormai ridottissime e sono tali da non garantire la continuità di un pubblico servizio, sulla cui importanza è superfluo attirare l'attenzione di codesta Commissione.

6°) - Questo Sottosegretario ritiene del più grande interesse la ricostituzione in Italia dell'attrezzatura necessaria per la rigenerazione delle gomme: occorrerebbe però che venisse assicurata la fornitura dall'estero di determinate materie prime e di altri prodotti, che *qui* mancano assolutamente.

Un'assicurazione preventiva e generica occorre avere in tal senso per promuovere ed incoraggiare le iniziative private, chiamate ad investire capitali e materiali in impianti sicuramente produttivi.

Nell'attesa di sviluppare ulteriormente un programma di lavoro in tal senso, sarà assai grato a codesta Commissione se vorrà esaminare la possibilità di fornire intanto, in tutto od in parte, i pneu-

autoveicoli in servizio (allegato A);

b) - il fabbisogno dei pneumatici da fornire mensilmente per assicurare la continuità dei servizi (allegato B).

4°) - Il Governo Italiano chiede che il rifornimento sia fatto a pagamento alle condizioni ed al prezzo che codesta Commissione Alleata di Controllo vorrà compiacersi indicare, aggiungendo che le Ditte e Società concessionarie sarebbero disposte ad effettuare ai propri autoveicoli i necessari adattamenti per poter prontamente impiegare i tipi di pneumatici disponibili, semprechè si tratti di lavori che non richiedano sostanziali trasformazioni.

5°) - Come si è avuto occasione di confermare in altra sede, questa Amministrazione intende ridurre al minimo il volume dei rifornimenti da importare d'oltremare, attuando la più intensiva utilizzazione delle risorse esistenti nel Paese. In questo campo però le risorse, come è noto, sono ormai ridottissime e sono tali da non garantire la continuità di un pubblico servizio, sulla cui importanza è superfluo attirare l'attenzione di codesta Commissione.

6°) - Questo Sottosegretario ritiene del più grande interesse la ricostituzione in Italia dell'attrezzatura necessaria per la rigenerazione delle gomme: occorrerebbe però che venisse assicurata la fornitura dall'estero di determinate materie prime e di altri prodotti, che qui mancano assolutamente.

Un'assicurazione preventiva e generica occorre avere in tal senso per promuovere ed incoraggiare le iniziative private, chiamate ad investire capitali e materiali in impianti sicuramente produttivi.

Nell'attesa di sviluppare ulteriormente un programma di lavoro in tal senso, sarà assai grato a codesta Commissione se vorrà esaminare la possibilità di fornire intanto, in tutto od in parte, i pneumatici risultanti dagli uniti specchi.

IL SOTTOSGREGARIO DI STATO

Ugo Bernardini

FABBISOGNO DI COPERTONI E CAMERE D'ARIA PER RIMETTERE

GLI AUTOMEZZI IN SERVIZIO PUBBLICO

Ispettorati Com- partimentali	Autobus in servizio di linea											
	Numero ro	Misure dei pneumatici										
		30 x 5 (1)	32 x 5 (1)	34 x 6 (1)	34 x 7 (1)	36 x 7 (1)	36 x 8 (1)	38 x 7 (1)	6,00-18 (2)	160 - 20 (3)	170 - 20 (3)	7,00 x 20 (3)
BARI (prov. di Bari, Brin- disi, Lecce, Taranto e Matera)	128	32	85	-	21	21	149	11	21	-	-	-
NAPOLI (prov. di Potenza e Salerno)	70	10	79	-	30	-	50	-	-	-	-	-
CATANZARO (prov. di Catan- zaro, Cosenza e Reggio Calabria)	116	14	139	7	56	-	77	-	35	7	7	-
PALERMO (tutte le prov. della Sicilia)	120	19	120	-	40	-	108	-	38	-	-	-
CAGLIARI (tutte le prov. della Sardegna)	100	13	95	-	30	-	100	-	31	-	-	-
TOTALI	534	93	518	7	177	21	484	11	125	7	7	-

(1) - Diametro del cerchio e sezione del pneumatico in pollici

(2) - Sezione del pneumatico e ^{diametro} ~~sezione~~ del cerchio in pollici

(3) - Sezione del pneumatico in millimetri e diametro del cerchio in pollici

(4) - Sezione del pneumatico e diametro del cerchio in centimetri

COPERTONI E CAMERE D'ARIA PER RIMETTERE IN EFFICIENZA

GLI AUTOMEZZI IN SERVIZIO PUBBLICO

Autobus in servizio di linea										Vetture di servizio per la vigilanza su tutti i tra- sporti in concessione					Totali pneuma- tici
Misure dei pneumatici										Numero	Misure dei pneumatici				
36 x 7 (1)	36 x 8 (1)	38 x 7 (1)	6,00-15 (2)	160 - 20 (3)	170 - 20 (3)	7,00 x 20 (2)	9,75 x 20 (2)	10,50x 20 (2)	12,75x 20 (2)		14 - 45 (4)	6,00 - 16 (2)	5,00 - 15 (2)	4,00 - 17 (2)	
21	149	11	21	-	-	-	11	11	21	1	3	-	-	-	386
-	50	-	-	-	-	-	30	-	-	1	-	4	-	-	203
-	77	-	35	7	7	7	-	-	-	2	5	-	-	2	356
-	108	-	38	-	-	-	30	-	-	1	-	-	5	-	360
-	100	-	31	-	-	-	21	-	-	1	-	-	5	-	300
21	484	11	125	7	7	7	92	11	21	6	8	4	10	2	1605

pollici

pollici

il cerchio in pollici

centimetri.

Memorandum A al padre n.º 2 P.G. 8 | 1635 del 7.5.944

Appendix A

0898

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

Appendix A

22

FABBISOGHO MENSILE DI COPERTONI E CAMERE D'ARIA PER ASSI
DEI PUBBLICI AUTOSERVIZI PER TRASPORTO VIA

Ispettorati Compartimen- tali	Numero	Lunghezza della rete autom.	Percorrenza mensile	Autobus in servizio di linea									
				Misure dei pneumatici									
				30 x 5 (1)	32 x 6 (1)	34 x 6 (1)	34 x 7 (1)	36 x 7 (1)	36 x 8 (1)	38 x 7 (1)	6,00-18 (2)	160-120 (3)	170-120 (2)
BARI	128	2414	125600	2	7	-	2	2	12	1	2	-	-
NAPOLI	70	3447	178800	2	17	-	5	-	13	-	-	-	-
CATANZARO	116	3119	162200	2	15	1	7	-	9	-	3	1	1
PALERMO	120	4663	242480	2	20	-	5	-	20	-	7	-	-
CAGLIARI	100	4429	230308	2	20	-	4	-	19	-	8	-	-
TOTALI	534	18062	939388	10	79	1	23	2	73	1	20	1	1

(1) - Diametro del cerchio e sezione del pneumatico in pollici

(2) - Sezione del pneumatico e diametro del cerchio in pollici

(3) - Sezione del pneumatico in millimetri e diametro del cerchio in pollici

(4) - Sezione del pneumatico e diametro del cerchio in centimetri

LE DI COPERTONI E CAMERE D'ARIA PER ASSICURARE L'ESERCIZIO
I PUBBLICI AUTOSERVIZI PER TRASPORTO VIAGGIATORI

bus in servizio di linea										Vetture di servizio per la vigilanza					Totale
Misure dei pneumatici										Misure dei pneumatici					
36 x 7 (1)	36 x 8 (1)	38 x 7 (1)	6,00-18 (2)	160-120 (3)	170-120 (2)	7,00x20 (2)	9,75x20 (2)	10,50x20 (2)	12,75x20 (2)	Numero di	14 x 45 (4)	6,00-16 (2)	5,00-15 (2)	4,00-17 (2)	
2	12	1	2	1	-	-	1	1	2	1	1	-	-	-	33
-	13	-	-	-	-	-	6	-	-	1	-	1	-	-	44
-	9	-	3	1	1	1	-	-	-	2	1	-	-	1	42
-	20	-	7	-	-	-	5	-	-	1	-	-	1	-	60
-	19	-	8	-	-	-	3	-	-	1	-	-	1	-	57
2	73	1	20	1	1	1	15	1	2	6	2	1	2	1	236

pollici

pollici

nel cerchio in pollici

centimetri

Allegato B al foglio n° 2 P.G. 8/1635 del 7.5.64

Appendix B

0902

Appendix B

621



MINISTERO DELLE COMUNICAZIONI
FERROVIE DELLO STATO
COMPARTIMENTO DI N A P O L I

Tipo 5

N. CS/4488Napoli 18 maggio 1944. A.

al N. _____ del _____

OGGETTO: Richiesta copertoni
per auto

ALLA
SOTTOCOMMISSIONE ALLEATA DI CONTROLLO
UFFICIO TRASPORTI

N A P O L I
=====

Con riferimento a quanto esposto al Sig. Maggiore BARDASS di codesta On. Commissione Alleata di controllo mi permetto far presente che il grave deterioramento dei copertoni delle automobili in dotazione di questa Sezione Lavori delle Ferrovie dello Stato non consente a me ed ai funzionari dipendenti di seguire lo sviluppo dei numerosi lavori di riparazione in corso sulle linee riattivate e da iniziarsi su quelle di prossima attivazione, come sarebbe desiderabile e come richiesto dalla Direzione Generale dei Trasporti con la quale questa Sezione Lavori collabora.

Questa circostanza è stata fatta presente alla predetta ⁶³⁹ G.M.R.

./.

che ha anche promesso il suo interessamento per la concessione di 8 copertoni americani e relative camere d'aria.

Le automobili per le quali si richiedono i copertoni e le camere d'aria sono la TS 8288 (Ing. di Mauro) e la NA 29223 (Ing. Salinari).

Le gomme devono essere adatte per cerchio 16 e dovrebbero avere il battistrada normale (sono anche adatti copertoni di camionette piccole con battistrada possibilmente ridotto).

Ringrazion per l'interessamento che codesta On. Commissione vorrà esplicare.

IL CAPO DELLA SEZIONE LAVORI

di Mauro

HEADQUARTERS
ALLIED CONTROL COMMISSION
INDUSTRY & COMMERCE SUB-COMMISSION
APO 394

70/73
FMR/ln

ACC/5148/IC

28 April 1944

SUBJECT: Civilian Railroad Car Requirements.

TO : Lt. Col. S.A. Crump, I. & C. Sub-Commission,
Rear Hq - A C C., Salerno.

1. Reference: Your memo. 15 April 1944 and Ministry of Industry, Commerce and Labor, Ref. 1950/c/III/5 dated 15 April 1944 on above subject.

2. The Transportation Sub-Commission has been working very closely with the Assistant Secretary of State for Railroads, General di Raimondo, on civilian transport. General di Raimondo is fully acquainted, not only with the civil transport situation, but with the overall picture of transport capacity, military needs, priorities, etc.

3. Civilian applicants should not go to the Ministry of Industry, Commerce and Labor for transport but should be referred to General di Raimondo so as not to disturb the normal channels of control. General di Raimondo could direct unusual situations to the attention of the Transportation Sub-Commission for direct solution.

4. It is believed that the procedures for civilian transport are now being reviewed.

By Command of Lieut. General HADON MACFARLANE:

John Stoda
W. P. EVANS
Colonel,
Director, Industry & Commerce
Sub-Commission

Copy to:
Transportation Sub-Commission,
Hq-AAL, Rear Admech.

629

TO : H.Q., A.C.C., ECONOMIC SECTION (Att: Col. Adams)
FROM : H.Q., REGION V, A.M.G.
SUBJECT : TRUCK POOL, REGION V.
REFERENCE : R5/517/2.
DATE : 23 April 44.



1. Reference your ES/49 dated 19 Apr 44. Attached is a copy of this H.Q. letter numbered as above and dated 31 Mar 44.
2. Please note the following modifications.
3. In reference to paragraph 2 of this letter it has been decided to use the name of A.M.G. Truck Pools - Nos (-) as long as they are in control of this administration. They may be given an Italian name or names when released from our control.
4. In further reference to par. 3. The Civil transport officer for the Province within which the Pool operates will be the "general business manager" for that pool - not an Italian. It is not considered wise to turn this authority over to an Italian civilian at this time. All contracts will be signed by the Provincial C.T.O.

For the Regional Commissioner:

C.A.L.
C.A. LATIMER
Major, C.E.
Regional Engineer

Copy to :-

A.C.C. - Int. Transp. Sub - Committee - Att: Maj. Bordass.

CAL/IG

628

3083

Subject:- Back Loads by Road

HQ Movements Railhead Sub Area West



HQ Movements
West Italy
AAI
Q(M)R/16
24 April 44

70/71

1. ACC are often despatching five or six vehicles with Red Cross and other stores to Vairano. On completion of discharge, the drivers of these vehicles have orders to report to RTO Vairano sometime after mid-day and may be used to bring back return loads to Naples or points short on the direct route. They may not be diverted to points south of Naples or off the direct route.
2. These small conveyances will probably run three or four times a week. Please endeavour to make as much use as possible of them either for stores or personnel.

GML/RF

Copy to: In Sub Commission ACC (Capt Burch)
RTO Vairano
" Capua
" Caserta
" Casoria

AQM(M)
HQ Movements West Italy

O i/c Traffic Office
O i/c Roads Office
ESO i/c Naples Port
Mov Naples (West Ports)

627

File Tn/70/70

TO : ACC - Int. Transp. Sub-Committee - Att. Maj. Bordosa
FROM : H.Q., Region 5, A.M.G.
SUBJECT : Truck Pools - Region 5.
REFERENCE : R5/517/2.
DATE : 31 March 1944.

1. Arrangements have now been completed for the establishment of truck pools in Region 5 territory which are to operate on a commercial basis in the carriage of essential commodities throughout the region.
2. It is proposed that these pools shall be operated under the name of an Italian organisation, since it is thought that by this means more effective cooperation will be obtained from Italian truck-owners, garage proprietors, and other contracting parties.
3. Each pool will be run by an Italian General Business Manager under the supervision of an AMG Provincial Transportation Officer, and the GBM will have authority to enter into all contracts, subject to the approval of the PTO.
4. It is requested that official sanction and approval be granted for the above arrangements to be put into effect forthwith on behalf of ACC/AMG.
5. It is pointed out that unless ACC/AMG is prepared to assume responsibility for all the normal commercial risks which are usually covered by insurance, policies of insurance will have to be taken out on behalf of the organisation. It is understood that certain reliable insurance companies are now operating and it is hoped that these policies can be placed locally. It would be appreciated, however, if you would confirm that you desire these insurance contracts to be made, and that you have no objections to the companies to be selected by this HQ. Alternatively please notify this HQ the name of the company with which you desire the contracts to be placed.
6. It is understood that you desire the ordinary employees' insurance contracts to be effected according to the normal principles of Italian law.
7. An early reply on the above matters would be appreciated.

For Regional Commissioner

G. G. Feasey

G.G. FEASEY
Lt. Col.
Executive Officer

GG/IG

626

CONFERENCE NOTES

17 APRIL 1944

COL ADAMS COL ALBRIGHT LT COL CARMES MAJ GILES CAPT RAY MR VILLA

1) Lt Col POLMETTI's scheme for Region III.

Proposals:-

(a) formation of an Italian Coy UFFICIO TRASPORTI DI COMEANIA.

(b) 200 lire per day to be charged for use of trucks.

(c) goods to be carried at tariff agreed i.e., lire 19.50 per truck/kilometer. Lire 1200 for a day of 8 hrs. not exceeding 50 kms.

(d) tools to be loaned to Coy which will be responsible for them.

(e) spare parts not to be charged to Coy; old parts to be returned.

(f) Capital of lire 5,000,000 to be subscribed by SIG MARAIS and friends who will be paid 7% on their money.

(g) SIG MARAIS to be manager at lire 15000 per month and no further interest in profits.

Agreed by Col ADAMS

Contract with U.T. di C. looks alright. Amortization and maintenance must be provided for. Lt Col POLMETTI states he has complete control and can change scheme at anytime: if so, it is agreed to, with following alterations:-

(d) & (e) tools and spare parts will be paid for by U. T. di C. Two accounts will be kept: one Current account and one Deposit account. The Deposit a/c will be credited each month from Current a/c with the total amount of money due for hire of vehicles, e.e., amortisation of vehicles plus cost of spare parts, tyres etc., supplied by ACC to the Coy during the month.

2) Money due from CIVIL for carriage of food etc., during past three weeks to be collected & put in bank. If any difficulty, get Deputy Chief Accountant, Finance Sub-Com. to go into the question.

3) Maintenance

REG III is responsible for maintenance. Trucks will be inspected by REG & HQ ACC. MAJ GILES must have small group to deal with requisitions, draw spare parts and send in monthly reports.

UFFICIO will pay for all maintenance including 3rd, 4th, and 5th. In due course, Ufficio will undertake all maintenance.

4) Personnel.

Col ALBRIGHT can take in 4 to 6 technical EM's (limited service) already earmarked by Lt Col CARMES at REINFORCEMENT CAMP. He can also take any technical officers available. Lt Col CARMES said he had given 2000 of

Report:

- (a) formation of an Italian Coy UFFICIO TRASPORTI DI COMPTANIA.
- (b) 200 lire per day to be charged for use of trucks.
- (c) goods to be carried at tariff agreed i.e., lire 19.50 per truck/kilometer. Lire 1200 for a day of 8 hrs. not exceeding 50 kms.
- (d) tools to be loaned to Coy which will be responsible for them.
- (e) spare parts not to be charged to Coy; old parts to be returned.
- (f) Capital of lire 5,000,000 to be subscribed by SIG MORRIS and friends who will be paid 7% on their money.
- (g) SIG MORRIS to be manager at lire 15000 per month and no further interest in profits.

Agreed by Col ALAMS

Contract with U.T. di C. looks alright. Mortification and maintenance must be provided for. Lt Col POLINELLI states he has complete control and can change scheme at anytime; if so, it is agreed to, with following alterations:-

(d) & (e) tools and spare parts will be paid for by U. T. di C. Two accounts will be kept: one Current account and one Deposit account. The Deposit a/c will be credited each month from Current a/c with the total amount of money due for hire of vehicles, e.g., amortisation of vehicles plus cost of spare parts, tyres etc., supplied by ACC to the Coy during the month.

- 2) Money due from CIVIL for carriage of food etc., during past three weeks to be collected put in bank. If any difficulty, get Deputy Chief Accountant, Finance Sub-Com, to go into the question.

3) Maintenance

SIG III is responsible for maintenance. Trucks will be inspected by PES & HQ ACC. Maj GILES must have small group to deal with requisitions, draw spare parts and send in monthly reports.

UFFICIO will pay for all maintenance including 3rd, 4th, and 5th.

In due course, Ufficio will undertake all maintenance.

4) Personnel.

Col ALBRIGHT can take in 4 to 6 technical EM's (limited service) already earmarked by Lt Col CARRUTHERS at REINFORCEMENT CAMP. He can also take any technical officers available. Lt Col CARRUTHERS said he had given 6 of these to four officers to G-1 (A) a week ago but had not yet got these officers. Col ALBRIGHT said he would take it up with G-1 (A).

5) Spare parts

Issue of spare parts to be controlled from one office.

Requisitions for all necessary spare parts to be put in for, say, 6 months ahead but not to be drawn till required.

Charging up the cost and prices of spare parts are an internal ACC matter and PES do not come into it except in issuing the spare parts to ACC.

M. MAY
Capt. RA.

Staff Officer Economic Section

HEADQUARTERS
ALLIED CONTROL COMMISSION
Agriculture Sub-Commission
APO 394

AGR/DAH/11
18 April 1944

AGR/31120

SUBJECT: Fruits and Vegetables.

TO : RC Region III. ATT: Agricultural Officer.

1. Reference A/13 dated 14 April 1944.
2. Attached is a self-explanatory schedule recently prepared and recommended to the Food Sub-Commission for use in connection with obtaining accurate records of surplus fruit, vegetable, livestock, and other supplies available in any particular month at specific points throughout occupied Italy. It was recommended that these schedules be made available to the various ACC and Supply Officers in each Province along with a directive covering details as to procedure which would have to be followed to ensure most equitable distribution of all surplus food and other supplies within occupied Italy. Undoubtedly you will receive a copy of such procedure and schedule if the Food Sub-Commission approves the plan recommended.
3. This plan was recommended to the Food Sub-Commission because it has the most effective representation directly and indirectly throughout occupied territory and, therefore, was in the best position to assure availability of accurate reports at least once each month. The procedure included recommendation that forms completed for each Province be made available to respective agricultural officers who as you know at present hardly average one per Italian Compartment. Agricultural officers in turn would make such corrections or suggestions as appear to be necessary in accordance with actual or potential production of perishables or other supplies.
4. Data received by the Food Sub-Commission from each Province via uniform procedure recommended for adoption would provide, in our opinion, a very substantial basis for action at the monthly AAI Food Committee meetings.
5. The coordination of limited transportation facilities to assure full loads being carried both ways between any specific points in question is considered to be a priority number one job and the RCs were so instructed by the Chief Commissioner at recent staff meetings. As soon as maximum coordination has been attained by the various RCs through their respective transportation officers problems of moving surplus supplies between points in occupied territory should be reduced if not eliminated. This Sub-Commission is recommending through proper channels that offices be established in each headquarters throughout occupied territory to maintain continuously current files of transportation needs and facilities. Such offices, in our opinion, could be made very effective in terms of the total occupied territory if each truck driver and/or the offices responsible for the trucks in question were made individually and collectively responsible for reporting to such transportation coordination officers before starting and at the end of every trip. Only through

- 2 -

such procedure, in our opinion, will the usefulness of limited transportation facilities be maximized.

W. A. HARTMAN
Major
Director

DISTRIBUTION:

Copy to RC Region III
" " Economic Section
" " Transportation Sub-Commission ✓

623

SURPLUS (FRESH OR PRESERVED) FRUIT, VEGETABLE, LIVESTOCK AND OTHER SUPPLIES AVAILABLE DURING THE MONTH OF
FOR PURCHASE BY BUYERS FOR VARIOUS ALLIED FORCES.

Province of _____

Month Available

Sheet No.

Name & Title of Reporter

Date Submitted

NOTES. (1) SUBMIT BY 3RD OF EACH MONTH THE FORECAST FOR SUCCEEDING MONTH. For example, the forecast for Sub-Commission by July 3RD. Only by having most accurate information available one month in advance will it be possible for buyers for army units to areas where farmers have produced surplus products.

(ii) For list of fruit, vegetables, livestock etc. subject to report when in season, see reverse of

[illegible]

C O N F I D E N T I A L

21
64
5

Sheet NO.

Date Submitted

of fruit, vegetables, livestock etc. subject to report when in season, see reverse of this form.

C O N F I D E N T I A L

CONFIDENTIAL

The following are lists of usual crops etc. bid for by various army groups, add any and all other crops, livestock products or other surplus forage etc. Use as many sheets as necessary to present complete accurate picture.

FRUIT

Almonds
Apricots
Apples
Cherries
Chestnuts
Figs
Grapes - Table
Hazelnuts
Kakios
Lemons
Mandarines
Oranges
Peaches
Pears
Plums
Quinces
Strawberries
Walnuts

VEGETABLES

Artichokes
Asparagus
Beets
Broccoli
Cabbage
Carrots
Cauliflower
Cucumbers
Eggplant
Enlives
Fennel
Fruit-fresh
Beans-fresh
Lettuce
Melons
Onions
Peppers
Potatoes
Pumpkin
Scallions
Spinach
String-Beans
Tomatoes-Table
Tomatoes-Commercial
Turnips
Water Melons

LIVESTOCK ETC.

Goats
Sheep
Canned Goods
Dried Fruit etc.
Eggs
Hay
Straw
Oats

Refer to explanatory notes below:

File 70/67

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

AIV/adv

MS/49

19 April 44.

SUBJECT: Truck Pool Region V.

TO : Hq Region V AMG.

1. Reference MS/317/2 of the 31st March 1944, no trace can be found at this Hq. of this letter. The message center have no record of its being received. However, the following has been determined as a result of your telephone conversation.

a. The Economic Section ACC approves of the establishment of an Italian organization to operate truck pools in the provinces of Region V. This organization should be established by decree and should be completely under the control of an AMG officer. All profits should be held at the disposal of AMG for the amortization of the allied vehicles used, and the costs of replacing parts, tools, equipment, and accessories that are consumed in their operation. The organization should have the status of an AMG subsidiary and when constituted, as a body directly responsible to AMG, it would be possible to refer claims, ensuing from third party risk and employees' compensation to the Allied Claims Committee for settlement.

b. The Economic Section is of the opinion, however, that at the same time a survey should be made of Italian insurance companies, to ascertain if policies can be obtained to cover normal commercial risk. If such policies can be purchased, it will preclude the possibility of claims being debited to the allied governments rather than charged to occupation costs at the final peace settlement.

621

D. S. ADAMS,
Colonel, C.E.,
Executive Officer,
Economic Section.

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

70/66

Ref : Tptn/43/73
Subject : Road Haulage Scheme
To : Provincial Commissioner, Potenza
" " Matera

12 Apr 44

1. Pending the inauguration of Provincial Road Haulage Consorzi by the Italian Government, an agreement has been made between Allied Control Commission Headquarters and S.I.T.A., for the latter Coy. to take over and operate new W.D. vehicles in your Province.
2. Vehicle allocation is 40 x 3 Ton for Potenza and 15 x 3 Ton for Matera.
3. A copy of the above mentioned agreement is attached hereto.
4. The Provincial Commissioner, will arrange for his Finance Officer to specify the Bank mentioned in Para 7. and inform this Headquarters of same.
5. The Road Haulage Officer in Potenza Province, and the Supply Officer in Matera Province, will be responsible for seeing that S.I.T.A., operate according to the tariff laid down and that an accurate monthly return of vehicle kilometers operated, together with quantity and description of goods carried are rendered to this Headquarters (on a pro forma to be supplied by Transportation Sub-Commission) by the 6th. of the following month commencing the 6th. of May, 1944.
6. Work Tickets will also be supplied by Allied Control Commission Headquarters and it will be the responsibility of the Officer mentioned in para 5. to ensure that same are used correctly.

620
G.H. McCaffrey
G.H. McCaffrey
Lt. Col., Inf.
Regional Commissioner.

JPM/VEC

Copy to : Transportation Sub-Commission.

(COPY)

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

AMH/ml

MS/49

12 April 1944.

SUBJECT : Road Haulage Organization in the Provinces of Potenza and Matera.

MEMO TO : Mr. Della Penna
Director of Societa Italiana Trasporti: Automobilistici.

It is agreed that, in view of the acute position relating to distribution of supplies in the Provinces of Potenza and Matera, your organization will perform the following functions, pending the establishment by the Italian Government of Haulage Consorzio and final contractual arrangements with members of the same.

1. You will take over a number of new 3-ton British 4 x 2 G.S. Trucks, which will be issued to you at Corato through Captain HALSTEAD, Regional Transportation Officer (Roads), Region II.

2. You will sign receipts for these vehicles and be responsible for the operation and maintenance of them.

3. You will be responsible for the safekeeping of the vehicles and any tools, spare parts and equipment and will be required to return them, if and when requested, in a similar condition to that in which they were handed over to your organization, less reasonable wear and tear.

4. You will operate at the tariff rates established as per the attached tariff, which has been approved by the Italian Government.

5. A daily rate per vehicle will be charged, when vehicles are used by one consignee for the whole of an eight hour day and when during that period 50 or less than 50 vehicle kilometers are covered. If more than 50 vehicle kilometers are covered in the day, the daily rate will not apply, but the regular tariff will be charged by the company. If the vehicles are used by more than one consignee in a days time and cover less than 50 kilometers, the regular tariff and not the daily rate will be charged to each consignee for the kilometers run.

6. The daily rate per vehicle will consist of a basic charge of 657 lire plus two-thirds of the established tariff for the kilometers covered up to 50 kilometers. (The basic charge of 657 lire is the estimated cost of general expenses). An example is given, as follows, of a daily rate when 40 kilometers are covered in the day :-

The attached tariff indicates that the rate per quintal kilometer for 40 kilometers is 29.85. This figure is multiplied by 30 in the case of a 3 ton vehicle, because the charge will always be made for a full load. 29.85 multiplied by 30 equals 895.50. Two thirds of this amount is 597. The basic charge of 657 is added to this amount and the daily rate, when 40 kilometers are covered, is equal to 1254 lire.

7. You will pay a monthly depreciation charge of 619 lire per

0 9 1 9

It is agreed that, in view of the acute position relating to the distribution of supplies in the Provinces of Potenza and Matera, your organisation will perform the following functions, pending the establishment by the Italian Government of Haulage Consorzio and final contractual arrangements with members of the same.

1. You will take over a number of new 3-ton British 4 x 2 G.S. Trucks, which will be issued to you at Corato through Captain KALSHAD, Regional Transportation Officer (Roads), Region II.

2. You will sign receipts for these vehicles and be responsible for the operation and maintenance of them.

3. You will be responsible for the safekeeping of the vehicles and any tools, spare parts and equipment and will be required to return them, if and when requested, in a similar condition to that in which they were handed over to your organisation, less reasonable wear and tear.

4. You will operate at the tariff rates established as per the attached tariff, which has been approved by the Italian Government.

5. A daily rate per vehicle will be charged, when vehicles are used by one consignee for the whole of an eight hour day and when during that period 50 or less than 50 vehicle kilometers are covered. If more than 50 vehicle kilometers are covered in the day, the daily rate will not apply, but the regular tariff will be charged by the company. If the vehicles are used by more than one consignee in a days time and cover less than 50 kilometers, the regular tariff and not the daily rate will be charged to each consignee for the kilometers run.

6. The daily rate per vehicle will consist of a basic charge of 657 lire plus two-thirds of the established tariff for the kilometers covered up to 50 kilometers. (The basic charge of 657 lire is the estimated cost of general expenses). An example is given, as follows, of a daily rate when 40 kilometers are covered in the day :-

The attached tariff indicates that the rate per quintal kilometer for 40 kilometers is 29.35. This figure is multiplied by 30 in the case of a 3 ton vehicle, because the charge will always be made for a full load. 29.35 multiplied by 30 equals 895.50. Two thirds of this amount is 597. The basic charge of 657 is added to this amount and the daily rate, when 40 kilometers are covered, is equal to 1254 lire.

7. You will pay a monthly depreciation charge of 649 lire per vehicle kilometer, covered in the month by each vehicle. This amount will be paid as a credit to Allied Control Commission at a bank to be specified by the Regional Transportation Officer (Roads).

...../2

8. You will indemnify and save harmless the Allied Control Commission from all claims of every kind and description asserted against the Allied Control Commission arising or growing out of the use or operation of said motor vehicles.
9. You will take out such insurance policies and in the amounts, as shall be specified by the Regional Transportation Officer (Roads), insuring the vehicles against property damage, theft and fire and insuring the Allied Control Commission against liability for damage to persons or property.
10. The Provincial Supply Officer will determine the priority of commodities to be moved and the amount and directions of the movements.
11. Spare parts, tools, equipment and accessories will be made available to your organization by the Allied Control Commission upon payment of the price established by the Allied Control Commission therefor, and the surrender of the item or items which such purchase or purchases are intended to replace, or a certificate in form satisfactory to the Allied Control Commission as to your organization's inability to do so. The amounts of the assessed values will be paid as credit to the Allied Control Commission at a bank to be specified by the Regional Transportation Officer (Roads).
12. The provisions of this agreement are temporary and may be revised or discontinued subject to such arrangements as the Allied Control Commission may make with the Italian Government, for road haulage organization in Southern Italy.

(signed) D.S. ADAMS.
D.S. ADAMS.
Colonel, U.S.
Executive Officer
Roads Section

Accepted and agreed to (signed) S. DELLA PERA
S. DELLA PERA
for S.I.S.A.

Calcolo della spesa per quintale - (Litetro
(carico completo - percorso minimo 100 Km.)

Numero	VOCE	Spesa unitaria	Spesa e carico completo Lit.	Spesa per q. litro Lit/q. litro
<u>Spese di esercizio :</u>				
1.	Carburanti 0,280 x 16	4,480		
2.	Lubrificanti 0,075 x 45	3,375		
3.	Gomma $\frac{6300 \times 6}{12000}$	3,150		
4.	Mantenimento	2,560		
5.	Personale	1,900		
	TOTALE SPESE DI ESERCIZIO		12,465	
<u>Spese generali :</u>				
1.	Direzione, amministrazione, affitto e manutenzione locali, illuminazione, tasse : 33% delle spese di esercizio	4,095		
2.	Assicurazioni	0,350		
3.	Amortamento al 5% in 5 anni	1,010		
4.	Interesse: 5% sul capitale circolante 0,05 x (12,407 4,095 0,35)	0,843		
5.	Interesse 5% sul valore del materiale rotabile	0,277		
	TOTALE SPESE GENERALI		6,575	
	TOTALE SPESE DI ESERCIZIO E SPESE GENERALI		18,982	
	Rimborso materiale rotabile		1,01	
	TOTALE SPESE ESERCIZIO, SPESE GENERALI E QUOTA RIMBORSO		19,992	0,6667
				<u>617</u>

Tariffa per trasporti di merci a carico completo con automezzi per merce posta sul cello pianale dell'automez (una sola presa, una sola resa) Tariffa per quintale indivisibile; (al netto della tassa trasporti e dell'imposta sull'entrata)

TABELLA

Percorrenze in chilometri	AUTOTRENI				AUTOCARRI				MOTO	
	Pesanti		Medi		Pesanti		Medi		Carri	Furgoni
Da 1 a 5	8,70	9,85	11,00	12,15	15,95	15,95	15,95	15,95	23,75	23,75
Da 6 a 10	9,25	10,45	12,15	13,60	23,20	23,20	23,20	21,45	42,10	42,10
Da 11 a 15	10,15	11,60	13,35	15,05	30,45	30,45	30,45	27,80	60,25	60,25
Da 16 a 20	12,15	14,80	15,95	19,10	37,65	37,65	37,65	34,20	78,55	78,55
Da 21 a 30	15,05	17,95	20,00	24,35	52,15	52,15	52,15	46,95	115,05	115,05
Da 31 a 40	18,55	21,75	24,90	29,85	66,65	66,65	66,65	59,70	-	-
Da 41 a 50	22,30	26,65	32,15	36,50	81,15	81,15	81,15	72,45	-	-
Da 51 a 60	24,35	32,45	34,80	44,65	-	-	-	-	-	-
Da 61 a 70	26,35	36,50	37,40	50,15	-	-	-	-	-	-
Da 71 a 80	28,40	40,55	40,00	55,65	-	-	-	-	-	-
Da 81 a 90	30,45	44,65	42,60	61,15	-	-	-	-	-	-
Da 91 a 100	32,45	48,70	45,20	66,65	-	-	-	-	-	-
Da 101 a 110	34,50	-	47,80	-	-	-	-	-	-	-
Da 111 a 120	36,50	-	50,40	-	-	-	-	-	-	-
Da 121 a 130	38,55	-	53,00	-	-	-	-	-	-	-
Da 131 a 140	40,60	-	55,65	-	-	-	-	-	-	-
Da 141 a 150	42,50	-	58,25	-	-	-	-	-	-	-

re 150 Km L.0,2633
re 100 Km L.0,4870
re 150 Km L.0,3884
re 100 Km L.0,6665
re 50 Km L.1,623
re 50 Km L.1,449
re 30 Km L.3,835

	AUTOTRENI		AUTOCARRI				MOTO	
	Pesanti	Medi	Pesanti	Medi	Leggeri	Carri	Furgoni	
Da 1 a 5	8,70	9,85	11,00	12,15	15,95	15,95	23,75	
Da 6 a 10	9,25	10,45	12,15	13,60	23,20	21,45	42,10	
Da 11 a 15	10,15	11,60	13,35	15,05	30,45	27,80	60,25	
Da 16 a 20	12,15	14,80	15,95	19,10	37,65	34,20	78,55	
Da 21 a 30	15,05	17,95	20,00	24,35	52,15	46,95	115,05	
Da 31 a 40	18,55	21,75	24,90	29,85	66,65	59,70	-	
Da 41 a 50	22,30	26,65	32,15	36,50	81,15	72,45	-	
Da 51 a 60	24,35	32,45	34,80	44,65	-	-	-	
Da 61 a 70	26,35	36,50	37,40	50,15	-	-	-	
Da 71 a 80	28,40	40,55	40,00	55,65	-	-	-	
Da 81 a 90	30,45	44,65	42,60	61,15	-	-	-	
Da 91 a 100	32,45	48,70	45,20	66,65	-	-	-	
Da 101 a 110	34,50	-	47,80	-	-	-	-	
Da 111 a 120	36,50	-	50,40	-	-	-	-	
Da 121 a 130	38,55	-	53,00	-	-	-	-	
Da 131 a 140	40,60	-	55,65	-	-	-	-	
Da 141 a 150	42,50	-	58,25	-	-	-	-	
	Oltre 150 Km L. 0,2833 per 1-Km per 1° in- tero percorso.	Oltre 100 Km L. 0,4870 per 1-Km per 1° in- tero percorso.	Oltre 150 Km L. 0,3884 per 1-Km per 1° in- tero percorso.	Oltre 100 Km L. 0,6665 per 1-Km per 1° in- tero percorso.	Oltre 50 Km L. 1,623 per 1-Km per 1° in- tero percorso.	Oltre 50 Km L. 1,449 per 1-Km per 1° in- tero percorso.	Oltre 30 Km L. 3,835 per 1-Km per 1° in- tero percorso.	

Il pagamento del ritorno an vuoto potrà essere fatto se il ritorno a vuoto medesimo sarà debitamente autorizzato dalla Competente Autorità e comprovato mediante esibizione del foglio di viaggio. Solo in tali condizioni per il viaggio di ritorno verrà corrisposta la tariffa di cui sopra ridotta del 40%.

CPB/dm

T.C.U. DIVISION
Allied Military Government
5th Army

SECRET

Ref. 5A/TCU/II a - a

19 April 1944.

SUBJECT : Transportation Plan for Rome City.

TO : Col. S.A. Fitch Trans. Sub Commission AGC.

Forwarded for your information is a copy of the
Rome Transportation Plan.

C.E. Birchett,
Lt.Col. C.E.,
Director TCU.

1 Encl.

615

S-E-C-R-E-T

AMC FIFTH ARMY (C&S)
TRANSPORTATION

COMMUNICATIONS AND UTILITIES DIV.

15 March 1944

CIVILIAN MOTOR VEHICLE TRANSPORTATION ORGANIZATION AND OPERATION

1. GENERAL. In order to avoid confusion and to use civilian Motor Vehicle Transportation available in Rome City in the most efficient manner, it is necessary to concentrate the control and operation of all civilian vehicles under one military authority.

2. Since this is a civilian activity operated for the primary purpose of aiding military operations, it is an AMG function and will be operated by AMG officers attached to the TCU Division, Transportation Section, G-4, of the C&S. This staff will be in control of all transportation in this area and civilian transportation will operate, through channels, under this authority.

3. It is anticipated that conditions in Rome will be some combination of the following:

a. A city badly damaged with all bridges, public utilities, and public buildings destroyed and many streets blocked.

- (1) FIRST PHASE: Under these conditions it is thought that there will not be any civilian vehicles available. There may be a few (20-30) trucks in operating condition after the first 36 hours; a few motor cars (75-150) and a few captured enemy vehicles. It is believed that there will be many damaged and partly destroyed vehicles in the streets. Food supplies will be non-existent and the people will be hungry and ready for rioting. The water supply system will be damaged and potable water will be required in quantity.

Under these conditions it is anticipated that the primary requirements will be:

- (a) Trucks for repair of water supply system.
- (b) Trucks for movement of required minimum food supplies.
- (c) Trucks for Public Utility functions.
- (d) Passenger cars for officers.

- (2) SECOND PHASE: This stage will be when conditions have returned to a more normal basis, food supplies have been imported, the public utilities, including water, are partly functioning, streets have been cleaned, and the number of civilian vehicles increased to a point where the most important needs are met.

0928

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

efficient manner, it is necessary to concentrate the control and operation of all civilian vehicles under one military authority.

2. Since this is a civilian activity operated for the primary purpose of aiding military operations, it is an AMG function and will be operated by AMG officers attached to the TCU Division, Transportation Section, G-4, of the CAG. This staff will be in control of all transportation in this area and civilian transportation will operate, through channels, under this authority.

3. It is anticipated that conditions in Rome will be some combination of the following:

a. A city badly damaged with all bridges, public utilities, and public buildings destroyed and many streets blocked.

- (1) FIRST PHASE: Under these conditions it is thought that there will not be any civilian vehicles available. There may be a few (20-30) trucks in operating condition after the first 36 hours; a few motor cars (75-150) and a few captured enemy vehicles. It is believed that there will be many damaged and partly destroyed vehicles in the streets. Food supplies will be non-existent and the people will be hungry and ready for rioting. The water supply system will be damaged and potable water will be required in quantity.

Under these conditions it is anticipated that the primary requirements will be:

- (a) Trucks for repair of water supply system.
 - (b) Trucks for movement of required minimum food supplies.
 - (c) Trucks for Public Utility functions.
 - (d) Passenger cars for officers.
- (2) SECOND PHASE: This stage will be when conditions have returned to a more normal basis, food supplies have been imported, the public utilities, including water, are partly functioning, streets have been cleaned, and the number of civilian vehicles increased to a point where the most important needs are met.
- (3) THIRD PHASE: This stage will be when the transportation available is more than necessary for military and essential civilian needs, and vehicles can be returned to their owners for operation. **614**

- b. A city only partially damaged but with inadequate transport.
- c. A city not damaged and with adequate transport.

S-E-C-R-E-T

(Civilian Mtr Trans Org and O.er. Cont'd.)

ORGANIZATION.

REGISTRATION CENTERS. In Rome City there will be established one or more Vehicle Registration Centers. These centers will be supervised by AMG Officers and EM/OR and operated by Italians obtained locally. The number of Registration Centers established will be determined by conditions and phase of operation. One Registration Center will be established within the first 24 hours and others will be established later as conditions warrant and permit.

LICENSING OFFICERS. In the Vehicle Registration Center, there will be located an officer who will be responsible for the assignment of registration numbers and the making out of required records. This officer will also act as licensing officer for such vehicles as may be assigned for civilian use. This officer will issue oil and gasoline rationing coupons to civilian users who have been passed through the TCU Registration Centers and allotted for essential civilian use.

HOLDING YARD. A Holding Yard, or yards, will be established to impound and safeguard vehicles until they can be assigned or licensed. These will be operated under the supervision of the officer in charge of the Registration Centers.

REQUISITIONING OFFICER. There will be only one Requisitioning Officer for Rome City. All vehicles and equipment delivered to the Registration Center will be receipted for. Copies of all receipts with other data required by the Requisitioning Officer relating to vehicles to be taken for Army and AMG uses will be forwarded to this officer for necessary action. Copies will be retained in the Registration Center.

CIVILIAN VEHICLES FOR MILITARY USE. All civilian vehicles taken for Army and AMG uses will be allotted by the Registration Center. G-4 of the CAS will determine priority of use of these vehicles or will delegate this authority, provided conditions justify such action.

MAINTENANCE AND REPAIR SHOPS. Shops for the maintenance and repair of vehicles obtained for Army and AMG will be established and operated by the Mechanical Section of TCU. These shops will see that all vehicles are kept in operating condition to the fullest extent possible with the parts and equipment available. Equipment for this shop will be requisitioned. Staffs for these shops will be Italian civilian personnel on AMG payrolls. Spare parts and equipment for vehicles will be obtained from stocks found and requisitioned and from cannibalizing other vehicles.

SALVAGE YARD. Vehicles not in operating condition but having usable parts will be put in a Salvage Yard operated under the direction of the TCU Mechanical Section.

DRIVERS. Drivers for civilian vehicles taken for all uses will be secured from the drivers pool of the Transportation Section and assigned on either a temporary or a permanent basis. Drivers will be examined, certified, and licensed.

will be located an officer who will be responsible for the assignment of registration numbers and the making out of required records. This officer will also act as licensing officer for such vehicles as may be assigned for civilian use. This officer will issue oil and gasoline rationing coupons to civilian users who have been passed through the TCU Registration Centers and allotted for essential civilian use.

HOLDING YARD. A Holding Yard, or yards, will be established to impound and safeguard vehicles until they can be assigned or licensed. These will be operated under the supervision of the officer in charge of the Registration Centers.

REQUISITIONING OFFICER. There will be only one Requisitioning Officer for Rome City. All vehicles and equipment delivered to the Registration Center will be receipted for. Copies of all receipts with other data required by the Requisitioning Officer relating to vehicles to be taken for Army and AMG uses will be forwarded to this officer for necessary action. Copies will be retained in the Registration Center.

CIVILIAN VEHICLES FOR MILITARY USE. All civilian vehicles taken for Army and AMG uses will be allotted by the Registration Center. G-4 of the CAS will determine priority of use of these vehicles or will delegate this authority, provided conditions justify such action.

MAINTENANCE AND REPAIR SHOPS. Shops for the maintenance and repair of vehicles obtained for Army and AMG will be established and operated by the Mechanical Section of TCU. These shops will see that all vehicles are kept in operating condition to the fullest extent possible with the parts and equipment available. Equipment for this shop will be requisitioned. Staffs for these shops will be Italian civilian personnel on AMG payrolls. Spare parts and equipment for vehicles will be obtained from stocks found and requisitioned and from cannibalizing other vehicles.

SALVAGE YARD. Vehicles not in operating condition but having usable parts will be put in a Salvage Yard operated under the direction of the TCU Mechanical Section.

DRIVERS. Drivers for civilian vehicles taken for all uses will be secured from the drivers pool of the Transportation Section and assigned on either a temporary or a permanent basis. Drivers will be examined, certified, and trained by the drivers pool, AMG Transportation Section and will be furnished proper credentials.

FUEL AND LUBRICANTS. Fuel and lubricants will be obtained from the following sources:

1. For all vehicles operated under the direction of AMG ^{Trans-}Transportation Section, fuel and lubricants will be obtained from filling stations operated in connection with maintenance and repair shops and Army gasoline points. This fuel will be obtained from Military supplies.
2. For all vehicles operated by civilian users, fuel and lubricants will be obtained from CIP petrol stations.

S-E-C-R-E-T

(Civilian Mtr Trans Organ
and Oper. (Cont'd))

OPERATION

1. Immediately upon arrival of AMG Headquarters in Rome, all motor vehicles are to be taken over and sent to Registration Centers to be established by the Transportation Section of AMG, Fifth Army, TCU Division. This will be done by AMG officials, Carabinieri, and City Administration Military personnel. These vehicles will include Public Utility vehicles (Gas, Water, Sewage, Street Dept., etc.). In the Registration Center the vehicles will be registered, marked, inspected and assigned.
2. When the MP, Army Officer or Carabinieri, cannot go with the vehicle to the Registration Center, he will record the license number and owner's name, and direct the owner or driver to take the vehicle to the Registration Center, and report the location where found, license number, owner, and time to the TCU Division.
3. All motor vehicles (trucks, cars, taxicabs, busses, and motor cycles) found within the Rome area not bearing a TCU registration number painted in orange colors on the two sides of the engine hood will be made to report immediately, if able to move. If unable to move, they shall be reported to one of the TCU Transportation Section REGISTRATION CENTERS. This applies to vehicles whether operating on the highways and streets, in courtyards or garages, and wrecked vehicles.
4. a. In addition to the registration number, all vehicles operated by civilians will carry on the windshield a standard green paper sticker showing its license to operate. The vehicles approved for use by the Diplomatic Corps will have a large red C.D. printed on the green windshield sticker. Those for use by the Consular Representatives will show a CC.P. Civilian vehicles used by Army agencies will be marked on the front and rear with the Army unit or service using the vehicle and its W.D. number.
 - b. Vehicles marked with Vatican City license will not be sent to the Registration Center. (See paragraph 12)
 - c. During the first seven (7) days after the occupation, special green windshield stickers with overprinted "TM" may be given to a few vehicles for highly necessary uses. These special green stickers with the overprinted "TM" will be furnished the Public Safety Division by the TCU Division. The officer issuing the special "TM" windshield stickers will report the license number used and all the information shown thereon to the Transportation Section of TCU Division within 24 hours after issuing.
5. a. The REGISTRATION CENTER location will be fixed by TCU Division and a suitable HOLDING YARD established under Public Safety guards.
 - b. The registration numbers will be a 4 digit number with a star at each end painted in orange color, as 0034 - on each side of the engine hood.

2. When the LP, Army Officer or Carabinieri, cannot go with the vehicle to the Registration Center, he will record the license number and owner's name, and direct the owner or driver to take the vehicle to the Registration Center, and report the location where found, license number, owner, and time to the TCU Division.

3. All motor vehicles (trucks, cars, taxicabs, busses, and motor cycles) found within the Rome Area not bearing a TCU registration number painted in orange colors on the two sides of the engine hood will be made to report immediately, if able to move. If unable to move, they shall be reported to one of the TCU Transportation Section REGISTRATION CENTERS. This applies to vehicles whether operating on the highways and streets, in courtyards or garages, and wrecked vehicles.

4. a. In addition to the registration number, all vehicles operated by civilians will carry on the windshield a standard green paper sticker showing its license to operate. The vehicles approved for use by the Diplomatic Corps will have a large red C.D. printed on the green windshield sticker. Those for use by the Consular Representatives will show a CC.P. Civilian vehicles used by Army agencies will be marked on the front and rear with the Army unit or service using the vehicle and its W.D. number.

b. Vehicles marked with Vatican City license will not be sent to the Registration Center. (See paragraph 12)

c. During the first seven (7) days after the occupation, special green windshield stickers with overprinted "TM" may be given to a few vehicles for highly necessary uses. These special green stickers with the overprinted "TM" will be furnished the Public Safety Division by the TCU Division. The officer issuing the special "TM" windshield stickers will report the license number used and all the information shown thereon to the Transportation Section of TCU Division within 24 hours after issuing.

5. a. The REGISTRATION CENTER location will be fixed by TCU Division and a suitable HOLDING and established under Public Safety guards.

b. The registration numbers will be a 4 digit number with a star at each end painted in orange color, as 0034 - on each side of the engine hood.

c. A record card will be made out for each vehicle which will include the vehicle's condition, its use or possible use, and the place to which it is assigned for holding, licensing, or requisitioning for AMG, Fifth Army, and other uses.

6. Vehicles not immediately needed, or where investigation may show that they are necessary for civilian use, will be held under guard in the HOLDING YARD until requisitioned or licensed. A receipt will be given for all vehicles taken or held.

(Civilian Mtr Trans Or
and Oper. Cont'd)

7. Owners having an apparently highly necessary use for their vehicles may be permitted to fill out an application for a license which will be sent by TCU to the Divisions concerned for a report upon the necessity and to Public Safety for a security report. When approved for use, the application will be sent to the Licensing Officer and the vehicle released from the HOLDING YARD.

8. Wrecked vehicles and incomplete vehicles will be placed in the SALVAGE YARD to be used in reconditioning other vehicles. These vehicles will be requisitioned through the Requisitioning Officer.

9. a. Civilian uses will include vehicles for a limited number of doctors, approved as to number and persons by Health Division; such church vehicles as may be determined by higher authority; the Diplomatic Corps and Consular Representatives as may be determined by higher authority; public utility officials; and others authorized essential civilian vehicles. All civilian vehicles must carry their Italian license number in addition to Transportation Section registration number. For Diplomatic Corp and Consular Representatives, it will be green, and plainly marked "CD" and "CC".

b. Gasoline may be secured from special CIP stations in exchange for cash and ration stamps or coupons.

c. A special station will be provided for vehicles of the Diplomatic Corps (C.D.).

10. Military Vehicle Markings. All vehicles assigned to the Corp of Engineers, Vehicle Area 59, other military services in Rome City Administration, Red Cross vehicles and other Allied military vehicles, other than AMG, will be marked in a distinctive manner which will be determined at a later date.

11. AMG, Fifth Army Rome Hq. Vehicles will carry a front and bumper, or hood and back of body marking in addition to the starred registration number.
AMG 5th A----- R777 (or other number)

12. Vatican City Vehicles. Motor vehicles duly registered within Vatican City may operate within Rome Hq area. Fuel for use of such vehicles to be issued within Vatican City.

13. Outside of Rome Vehicles. Motor vehicles duly registered, licensed, and bearing the standard CIP green windshield sticker, will be permitted to operate within the Rome Hq area after a date to be fixed by the SCAO. Fuel for use of such vehicles may be secured from the special CIP stations used for local civilian vehicles. **812**

14. Assignment of Vehicles by Registration Officer.

a. Passenger vehicles and trucks of any type, in running condition and not absolutely essential for one of the listed civilian services, will be assigned to one of the following services in accord-

vehicles will be requisitioned through the following:

9. a. Civilian uses will include vehicles for a limited number of doctors, approved as to number and persons by Health Division; such church vehicles as may be determined by higher authority; the Diplomatic Corps and Consular Representatives as may be determined by higher authority; public utility officials; and others authorized essential civilian vehicles. All civilian vehicles must carry their Italian license number in addition to Transportation Section registration number. For Diplomatic Corp and Consular Representatives, it will be green, and plainly marked "CD" and "CC".

b. Gasoline may be secured from special CIP stations in exchange for cash and ration stamps or coupons.

c. A special station will be provided for vehicles of the Diplomatic Corps (C.D.).

10. Military Vehicle Markings. All vehicles assigned to the Corp of Engineers, Vehicle Area 59, other military services in Rome City Administration, Red Cross vehicles and other allied military vehicles, other than AMG, will be marked in a distinctive manner, which will be determined at a later date.

11. AMG, Fifth Army Rome Hq. Vehicles will carry a front and bumper, or hood and back of body marking in addition to the starred registration number.
AMG 5th A----- R777 (or other number)

12. Vatican City Vehicles. Motor vehicles duly registered within Vatican City may operate within Rome Hq area. Fuel for use of such vehicles to be issued within Vatican City.

13. Outside of Rome Vehicles. Motor vehicles duly registered, licensed, and bearing the standard DIP green windshield sticker, will be permitted to operate within the Rome Hq area after a date to be fixed by the SCAG. Fuel for use of such vehicles may be secured from the special CIP stations used for local civilian vehicles. ⁸⁴²

14. Assignment of Vehicles by Registration Officer.

a. Passenger vehicles and trucks of any type, in running condition and not absolutely essential for one of the listed civilian services, will be assigned to one of the following services in accordance with the priority of use determined by C-4, City Administrative Section:

AMG, 5th Army Rome Hq Working Pool
Corps of Engineers
59th Area
Red Cross
Strategic Services

(Civilian Motor Transport Organ-
and Oper. Cont'd)

b. (1) Passenger vehicles and trucks of any type, in running condition, needed and highly necessary for a limited number of doctors, nurses, churches, Diplomatic Corps, Consular Representatives, certain public officials, certain utility company executives and other essential civilian vehicles will be placed in the HOLDING YARD until the license application has been approved by proper AMG officials.

(2) Officers assigned to Public Utility Organizations may be duly authorized to issue the temporary transportation licenses for truck vehicles operating under the direction of the public utility concerned as provided in paragraph 4. The Transportation License Blanks to be used will be secured from the Transportation Section, TCU. This work will be coordinated with the Registration Center and is authorized so as to speed up the licensing of vehicles during the first days and prevent stoppage of work. If the license application is not approved, the vehicle will be assigned as listed in paragraph 14a.

(3) Heads of AMG Division will recommend to the Transportation Section, TCU, what vehicles are most essential for civilian needs within the limit of the number of vehicles available. Gasoline and oil for these vehicles must be obtained from CIP Petrol Stations.

c. Passenger vehicles and trucks of any type not in running condition and not necessary for one of the listed civilian services will be either assigned to the Transportation Section Maintenance and Repair Shops or the Salvage Yard, depending upon the condition of the vehicle. After assignment the wrecked vehicle will be duly requisitioned by Fifth Army Requisitioning Officer.

d. All wrecked civilian motor vehicles will be assigned to the Salvage Yard to provide parts for repairing and rebuilding other vehicles. After assignment the wrecked vehicle will be duly requisitioned by Fifth Army Requisitioning Officer.

e. Civilian motor vehicles not needed by the Armed Forces (a later stage condition) may be licensed when such applications have been duly approved by proper officials.

15. Trucks, Passenger Cars, Motorcycles and Other Vehicles Assigned to AMG, Fifth Army Rome Hq. A working pool will be available for use by the HQ and Divisions upon a priority basis. Upon issue, the vehicle will be provided with a civilian driver from the TCU Division Transportation Section pool of registered drivers and a trip ticket for a designated period of time. These vehicles will only be issued upon order of the Transportation Section of TCU. Gasoline, oil and repairs for these vehicles will be provided through designated Army Depots.

may be duly authorized to issue the temporary transportation licenses for truck vehicles operating under the direction of the public utility concerned as provided in paragraph 4. The Transportation License Blanks to be used will be secured from the Transportation Section, TCU. This work will be coordinated with the Registration Center and is authorized so as to speed up the licensing of vehicles during the first days and prevent stoppage of work. If the license application is not approved, the vehicle will be assigned as listed in paragraph 14a.

(3) Heads of AMG Division will recommend to the Transportation Section, TCU, what vehicles are most essential for civilian needs within the limit of the number of vehicles available. Gasoline and oil for these vehicles must be obtained from CIP Petrol Stations.

c. Passenger vehicles and trucks of any type not in running condition and not necessary for one of the listed civilian services will be either assigned to the Transportation Section Maintenance and Repair Shops or the Salvage Yard, depending upon the condition of the vehicle. After assignment the wrecked vehicle will be duly requisitioned by Fifth Army Requisitioning Officer.

d. All wrecked civilian motor vehicles will be assigned to the Salvage Yard to provide parts for repairing and rebuilding other vehicles. After assignment the wrecked vehicle will be duly requisitioned by Fifth Army Requisitioning Officer.

e. Civilian motor vehicles not needed by the Armed Forces (a later stage condition) may be licensed when such applications have been duly approved by proper officials.

15. Trucks, Passenger Cars, Motorcycles and Other Vehicles assigned to AMG, Fifth Army Home Hq. A working pool will be available for use by the Hq. and Divisions upon a priority basis. Upon issue, the vehicle will be provided with a civilian driver from the TCU Division Transportation Section pool of registered drivers and a trip ticket for a designated period of time. These vehicles will only be issued upon order of the Transportation Section of TCU. Gasoline, oil and repairs for these vehicles will be provided through designated Army Depots.

16. Request for transport must be filed with Transportation Section, TCU Division. When requests are received, the priority of the request will be established and the most suitable available vehicle and driver assigned to the job. Request should show quantity distance or ton-miles amount of transport required or the time required. Each vehicle and driver will be given a trip ticket covering the period of time or number of trips included. The pay-roll time of the driver and the gasoline to be issued depends upon the proper filling out, signing, and returning of this trip ticket.

S-E-C-R-E-T

(Civilian Mtr Trans Organ
and Oper. Cont'd.)

17. Where guards are desired for safeguarding vehicles and loads in transit, or for storage yards, or shops, the Transportation Section TCU Division, will request the providing of such guards, completely maintained and provided for from the Public Safety Division.

18. Personnel.

- a. Military personnel under the direction of Transportation Section TCU Division, will direct the operation of:
- (1) Registration Center and Civilian Licensing Office.
 - (2) Holding Yard.
 - (3) Working Pool, AMG, 5th Army Rome Hq.
 - (4) Maintenance and Repair Shops.
 - (5) Salvage Yards.
 - (6) Pool of Registered Drivers.
 - (7) Gasoline and Oil Sub-Depots.

b. Military personnel under the direction of the Transportation Section will direct the operation of the Gasoline and Oil Rationing Office.

c. All vehicle requisitioning will be done by the Requisitions Officer, Fifth Army.

d. Civilian gasoline and oil points will be operated under the direction of CIP.

e. Drivers for all vehicles requisitioned and operated by AMG, Fifth Army Rome Hq, will be supplied from a drivers pool of civilian drivers, established by TCU Division, Transportation Section upon arrival in Rome. These drivers will be registered and will have registration cards.

f. Personnel for depots or garages operated by TCU Division, Transportation Section, will be obtained from civilian personnel available in Rome and found to be suitable for the required work. EM and/or CR will supervise these civilian labor pools.

Edgar E. Hume
EDGAR ESKINE HUME,
Brigadier General, GSC,
S.C.A.O., 5th Army.

1st Ind.

CITY ADM SEC, Fifth Army, APO #794, US Army

609/12
7 April 1944

- (1) Registration Center and Civilian Licensing Office.
- (2) Holding Yard.
- (3) Working Pool, AMG, 5th Army Rome Hq.
- (4) Maintenance and Repair Shops.
- (5) Salvage Yards.
- (6) Pool of Registered Drivers.
- (7) Gasoline and Oil Sub-Depots.

b. Military personnel under the direction of the Transportation Section will direct the operation of the Gasoline and Oil Rationing Office.

c. All vehicle requisitioning will be done by the Requisitions Officer, Fifth Army.

d. Civilian gasoline and oil points will be operated under the direction of CIP.

e. Drivers for all vehicles requisitioned and operated by AMG, Fifth Army Rome Hq. will be supplied from a drivers pool of civilian drivers, established by TCU Division, Transportation Section upon arrival in Rome. These drivers will be registered and will have registration cards.

f. Personnel for depots or garages operated by TCU Division, Transportation Section, will be obtained from civilian personnel available in Rome and found to be suitable for the required work. EW and/or OR will supervise these civilian labor pools.

Edgar Fiskine Hule

EDGAR FISKINE HULE,
Brigadier General, GSC,
S.C.A.O., 5th Army.

609/jc
7 April 1944

CITY ADM SEC, Fifth Army, APO #794, US Army
1st Ind.

Approved.

Harry H. Johnson
HARRY H. JOHNSON,
Major General, U.S.A.,
Commanding.

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

10/64
DSA/sem

HS/49

4 April 1944

SUBJECT: Transport Situation in Region II

TO : Colonel G.H. McCaffrey
Regional Commissioner
Region II

1. We have a copy of your recent letter about the transport situation in Region II.
2. We sent you a signal to the effect that the British Truck Company at Bari of 120 vehicles would be available to you in a few days. This will assist you until the other vehicles are drawn by the civil organization. We have now agreed the tariffs, after much controversy and several meetings with General di Raimondo, also a contract. I anticipate that in a few days or so they will be ready to draw vehicles; I have Major Bordass now doing nothing else but following through on this matter here so that your situation will be relieved as quickly as possible.
3. I am sending Lt. Col. Carnes of my Staff here, who I placed in complete charge of the supervision of the maintenance of all transport vehicles for the distribution of civil supply. I am sending him down to assist your officers in getting the maintenance organized, including a program for obtaining of spare parts, etc. This should be of great assistance in getting the maintenance started properly. I am sure you will find him quite helpful in this matter.
4. As soon as Major Bordass can get the final matters completed here so that the civil organizations are ready to draw the vehicles, he will come immediately to Region II to help your officers in the drawing of the vehicles and getting that started.
5. If I can do anything more to assist you, please let me know; I would also appreciate your keeping me advised as to progress in this transport development.

608
D. S. ADAMS
Colonel, C. E.
Executive Officer
Economic Section

CWB/dm

T.C.U. DIVISION
Allied Military Government
5th Army

Ref. 5A/TCU/265.

17 April 1944.

SUBJECT : Report on Road Haulage.

TO : Col. Fitch.

1. Forwarded for your information is a copy of the report on road haulage AMG. 5th Army as prepared by me for presentation at the meeting Saturday 15 April.

This report was not called for by Gen. Hume and therefore not presented.

2. Attention is invited to the suggestions contained in par. 3 as to commendations for Carabinieri and EM or OR working with this unit.

C.R. Birchett,
Lt. Col. C.E.,
Director TCU.

Copy to C.G. AMG. 5th Army.

607

REPORT ON ROAD HAULAGE 5th ARMY A.M.G.

1. EQUIPMENT. Prior to March 16 A.M.G. 5th Army had no vehicles for Road haulage and put in bids with Region III for movement. Supplies are moved to railhead by train and from there by truck. Use of the railhead makes it necessary to unload cars as soon as these are spotted since blockage of rail lines by unloaded cars can not be tolerated. On several occasions trucks arranged for with Region III failed to appear. On March 16 20 AGC. trucks were turned over to AMG. 5th Army. These trucks have been in daily use except when put on the line for repairs. This week 50 additional trucks were drawn by us for temporary use and for future assignment to other regions.

Yesterday 80 trucks were attached to us by AGC. These are part of a truck unit of 100 trucks. The additional 20 trucks will be arranged for in the near future.

In order to maintain this equipment arrangements were made to draw a 2nd echelon maintenance unit from AGC. This consists of an air compressor and certain heavy tools. This equipment is being used to service our trucks and equipment.

There is at Naples a truck servicing unit on the water front. Arrangements were made to put all our vehicles thru this unit where they were thoroughly inspected overhauled and missing parts or screws replaced.

2. FACILITIES. The 5th Army AMG. was forced to move from its garage at the same time it was given the 80 trucks above referred to. Arrangements were made with P.B.S. for a new garage which was cleaned and repaired and put into use March 23. Quarters were also arranged for Italian Carabinieri and truck parking space was sought out.

3. PERSONNEL. On March 16 when 5th Army AMG was allotted 20 trucks there were 92 tons at the railhead on cars to be moved. The trucks had no drivers. All PM/OR personnel were put on the trucks regardless of previous experience or assignment and told to move the supplies. This was done.

On March 18. Arrangement were made for 40 Carabinieri to serve as drivers of the units. These men were shown how to drive and have done excellent work. I would like to suggest this unit be given a commendation by AGC.

On April 16 two companies of Italian soldiers will be tur-

ned over to our organization for the operation of the 100 trucks referred to previously.

Our EM and OR have done an excellent job under very trying situation. The similar occurrence of new jobs, new assignments, work called for not in line of duty, long hours and the moving of quarters have all been met with cheerfulness. These men also deserve a commendation.

We have employed and put on our pay roll civilian labor. These are general labor for garage work and mechanics. We have used this force also to clean quarters, equipment, make canvass covers from salvage material we have obtained and paint signs.

Work Done.

The work done consists of moving some 100 tons per day each day of supplies from rail head to warehouses and the movement of miscellaneous supplies from Naples such as:

- Kerosene
- Olive Oil
- Seed Potatoes
- Medical Supplies
- Hospital Cots
- Salt
- Wine
- Water pipe
- Rations for Carabinieri
- Matches
- Empty oil drums
- Nails
- Caustic Soda
- Gravel for warehouses area in 5th Army areas.
- Refugees
- Bags
- Deisel oil for Mosquito work.

Movement of Refugees at Vesuvio, construction material and a civilian hospital.

The personnel in the Transportation Section AMG 5th Army who are doing this excellent work are Major Sowers, Capt. Santini, Lt. Jessup, 4 em Enlisted men and 6 British other ranks.

C.R. Birchall,
Lt. Col. C.E.,
Director TCU.

5 April 1944

TO: H.Q., Allied Control Commission, Economic
Section. (c/c to Transportation Sub-Commission)
FROM: A.C.C., Region 6, Transportation Officer.
SUBJECT: Distribution of Trucks.
REFERENCE: TPTW/1607/

1. Reference is made to your memo of 1 April 1944 signed by Col. Fiske, requesting information regarding the distribution of trucks in Region 6.

2. The following data is submitted on operative equipment:

(a)	Civilian trucks Cagliari Province	-	332
	" " Nuoro Province	-	70
	" " Sassari Province	-	158
	Total (Capacity 10 to 40 quintals)	-	560

(b) Military trucks - Italian Army Q.M. depot at Macomer - 301. (3 and 6 ton capacity).

(c) Trucks controlled by Military Contract (Italian) - 170 quintals.

Capacity at Sassari - 6

" " Cagliari - 10

Total Trucks on Sardinia ----- 877

3. Since there are over 200,000 Italian Soldiers scattered over the Island, the Military trucks are needed for distribution of food supplies to the Army only. Some limited usage is made of the Military vehicles from return trips of haulage of rations to troop stations.

4. Supply of tires is limited and numbers of operating trucks are reduced as tires wear out.

William M. Spann

W.M. SPANN.

Major AUS.

Regional Transportation Officer.

WMS/pd

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 324

REV/SEC

5 April 1944

RS/L9

COL. ADAMS, COL. FITCH, LT. COL. GARNES, MAJ. DORRIS, CAPT. HALSTAD, MR. VILLA, CAPT. HAY

1. Capt. Halstead's points.

a. TRANSPORT URGENTLY REQUIRED AT POTENZA. Prefects not received any instructions from Italian Government. These are necessary for drawing all local civilian trucks into the scheme.

Action D., H., and V. to see General di Raimondo 1000 hrs. 6 Apr. and get Italian Government to issue preliminary instructions to prefects of MATERA and POTENZA and nominate SILVA to draw and operate 40 trucks as soon as possible.

H. will sign for trucks on behalf AGC. Representative of di Raimondo required to sign for Italian Government. SILVA will sign form if contract drawn up by di Raimondo and approved by AGC. Form of contract to be discussed at di Raimondo's office, 6 April.

b. CONSORZIOS NOT YET FORMED IN MATERA AND POTENZA.

Action To be discussed di Raimondo's office 6 April.
V. stated di Raimondo said scheme could start without consorzios and he was prepared to issue vehicles without them.

c. CIP TO BE CONTACTED RE ISSUE OF FOL.

Action B. to contact Major FAGAN, Pet. Section AAI also Major

BURNETT, I & C.

Action B. to contact Major FAGAN, Pet. Section AAI also Major
plan.

Action D. & H. to consult together and produce draft for approval.

e. ARRANGEMENTS FOR MAINTENANCE.

Action To be settled with Lt. Col. GARNES.

f. MAINTENANCE OF DISCARDED PERSONS SUB-CONTRACTOR VEHICLES (16 3-ton trucks).

Action B. to draft letter to Brig. Inch for signature by Colonel Adams stating 16 vehicles have been issued to D.P. Sub-contractor and that D.P. B. C. have advised that they are ready to maintain these trucks and, therefore, it is their responsibility and not that of Region II. Vehicles will be subject to inspection and usual reports to be rendered.

DISCARDED POOL already operating under Capt. Bailey and handling 60

1. Capt. Halstead's points.

a. TRANSPORT URGENTLY REQUIRED AT POTENZA. Prefects not received any instructions from Italian Government. These are necessary for drawing all local civilian trucks into the scheme.

Action B., H., and V. to see General di Raimondo 1000 hrs. 6 Apr. and set Italian Government to issue preliminary instructions to Prefects of MATERA and POTENZA and nominate SIRA to draw and operate 40 trucks as soon as possible.

H. will sign for trucks on behalf ACC. Representative of di Raimondo required to sign for Italian Government. SIRA will sign form if contract drawn up by di Raimondo and approved by ACC. Terms of contract to be discussed at di Raimondo's office, 6 April.

b. CONSORZIOS NOT YET FORMED IN MATERA AND POTENZA.

Action V. To be discussed di Raimondo's office 6 April.
V. stated di Raimondo said scheme could start without consorzios and he was prepared to issue vehicles without them.

c. CIP TO BE OBTAINED RE ISSUE OF POL.

Action B. to contact Major FALAN, Pot. Section AAI also Major BERNARDI, I & C.

d. OTHER INSTRUCTIONS REQUIRED FOR REGIONS are to modification of original plan.

Action B. & H. to consult together and produce draft for approval.

e. ARRANGEMENTS FOR MAINTENANCE.

Action To be settled with Lt. Col. Carnes.

f. MAINTENANCE OF DISBURSED PERSONS SUB-COMMISSION VEHICLES (16 5-ton trucks).

Action B. to draft letter to Brig. Ingh for signature by Colonel Adams stating 16 vehicles have been issued to D.P. sub-commission and that D.P. S. C. have advised that they are ready to maintain these trucks and, therefore, it is their responsibility and not that of Region II.

Vehicles will be subject to inspection and usual reports to be rendered.

g. CATANZARO POOL already operating under Capt. Bailey and handling 60

tons per day.

Action Catanzaro pool to continue operating. The organisation is such that it can be taken over by the Italian Government at any time

2. 150 new British trucks are not at MONTELLI. They are at CEASATO. The vehicle park there has no instructions yet from Ordnance to issue BALE to ACC.

Action B. to contact Ordnance, AAI and arrange.

3. Col. Adams.

a. Lt. Col. Carnes and Capt. Halstead to get together on maintenance scheme.

- b. Vehicles must be maintained and kept on road.
- c. Responsibility for maintenance will not be solely Italian but also Regional and Provincial AGO Officers.

d. Italians must be made to work and carry out Road Haulage Scheme.

e. It is now necessary that the road be kept in good condition.

f. It is now necessary that the road be kept in good condition.

Handwritten signature: A. Amintore

g. It is now necessary that the road be kept in good condition.

h. It is now necessary that the road be kept in good condition.

i. It is now necessary that the road be kept in good condition.

j. It is now necessary that the road be kept in good condition.

k. It is now necessary that the road be kept in good condition.

l. It is now necessary that the road be kept in good condition.

m. It is now necessary that the road be kept in good condition.

n. It is now necessary that the road be kept in good condition.

o. It is now necessary that the road be kept in good condition.

p. It is now necessary that the road be kept in good condition.

q. It is now necessary that the road be kept in good condition.

r. It is now necessary that the road be kept in good condition.

s. It is now necessary that the road be kept in good condition.

t. It is now necessary that the road be kept in good condition.

u. It is now necessary that the road be kept in good condition.

HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
TRANSPORTATION SECTION

3 April 44.

SUBJECT : Vehicle Maintenance
TO : Internal Transportation Sub-Commission
REFERENCE : ACC 3/TN/54/8.

- I. Attached find requisition for necessary tools and equipment to establish workshops for the 300 allied trucks and motor vehicles operating under Regional administration.
2. Supervisory personnel as per appendix 'A' are also required for the necessary maintenance and control during the initial stage; prior to being satisfied that the Italian civilians can stand alone.

N. H. Huttenbach

N.H. HUTTENBACH
Lt. Colonel
Transportation Section.

NHH/td

Appendix A.

Personnel - Haulage

(A) 5 Officers

Duties

1. General Control & Liaison.
3. For Maintenance
1. For Supply.

(B) 3 Foremen Mechanics
(General Auto)

(C) 12 Mechanics

(D) 3 Clerks.

Supervision of
Dispatch. Work-tickets
and Stores Issue & Receipts

Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
H.Q., A.A.I. (Adm. Echelon),
C.M.F.

Our reference: ACC Tn/70/56.

Date : 4 Apr 44.

TO : Main Hq. ACC.
Economic Section.

SUBJECT : Italian Army Vehicles - Potenza Province.

1. Reference R.C. Region II's letter Tptn/40/27 dated 29 March, copy to this Sub-Commission.
2. The position should be considerably improved, when S.I.T.A. commence operations in this province and it was understood from information received at the meeting with General di Raimondo that Potenza Province was one of the provinces where the Road Haulage organisation could be started very quickly.
3. Perhaps the position could be reviewed after S.I.T.A. have been operating for some time.

 S.A. FITCH,
Colonel,
Director, Transportaion Sub-Commission, ACC.

HEADQUARTERS
ALLIED COUNCIL, CHICAGO, ILL.
EXHIBIT II

Ref : 2707/40/27

22 Nov 44

Subject : Italian Army Vehicles - Verona Province

To : Brigadier G.M. Lush, C.B.E., M.C.
Executive Commissioner, E.C., A.C.C.

1. The following details are forwarded as requested by you. Also, in order to substantiate previous statements that the above vehicles are indispensable for haulage of civil supplies.

2. There are seventeen trucks comprising 3 x 2 ton, 9 x 3 1/2 ton and 5 x 6 ton, and when serviceable, are employed 100%.

3. At present only 18 civilian vehicles are available and a considerable number of these are V.C.R., due to lack of spare parts.

4. Approximately 25,000 kilometres are run each month in order to collect and distribute 2,000 tons of foodstuffs.

5. While all food supplies are, and have been distributed, there is a considerable delay, as for example, it was impossible to distribute the supplies of seed potatoes before part of this consignment went rotten.

6. The rough surfaced roads, steep gradients (many of the common in this Province are situated at a high altitude) and constant adverse climatic conditions lay a heavy burden on an inadequate fleet of vehicles with such an arduous task to perform.

7. It is therefore not surprising to learn that at times only 50% of the vehicles are available, the remainder being V.C.R., due in the main to overwork and consequent lack of maintenance.

8. In addition to civil supplies, road transport has been required for the transporting of refugees and, in connection with the recent railway accident, a number of ox-carts had to be carried.

9. The Provincial Commissioner of this Province estimated that his future transport requirements would necessitate ninety additional vehicles. It is hoped to allocate 40 x 3 ton vehicles to this Province when the Road Transport Scheme is in operation.

10. Even with the possible addition of the above mentioned vehicles it must be born in mind that the present civilian vehicles are in a poor condition and deteriorating rapidly, hence the use of these Italian Army vehicles without which the supply distribution in this Province could be completely disrupted.

20/53

1. The following details are forwarded as requested by Col. Adams, in order to substantiate previous statements that the above vehicles are indistinguishable for heritage of civil supplies.
2. There are seventeen trucks comprising 3 x 2 ton, 9 x 3 1/2 ton and 5 x 6 ton, and when serviceable, are employed 100%.
3. At present only 30 civilian vehicles are available and a considerable number of these are V.C.S., due to lack of spare parts.
4. Approximately 25,000 kilograms are run each month in order to collect and distribute 2,000 tons of foodstuffs.
5. While all food supplies are, and have been distributed, there is a considerable delay, as for example, it was impossible to distribute the supplies of seed potatoes before part of this consignment went rotten.
6. The rough surfaced roads, steep gradients (many of the quarries in this Province are situated at a high altitude) and constant adverse climatic conditions lay a heavy burden on an inadequate fleet of vehicles with such an arduous task to perform.
7. It is therefore not surprising to learn that at times only 50% of the vehicles are available, the remainder being V.C.S., due in the main to overwork and inadequate lack of maintenance.
8. In addition to civil supplies, road transport has been required for the transporting of refugees and, in connection with the recent railway accident, a number of corpses had to be carried.
9. The Provincial Commissioner of this Province estimated that his future transport requirements would necessitate ninety additional vehicles. It is hoped to allocate 40 x 5 ton vehicles to this Province when the Road Transport Scheme is in operation.
10. Even with the possible addition of the above mentioned vehicles it must be born in mind that the present civilian vehicles are in a poor condition and deteriorating rapidly, hence the use of the 50% figure for vehicles without which the supply distribution in this Province would be completely disrupted.

JPN/MS

G. H. Mc Caffrey

P.M. Assistant
Lt. Col., Inf.
Regional Commissioner.

Copy to : Col. Adams, Executive Officer, Economic Section.
Col. D.A. Piche, Director, Internal Transportation Sub-Committee.
Regional Supply Officer, Region II.
Provincial Commissioner, Potenza.

Joint Report

Major J.H. Bordess (R.A.J.C.) and Major A.J.J. Macchi (I.C.) of the Internal Transportation Sub Commission, ACC.

SUBJECT: ROAD TRANSPORTATION FACILITIES.

1. The Mission.

To make a survey of motor transportation facilities on the Italian mainland on behalf of the Central Economic Committee.

2. Execution of the Mission.

For detailed statement see Appendix A to this report.

3. Conclusions.

It is surprising that no census of roadworthy civilian trucks is in existence, because it was thought that this would have been one of the first things to have been accomplished. Without such a census it is impossible to put forward any concrete proposals as to the methods of distribution, maintenance etc.,. The very meagre information regarding Road Haulage organisations in operation prior to the occupation is very disappointing and there appear to be no records as to where Maintenance Depots and Garages were situated.

In the early stages of the occupation, owing to the fact that the Allied Armed Forces appear to have requisitioned civilian trucks without any record or stabilised control and without regard to the economic situation and needs of the civil population and further are apparently still in possession of many such vehicles, the importance of properly organising Road Transport appears to have been entirely neglected and this is the principle cause of the present unsatisfactory state of affairs. In addition so long as civilian trucks are being used by the various branches of the Services, the petrol rationing schemes cannot be one hundred per cent controllable or effective.

On every occasion we were informed that information was difficult to obtain, owing to shortage of personnel and transport

4. Recommendations.

Owing to the state in which Road Haulage Transport (Long Distance and Local) is at present, we are of the opinion that the only conceivable and efficient method of remedying this, is by starting from the very beginning. Bearing in mind the MCS 537 Staff Study on Transport Requirement for the Distribution of Civilian Supplies in Occupied Territory⁵, dated 1 January 1944 and the instructions set out in the Memorandum, CAO/701, dated 9 January 1944, which were shown to us on our return, we are of the opinion that this start should be made in the following manner:

(a). Appointment of a Road Haulage Transport Control

For detailed statement see Appendix A to this report.

3. Conclusions.

It is surprising that no census of roadworthy civilian trucks is in existence, because it was thought that this would have been one of the first things to have been accomplished. Without such a census it is impossible to put forward any concrete proposals as to the methods of distribution, maintenance etc.. The very meagre information regarding Road Haulage organisations in operation prior to the occupation is very disappointing and there appear to be no records as to where maintenance Depots and garages were situated.

In the early stages of the occupation, owing to the fact that the Allied Armed Forces appear to have requisitioned civilian trucks without any record or stabilised control and without regard to the economic situation and needs of the civil population and further are apparently still in possession of many such vehicles, the importance of properly organising Road Transport appears to have been entirely neglected and this is the principle cause of the present unsatisfactory state of affairs. In addition as long as civilian trucks are being used by the various branches of the Services, the petrol rationing schemes cannot be one hundred per cent controllable or effective.

On every occasion we were informed that information was difficult to obtain, owing to shortage of personnel and transport

4. Recommendations.

Owing to the state in which Road Haulage Transport (Long Distance and Local) is at present, we are of the opinion that the only conceivable and efficient method of remedying this, is by starting from the very beginning. Bearing in mind the NGS 537 Staff Study on Transport Requirement for the Distribution of Civilian Supplies in Occupied Territory, dated 1 January 1944 and the instructions set out in the Memorandum, CAO/701, dated 1 January 1944, which were shown to us on our return, we are of the opinion that this start should be made in the following manner:

(a). Appointment of a Road Haulage Transport Control Officer in every province of occupied Italy. This officer to have a car, an office, a clerk, and a dispatch rider. At the present moment this would require

- 14 Officers.
- 14 Clerks.
- 14 Dispatch Riders.
- 14 Cars.
- 14 Motor Cycles.

We are of the opinion that the Provincial Road Haulage Control Officer should be provided by the Regions concerned and that he should be under the supervision of the representative of the Internal Transportation Sub Commission, who is or will be attached to each Region III and who is under the supervision of the Internal Transportation Sub Commission.

(b). That the Provincial Road Haulage

2.

(b) cont.

Control/

Officer be instructed to proceed in the following manner:

I. To draw up a register of all the Road Haulage operators in his province.

II. To liaise with any Road Haulage Organisation existing in his province.

III. With the aid of the Local Authorities and Transport Contractors, acquire garage facilities where repairs and maintenance can be carried out and where spares may eventually be assembled.

IV. At a specified time to cancel all existing civilian load carrying vehicle licences and to issue new ones after proper registration.

V. To constitute a pool or pools of vehicles according to the lay out and transport needs of his province. He will have to bear in mind that any vehicles, which are essential to the every day life of the province, cannot be incorporated into a pool.

VI. That he is the only authority authorised to issue petrol permits for civilian load carrying vehicles.

VII. That all applications for road haulage movement will be made through him.

VIII. To maintain a record of Road Haulage movement in his province.

IX. To render a weekly vehicle availability state to the Representative of the Internal Transportation sub Commission at Region HQ.

(c). It will be necessary to furnish the Provincial Road Haulage Control Officer with a list of priorities of goods to be carried together with a schedule of rates to be charged.

(d). That a census of all load carrying vehicles requisitioned by the Armed Forces should be made, with a view to ascertaining to what extent they may now be applied to civilian transport and economic needs.

(e). Once these pools have been started ⁵⁹the Provincial Road Haulage Control Officer has a nucleus of an organisation, he will be in a position to accept delivery of additional vehicles, provided they are not unloaded upon him in excessive quantities.

(f). Road Transport Pool Management

can be carried out and IV. At a specified time to cancel all existing civilian load carrying vehicle licences and to issue new ones after proper registration.

V. To constitute a pool or pools of vehicles according to the lay out and transport needs of his province. He will have to bear in mind that any vehicles, which are essential to the every day life of the province, cannot be incorporated into a pool.

VI. That he is the only authority authorised to issue petrol permits for civilian load carrying vehicles.

VII. That all applications for road haulage movement will be made through him.

VIII. To maintain a record of road haulage movement in his province.

IX. To render a weekly vehicles availability state to the Representative of the Internal transportation sub Commission at Region HQ.

(c). It will be necessary to furnish the Provincial Road Haulage Control Officer with a list of priorities of goods to be carried together with a schedule of rates to be charged.

(d). That a census of all load carrying vehicles requisitioned by the Armed Forces should be made, with a view to ascertaining to what extent they may now be applied to civilian transport and economic needs.

(e). Once these pools have been started at the Provincial Road Haulage Control Officer has a nucleus of an organisation, he will be in a position to accept delivery of additional vehicles, provided they are not unloaded upon him in excessive quantities.

(f). "Road Transport Pool" personnel. It should be borne in mind that apart from the Clerk and Dispatch Rider under the direction of the Provincial Road Haulage Control Officer; all initial "Road Transport Pool" personnel, such as Drivers, Servicing and Maintenance employees and office staff should be gradually built up from and among the local Civilian population.

(g). When forming a nucleus "Road Transport Pool"

fixed rates for the hire of vehicles and payment to Italian Drivers or Personnel should be applied from the beginning on the following basis:

I. For Owner Drivers. On a fixed scale

mileage basis.

II. Non Owner Drivers. The owner of the vehicle should be paid at a fixed ~~rate~~ daily rate for its hire and the Italian driver a fixed rate per hour.

(h). Title Ownership.

In the initial stages it is suggested that all Allied Nations' vehicles, handed over to the "Road Transport Pools", the Title Ownership should be in the name of the Allied Control Commission (Internal Transportation Sub Commission) and this, until such time that it is deemed advisable and appropriate to hand these vehicles over to the Italian Government on some charge, i.e., the cost of the vehicles less depreciation.

(i). Whereas it is fully appreciated that the aim is to re establish Road Haulage Transport under Italian control, with merely supervision from ACC, we are convinced that at this stage the aforementioned is the only method by which Road Haulage Transport can be put on a sound basis in the least possible time and so meet the economic needs of the Country.

17 January 1944.

Signed:

0955